(IRISH SHIPPING LTD.)



VOL1 NO.1

JANUARY 1963.

EDITORIAL.

House journal - Newsletter - Staff Magazine - all conjure up different pictures for various people. Many of you who read this have no doubt seen or read several of these journals and like ourselves possibly have felt a little envious or like the uninvited guest at a function, partaking of the contents without being able to participate in the proceedings.

It has long been felt that such a journal could be of considerable value both to the company and staff ashore and afloat and the first step has been taken with the production of this issue.

There are, of course, many problems involved in starting a publication such as this and the co-operation of a number of people was necessary to make it possible. The contents are purely an indication of the type of material we felt would be of general interest to all our staff. If anybody has any further ideas, we would be delighted to hear from them.

Our principal aim is to provide, regularly, news of happenings within the company and this can be broadly classified under two headings: Personal News and News of General Interest. By personal news we mean that we want to hear if Captain Bligh's son has got married or that Chief Engineer

I.P. Doxford has had a new arrival, etc. etc. - in other words the type of news that is always of interest to us all but at the moment takes months to circulate. One of the problems here was to ensure that such information would flow in in a steady stream. We decided that somebody on each ship should be asked to "volunteer" to collect and despatch such information regularly to us. The person who normally broadcasts on all wavelengths appeared to us to be the logical choice and we know that we can depend on the Radio Officers to keep us fully informed.

With regard to news of general interest, we have outlined in this issue a list of items which strike us as likely to come under this heading and we would welcome all contributions from any source.

These will be suitably acknowledged. We are not interested in grammatical accuracy or literary style. Neither do we wish to confine contributions in any way, as we expect to be able to use everything we get.

It was decided to publish the newsletter every two months for a start so that the next issue will go to press at the end of March. By that time we hope to see plenty of contributions rolling in. However, to ensure that we do come out on time, please post your material so as to arrive here not later than the 15th March, addressed to The Editor, I.S.L. Newsletter.

In a company such as ours, by virtue of its size and scale of operation, a gap is inclined to exist between staff serving ashore and afloat. I don't have to emphasise that we are all working towards the one goal and anything which will tend to bring us closer together has my unreserved support. I am confident that this publication will help to close the gap.

The responsibility for the regular production of this newsletter has been assigned to Mr.B.W.Lynch who has the assistance of a staff committee. The main objective will to keep us all betterinformed and, in particular, the circulation news of a personal nature appeals to me. We are all inclined to forget too easily, bound up as are with our many business problems, that the transaction of business is basically one of personal relations. By making us more aware and familiar with the various people who all form part of our organisation, I hope that we will all become more conscious of this fact.

I feel it would not be realistic if I did not refer briefly to the position of our company today. You are all aware as much as I am of the difficulties which beset the shipping industry as a whole, consequent on the continued slump in freight rates. As 80% of our business is obtained on the open international market, our operations have been seriously affected. As a result, various vessels, over the last few

years, have been laid up due to lack of employment. There is no immediate prospect of an improvement in the situation and, as there is nothing we can do to influence the rate position, our efforts are directed towards the more efficient and economic operation of the fleet. For this we must look, in increasing measure, particularly for the cooperation of all our sea-going staff. This, we readily acknowledge, has always been given in the past but is

more important now than ever before if we are to survive this critical period and stand poised, ready to take full advantage of the position when the tide does eventually turn.

As with all other industries, the influence of the "Wind of Change" is gradually gaining strength in the shipping world. Accepted methods and procedures are being actively scrutinised and modifications in equipment and lay-out are constantly taking place. We are keeping abreast of these developments, as we must, to maintain the status we have gained by dint of hard work and perseverance over the last twenty one years.

an instance, you are probably by now aware of the introduction of a modified form of remote-control being installed in the engine room of the "Irish Plane". In the future, you will all be kept fully informed through the medium of this newsletter of all these developments and trends.

I would like to say, finally, how pleased I am to have the opportunity of saying these few words to you all and wish this venture a long and successful life.

VISIT OF AN TAOISEACH SEAN F. LEMASS TO
M.V. "IRISH SYCAMORE" at DUBLIN on 25th MAY, 1962.



Left.

Taoiseach La Few words with Mr. I. Eagles, Chief

Right.

An Taoiseach showed a keen interest in the Radar installation. Also in the picture Captain R.M. Woolfenden and Mr. J.J. Stafford, Chairman.



Photos by courtesy Irish Press.

Irish Hawthorn": After a full five years trading, this tanker at last arrived at Dublin for the first time on the 19th instant, having loaded at Whitegate. Unfortunately, as is usual with tankers, her call was brief. It is unlikely that this vessel will again call to an Irish port before the completion of her current charter, which expires towards the end of February but possibly her future fixture may call for trading nearer home.

ferred to as a

Conster, this vessel has been

covering quite a lot of territory

from Northern Europe as far south

as Kinitra. When she arrived in

Dublin this week, a quick check

revealed that it was her first Irish

port in approximately four years.

Liner trade may

sound rather a monotonous routine
to many but, as in all trades, it
can produce the unusual. All
types of cargoes are carried and
special arrangements for their
stowage, care and right delivery
are in the normal part of the day's
routine for masters, officers and
crew,

We wonder how the personnel of the "Irish Pine" felt when they found that two donkeys formed part of a recent cargo to Canada? However, they were well looked after and an extract from Captain Reilly's voyage report is interesting "We commenced discharging outward cargo at 0800 on 2nd January, including our two passengers......The little donkey got a cold, but this did not prevent him from eating the Steward's carrots and a box of sugar cubes that were put on board for him by the girls from our Agents office at Greenock. Both

he and the older one went ashore in fine form and brayed loudly when they got there."

We can't help wondering what they had for breakfast now that we are using Dunlopillo mattresses.

"Irish Rose": This vessel has just completed a short Time Charter covering a voyage from Canadian ports to U.K. As a complete contrast, her next fixture was from Llandulais to Odde. Quite unfamiliar ports you will agree and there was quite a scramble at Head Office for the available atlases. We trust the Stores Department had the necessary charts on board!

"Irish Maple": Is now in Glasgow for conversion to closed shelter decker and expects sail 25/1/'63, for Gulf ports to load for India. When completed she will rank for comparison with her sister ships, "Irish Ash", "Irish Larch" and "Irish Alder", all of which were similarly converted last year.

"Irish Spruce": Unfortunately, laid up at Dublin since 12th December 1962, due to slump in freight rates. Consideration, we understand, is being given to the installation of refrigerated space in this vessel.

"Irish Elm": In the news twice recently - first, when she was weatherbound outside Dublin from Sunday night until she docked on Wednesday evening. None of our historians could ever recollect such a sustained spell of heavy seas in this area.

The second headline was when a Naval Service Cadet and Instructor embarked for the current voyage for practical sea experience. See photo on Page 9. Having arrived Philadelphia 18th inst. is now awaiting settlement of U.S. dock strike.

SOME OF THE FLEET IN THE NEWS.

"Irish Alder": Arrived Houston 3rd January.

"Irish Poplar": Arrived New York
28th December.

"Irish Ash": Arrived New York
17th January.

All awaiting settlement of U.S. dock strike. At time of going to press no developments.

"Irish Cedar": Arrived Rotterdam on the 19th January with first cargo of sulphur from Gulf of Mexico, on a year's time charter to The Sulphur Export Corporation.

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MEMOS FROM HEAD OFFICE.

Staff Christmas Party:

This year's Christmas party was held in the International Hotel, Bray, on 20th December and a record attendance of 168 people were present. It was generally agreed that the Social Committee did an excellent job and that the catering and entertainment was well up to the high standard of previous years.

The "Alberta Five" provided the music for dancing and the 'Twist' competition produced some unusual 'turns' as well as very worthy winners in Tommy Delaney and partner. A very charming ladies vocal group rendered a selection of seasonable songs which were received with enthusiasm. The group consisted of Misses Clare Crawford, Audrey Graham, Lauri O'Leary and Marie Those two 'legal eagles' Dermot McNulty and Paddy Fitzpatrick kept the large gathering in good humour with a highly topical and amusing parody. No I.S.L. social function would now be complete

MEMOS FROM HEAD OFFICE.

without an exhibition of Irish dancing from the maestro himself, Rory O'Connor and, as usual, Rory obliged with a skilful demonstration of footwork. As if to show that the vounger members can also rise to the heights, we had a delightful rendering of "The Soldier's Dream" from Sean O'Reilly. To Tom Flynn, Clem Kinsella and Maurice de Mangeat. Chairman, Secretary and Treasurer respectively, and to hardworking Committee members, Bernard Byrne, Kerry Bray. Kaureen Grozan and Lauri O'Leary go our best thanks for a most enjoyable evening.

Special Courses:

Attending a three day course for Supervisory Staff on 8th 9th and 10th January were R.P.O'Connor and J.B. Guerins of our Accounts Department. The course, which was under the auspices of the Institute of Public Administration, was held at the Institute's premises in Norrion Square,

O.T.M.A. Management and Training Consultants held a course on "Communications" in the Hibernian Hotel on the 8th 5th 10th and 11th January, at which the Company was represented by eleven staff members from various departments. Those present were:

Dock: P. Shanaban. Superintendent.
Liner Dept.: W. Mullen.
Marine Dept.: D.J. Elliott.
Claims Dept.: D. McNulty.
Chartering Dept.: M. de Mangeat.
Stores Dept.: Capt.T.Byrne and L.J.
O'Meara.

Cork Office: P.J. Crowley.

Accounts Dept.: A. Hughes, S.M.Clery
and D. Mills.

News Flashes:

French classes, which commenced in November last, have been very well supported by the staff and it is hoped that the interest shown will be maintained to the end of the current series of classes and subsequently. Ici on parle francais et ainsi de snite!

Paddy Shanahan and Clem Kinsella are still waiting for the signal to blast off for New York, where they will study up-to-date methods of cargo discharging in general and supervise the discharge of the "Irish Poplar's" meat cargo in particular. The count-down began on December 27th when the "Irish Poplar" was due in New York and. with the continuance of the dock strike there, it is still continuing. With a little bit of luck they will be able to take part in the St. Patrick's Day Parade, We have commissioned a blow-by-blow description of the trip for our next issue.

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After a rather large helping of turkey, plum pudding and the rest, we were relaxing before the small screen on Christmas night when, suddenly, we were roused from our semi conscious state by the appearance of our esteemed Secretary.

P.P. was accompanied by a well-known T.V. personality and top fashion model. We are reliably informed that the Society for the Preservation of Bachelors are keeping a close eye on what they describe as "a very dangerous situation."

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Our congratulations to Rory O'Connor on his debut in Irish television

on Sunday night, 13th January, when he was featured in "Curtain Up".

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We also extend our congratulations and best wishes to Miss Noreen O'Donnell who recently celebrated her 21st birthday. Noreen hails from Mitchelstown, Co. Cork, and is attached to the crews section of our Accounts Department.

Bill Lynch, who also hails from Cork, incidentally, made his debut in Dublin as a Senior Rugby Referee recently when he officiated at the Clontarf versus Lansdowne game at Clontarf. Bunny tells us that he was scrupulously fair and consequently was not much use as a referee! Bill, of course, played rugby in Cork with the Dolphin Club and also was a prominent referee in the southern capital.

We were privileged to act as hosts on board the "Irish Maple" on the 23rd December for a party of mentally retarded children from Stewarts Hospital in Palmerstown, Co. Dublin. Arrangements were made through the Harbour Master, Commander O'Brien Twohig, on the instigation of one of the Harbour Constables - Mr. Moore, He had enlisted the help of his colleagues and Mr. Kelleher, Customs Officer and other port Officials. Santa arrived when the party was in full swing and members of the office staff, Captain & Mrs. McGee, Chief Steward Curran and his staff all did trojan work in satisfying 32 healthy appetites. One could only marvel at the wonderful work the Matron and staff of this hospital are doing for these kids and it was a source of considerable satisfaction to us all that we had helped in a small way towards brightening their Christmas

We are glad to see Captain E.C.G. Horne back in command of the "Irish Poplar" after a long lay-off ...: through illness.

X.X.X.X.X.X.X.X.X.X.X.X.X.X.X.X.X.X.

Best wishes for a speedy recovery go to Captain R.H. Greene, now convalescing after a serious operation and Captain J. Poole, also on the sick list.

We were very sorry to learn that Bosun J.J. Hearne of Passage East met with an accident on the "Irish Oak" at Montreal on 26.11.'62. He sustained a back injury when he fell into the hold on top of some dunnage. Subsequently repatriated, we understand he is now on the mend and look forward to seeing him back on deck soon.

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While on the "Irish Holly", Joe McPolin, Chief Officer, suffered a relapse from his previous illness and subsequently entered the Richmond Hospital, Dublin, for treatment, By the time we next go to press, hope to be able to report that he is fit and well again.

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Congratulations go to Captain M. Langran and Captain A.R. Evans, recently promoted acting Masters and appointed to the "Irish Fern" and "Irish Willow" respectively.

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The present line-up of Masters is as follows:

"Irish Hawthorn" - Capt.G.P.Blaney "Irish Blackthorn" - Capt.R. Patterson "Irish Lider" - Capt.T.Glanville - Capt. J. Caird "Irish Rowan" - Capt.T.Donovan "Irish Sycamore" "Irish Ash" - Capt. I. Tyrrell "Irish Alder" - Capt.F.Kirk - Capt.P.O'Sheaghda "Irish Larch" - Capt. E.C.G. Horne "Irish Poplar" "Irish B1m" - Capt. J. P. Kelly "Irish Pine" - Capt.C.Raftery - Capt. M. Gillespie "Irish Holly" "Irish Rose" - Capt. J. Flanagan "Irish Willow" - Capt. A.R. Evans "Irish Fir" - Capt.J.Lee - Capt. J.O'Shea "Irish Heather" "Irish Fern" - Capt. K. Langran "Irish Spruce" - At Bublis. - Capt. J. H. Onions "Irish Oak" - Capt. B. Reilly "Irish Maple"

On Leave:

Capt.R.M.Woolfenden, Capt.J.Byrne, Capt.B.E.McGee, Capt.J.S.Kerr.

Sick Leave:

Capt. R.H.Greene, Capt. J.Poole.

We were glad to see M. Whooley,
Chief Engineer, in the uffice
recently on his way to rejoin the
"Irish Willow". Fully recovered
from the glandular fever for which
he was hospitalised ex the "Irish
Hawthorn" in Curacan, he subsequently
enjoyed a few months leave.

Recent front-page news in the Evening papers was the fire which broke
out in the home of Joseph Gavin,
Chief Steward. Although all his
family escaped safely, Mr. Gavin
suffered severe burns on his hands
when helping to extinguish the blaze.
Unfortunately, his quick action did
not succeed in saving a lot of his
furniture, which was destroyed. In
wishing him a speedy recovery, we
would like to assure him of our
deepest sympathy on what must have
been a most frightening experience.

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A recent caller to our office recently was Captain Brendan P. Forde, now Shipping Superintendent with the British Phosphate Commission in Auckland. One of the first apprentices to join the company, he commenced his seagoing career on the "Irish Larch" in 1943.

NEW CORK HARBOUR MASTER.

Although not strictly company news, we feel that the photograph on Page 15 of the new Cork Harbour Master taking up duty will be of very general interest. Since 1945, Captain 'Al Barnes has been Harbour Master in Cork and, during that time, has made many firm friendships with the Masters of our vessels trading to Cork. When he retires finally within a few weeks, he will carry with him the best wishes of us all. Captain R.P. Tyrrell, his successor, is one of the very well known Co. Wicklow family of seafarers and spent most of his seagoing career with the Ellerman Papayanni line. bidding him welcome to his new post, we can assure him, on behalf of all our Masters, of our utmost co-operation.

ON BOARD THE s.s. "IRISH ELM"



L. to R. Lt.P.O'Mahony, Naval Instructor, Mr.I.Sheil, Ch.
Officer, Naval Cadet P. Kavanagh and Capt.T. McKenna, Director
Naval, Service.
Photo. Cork Examiner.

Can anyone explain why ships are always referred to in the feminine gender? This is something that has always puzzled us. We have of course heard the old chestnut that it is because they tie up to "buoys". We think it more likely, however, that it comes from a much more ancient source, as we have recently read the following quotation: "Who wishes to give himself an abundance of trouble let him equip these two things a ship and a woman. No things involve more bother, for neither is ever sufficiently adorned." writer named Plautus was responsible for those sentiments way back between 254 and 184 B.C. We can only conclude that he must have worked in the Stores Department but we are quite certain that no member of our Stores Department would be so unchivalrous as to agree with him.

We would be glad to receive any ideas or thoughts from readers on this topic.

WHATS IN A NAME ?

We must confess to having committed a cardinal sin in the maritime sense with this issue. We have launched the magazine without naming it. However, this was done deliberately as we want to invite suggestions from all staff ashore and afloat as to what they consider would be a suitable title. All suggestions should be addressed to The Editor, giving full details of name, rank and ship and will be acknowledged. A prize of £5 will be awarded to the one considered the most suitable We intend to hold this open until 31st March to give our far distant crews a chance of competing. more than one person should submit the winning title, the one received first will be adjudged the winner.

What do we plant when we plant the tree.

We plant the ship which will cross the sea,

We plant the mast to carry the sails We plant the planks to withstand the

The keel, the keelson, the beam, the knee,

We plant the ship when we plant the tree.

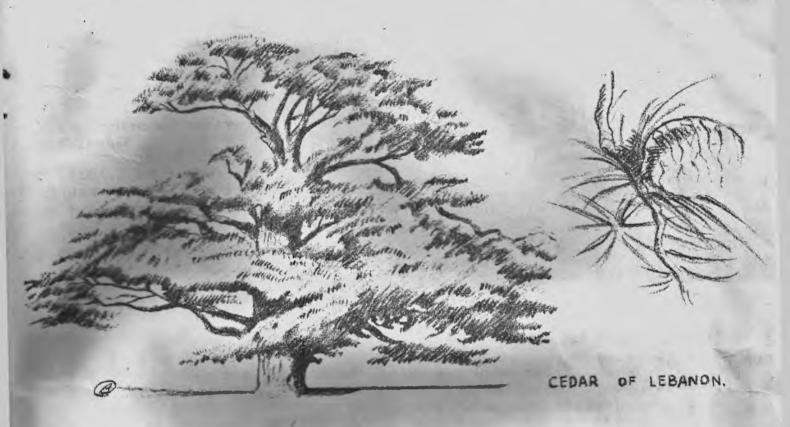
Henry Abbey.

When we read this poem, we felt that if ever Irish Shipping Ltd. wanted to justify the decision to name the fleet after trees, here was the answer.

It prompted us to enquire why, in fact, trees were chosen but it appears that there was no specific reason. However, it did provoke us into doing a bit of research which we had been considering for some time - namely to obtain some general information about the trees in the fleet. We have started with the "Irish Cedar" in this issue and propose to deal with each tree in the fleet in succeeding issues.

In addition, as we have done in this issue, we intend to furnish details, with photographs, of each ship to bear the name of the specific tree. In respect of the older ships, due allowance must be made if the photographs do not reproduce too well.

We hope that you will find this series as interesting as we found the research involved.



CEDAR: a large cone-bearing evergreen tree with irregular
spreading crown of horizontal
branches with many clusters
of needles on short spur
branches. Cones are about
4 ins. long, reddish-brown,
upright.

One of the best known species is Cedrus-Libani: Cedar of Lebanon. This is a tree renowned for its beauty and stateliness. is frequently mentioned in the Scripture as a symbol of power, prosperity and longevity. From the famous Cedar forests of the Lebanon came the masts of the ships of Tyre and Sidon and wood for the kingly palace for David. For man to be compared to a Cedar of Lebanon was a token of the highest appreciation.

"The Assyrian was a Cedar in Lebanon, with fair branches and with a shadowing shroud, and of an high stature and his top was among the thick boughs...and he was most beautiful for his greatness and for the spreading of his branches; for his root was near great waters."

BZEKIEL c.31.

her gentle spirit rose in danger's hour.

The Cedar thus, when halcyon Summer shines,

graceful to earth its pendant boughs declines.

but when on Libanus, the snows descend

To meet the weight, its rising branches bend."

Mrs. Franklin.



s.s. "Irish Cedar" (1)

G.R.T.: 5430 N.R.T.: 3326 D.W.: 7931 Built: 1912

Previous Name: Catherine

Gerolomich.

Flag: Italian

Acquired: 19,6.1943.
Port of Registry: Dublin
Remarks: Redelivered to

Italian Govt. 8.12.1945.

s.s. "Irish Cedar" (2)

G.R.T.: 5627

N.R.T.: 3065

D.W. : 8700

Delivered: 2.2.1949.

Builders: Wm. Gray, West

Hartlepool.

Port of Registry: Dublin

Remarks: Sold 1.7.59 to

Gulf Steamship Co. Pakistan &

renamed

"Mustansir".





s.s. "Irish Cedar" (3)

G.R.T. : 10477

N.R.T.: 6053

D.W. : 15123

Delivered: 24.8.1962.

Builders: Verolme United

Shipyards.

Heusden.

Port of Registry: Cork. Remarks: Bulk-Carrier.

It will be obvious to our readers that the bulk of the material in this issue has come from the office but this, of course, was unavoidable in a first issue. We are very anxious to ensure that this will be rectified in the future by contributions from our seagoing personnel. We can visualise the thoughts in your minds "Sure, I couldn't write an article", but that is not what we want. We

know that you all write letters home, so what about writing to us.

To give you an idea of the type of material we want to get, we are outlining below a list of headings as a guide. We would stress that there is nothing more required than just sitting down and writing us a letter, so will be waiting to hear from you.

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Particulars of visitors abroad in foreign ports.

Details of any receptions held on board.

Any social functions organised ashore for officers and crews in foreign ports, with full particulars of the organisers.

Any organised entertainments on board, such as choirs, sing-songs, football matches with full details of teams and names of people involved.

Unusual cargoes carried or unusual experiences on the voyage.

Details of any unusual features of visited.

Emorous incidents or stories, jekes, cartoons.

Photographs taken abroad or aboard and suitable for reproduction; preferably identifiable with the ship concerned and with names and ranks of personnel included.

Recollections of voyages or incidents that happened in the early years with dates and cargoes; particulars of hazards encountered and overcome in those early years; we know that this is a particularly wide field and we have heard many interesting stories circulating from time to time, which we feel should be preserved for record purposes. It may not be generally realised that the records available about the early years of the company are very scanty as, up to 1945, the vessels were operated by the three managing companies. Their records have now been destroyed and great difficulty was experienced earlier last year when trying to put material together for our 21st anniversary publications.

 Extracts from letter received from Captain I.H. Tyrrell, Master, m.v. "Irish Ash".

At sea Jan. 7th, 1963.

"This vessel arrived Los Angeles Dec. 28th, and prior to arrival there had been a lot of publicity in the local press as to the first I.S.L. vessel to arrive in the actual port Authority of L.A. have actually been before close by in some of the other vessels to the other port for L.A. namely Long Beach.

This vessel was therefore met on arrival by a number of Irish and Irish Americans. They included the Collector of Customs, D. Patrick Ahern who presented a portrait of President Kennedy, and the Port Manager, J.F. Parkinson, who presented a Plaque Crest of the Port of Los Angeles.

Whilst we were in Bangkok we were entertained ashore there by about 20 members of the Irish Society headed by a Michael Nolan, as being the First of these vessels to call there."

We hope to see this section considerably enlarged in our next issue when you all sharpen your quills.

Editor.

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SHORT COURSE IN HUMAN RELATIONS:

Four most important words: What do you think.

Three most important words: Very well done.

Two most important words: Thank you.

Least important word:

Deft Definitions:

"Lollipop": What you say when you ask your dad for pocket money.

"T. V. " Where all the little movies go when they are bad.

"Bachelor": A man who had no car in his youth.

"Flirtation: Attention without intention.

"Raving Beauty": The girl who was second in a beauty competition.

The Secretary's Day:

9.35 a.m.: "He hasn't come in yet."

9.55 a.m.: "I expect him in any misste."

10.30 a.m.: "He just sent word he'd be a little late.

11.30 a.m.: "He's been in but he's gone out again."

12.30 p.m.: "He's gone to lunch."

2.45 p.m.: "I expect him in any

3.15 p.m. : "He hasn't mome back yet. Can I take a message ?."

3.45 p.m.: "He's somewhere in the building. His hat is here."

4.15 p.m.: "Yes he was in but he went out again,"

4.45 p.m.: "I don't know whether he'11 be back or not."

5.00 p.m.: "No, he's gone for the day."

From the G.S.N. Newsletter.

NEW HARBOUR MASTER IN CORK



Capt. Barnes welcomes Capt.R.P.Tyrrell at the Harbour Office.

Photo: Cork Examiner.

LATE NEWS FLASHES.

1. The following staff changes have been made thin week:

B.W. Lynch to Chartering Dept.

P. Shanahan to Services Dept.

M.J. Fitzsimons to Dock Office.

2.Congratulations to Frank Kelly, 2nd Officer, whose engagement to Miss Kathleen O'Brien has just been announced.

In the recent spell of snow we hear that a monastery in Co. Wicklow was cut off for a week and food supplies ran low. They did have potatoes, however, and from a stream running thro' the grounds they were able to get fish, so they existed on a diet of fish and chips. When the snow cleared the local Garda called to enquire if everything was alright. To the monk who answered the door he said:

"Excuse me, are you the Friar," The reply was:

"No, I'm only the Chipmonk."

LAUNCH OF THE m.v. "IRISH PLANE" at HEUSDEN 20th Nov. 1962.



Christened successfully by Mrs. Frank Robbins, Lady Sponsor.

Safely afloat for the first time.

