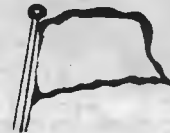




# ***SIGNAL***



*m.v. "IRISH PINE" in dry dock at Dub.*

VOL. 1 No. 2

**IRISH S**

## Editorial

Not having had previous editorial experience, we did originally take advice from our newspaper friends as to what an editorial should contain. Needless to say, we received a lot of suggestions, some facetious and others helpful but all were agreed that it must convey a message. In a first issue, of course, that presented no problem, but when we started to put pen to paper this time we found that very many ideas crowded into our mind clamouring for expression.

At the outset, however, we felt that it had to be made clear that the views expressed in this column represent only the views of the Editor and not necessarily those of the Management. Furthermore, we intend to voice sentiments or opinions strongly held and with implications for us all, even if they may be, at times, controversial.

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It is, by now, common knowledge throughout the Company that extensive investigations are going on into alleged misappropriation of company funds. As charges have been officially made, the matter is sub judice for the present. Rumours and counter-rumours which greatly exaggerate the position have circulated, but we hope that the matter will soon be clarified.

\* \* \* \*

We have to thank, most sincerely, all those who sent in titles for the magazine. The response was very good and a vast range of names was submitted. Many of the names put forward had a nautical flavour and others were associated in some way with trees. Each entry was carefully considered and choosing a title was not easy. What was sought was a name that would neatly suggest the newsletter's principal functions, which are to make better contact between our seagoing and shore staffs and to convey interesting news about each other from ship to ship and from ship to shore. The most appropriate name put forward, we thought, was "SIGNAL" and this, as you will see from the cover, has been adopted and will henceforth be the title of the magazine. The winning entry was sent in by Mr. John Davis of the Crew Department, who is very well known on the ships. He receives the prize of £5 awarded for finding the title. I ask you all to join in congratulations.

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Welcome visitors to our Office recently were Chief Kolawole Balogun, Chairman, Mr. D. H. Tod, General Manager, and Mr. N. Oyesiku, Deputy General Manager, Nigerian National Shipping Line. As a country with which Ireland has always had many special ties, Nigeria's progress, after gaining independence some years ago, has been closely followed in this country. It was all the more gratifying for us then that we have been able to offer them some practical assistance, and during the short visit of these executives from Nigeria's State-sponsored Shipping Company, plans were finalised for the acceptance into our Apprenticeship Schemes of some of their Deck and Engineer Cadets. Further details will be announced in due course, but we know that we can count on the closest co-operation of all who will be concerned in this venture.

\* \* \* \*

Our first issue seems to have met with fairly general approval but, quite frankly, we expected to obtain far more suggestions and comments from staff afloat and ashore. A number of radio officers have risen to the occasion by providing us with news from far and wide and we hope they will provide an example for those who have not so far responded. The principal criticism we heard of the last issue was the quality of the photo reproduction. Considerable improvement should be noticed in this issue which, is printed and we hope to maintain this format for the future. We are, however, hungry for news and ideas of all kinds. If you are bashful about your name appearing in these pages we guarantee to preserve your identity by using a nom-de-plume but names and addresses must also be furnished to the Editor.

### WAS YOUR PHONE CALL UNANSWERED?



The operator was lynched.

# The "Irish Sycamore" Crew Entertains Orphans

OUR reporter on the *Irish Sycamore*, Radio Officer J. Murphy, sent us a most interesting account of the vessel's passage from Belfast to Port Elizabeth and of the fine time all aboard had when the ship was visited by Rev. Father McInerney and the Sisters and children of Nazareth House, Port Elizabeth. We quote:—

"The temperature was below freezing point when the *Irish Sycamore* left Belfast on the 13th January bound for South Africa and sunshine. We had been on the coast for about ten days and we had enough of the cold weather. The Guinness was as good as usual in Belfast but we were glad to get away and 'get settled down.'

"Our first stop was Las Palmas, but by then we had forgotten about the cold weather and were enjoying the sunshine. The Chief Engineer, Mr. A. Johnston, had already switched on the air conditioning, and what a blessing this is in tropical weather. Just imagine sleeping under a blanket crossing the Equator. The vessel bunkered at Las Palmas and then it was two weeks of glorious sunshine from there to South Africa.

"The loading port was Port Elizabeth where a full cargo of grain was lifted for the Continent.

"On arrival at Port Elizabeth, the first visitor was the Port Chaplain, Rev. Father McInerney, who came on board as soon as we docked. This good priest, who comes from Dublin, has been in South Africa for over twenty years. As Director of the Apostleship of the Sea for the whole of South Africa, he has a full time job and does not have much free time to himself. Nevertheless, he found time to visit the ship every morning, and within a couple of days he had known everybody by their first names. Each morning he took three or four of the men for a short tour around Port Elizabeth to visit the various places of interest.

"On Wednesday afternoon he came on board to hear confessions and say Mass on the ship. He then imparted his blessing to the ship's personnel. Afterwards he joined all the officers in Captain Donovan's cabin for light refreshments and stayed on board for high tea.

"He had news of the *Irish Alder* and *Irish Larch*, both of which ships had recently been to Port Elizabeth. He made the *Irish Sycamore* very welcome in the port and all of us on board offer him our very sincere thanks for his kindness and hospitality during our stay in Port Elizabeth.

"On Sunday, 3rd February, Captain Donovan organised a tour of Addo Park and the surround-

ing countryside. The group consisted of ten officers who set off in two cars. Addo Park is situated some forty miles from Port Elizabeth and is South Africa's most recent National Park. Many wild animals were to be seen roaming at will around the preserve.

"This tour provided a wonderful opportunity for our amateur photographers, and camera clicks were frequently heard. The Second Engineer, Mr. Littlejohn, sported a movie camera and we are looking forward to some free film shows on the homeward passage.

"During the tour some slight anxiety was caused when we had a tyre burst as we were driving along a bush road. However, this was quickly rectified by our engineers. During the repair job, the Chief Engineer kept a sharp lookout for lurking dangers. We were just ready to take off again when the Chief reported the first elephant coming from the bush. The only other accident was when Third Officer, D. O'Neill, sat on the Third Engineer's cactus plant and he had to stand up for the remainder of the journey.

"Before visiting the game preserve, we had refreshments and dinner at the Zuurborg Hotel. This hotel was at one time the headquarters of General Smuts and is situated about 60 miles north of Port Elizabeth in a mountainous country some 2,000 feet above sea level. We spent about two hours at the hotel relaxing in the grounds and enjoying the facilities of the swimming pool.

"After a most enjoyable day we returned to the ship about 8 p.m. feeling tired but pleased that we had seen African wild life, which is only known to those at home through the medium of the cinema.

"On the afternoon of Thursday, 7th February, we invited the children from the Nazareth House Home to a children's party on the ship. A group of twenty-five children, accompanied by four Sisters and the Port Chaplain, Fr. McInerney, duly arrived. To provide the fare for the party the proverbial hat was passed round (before he and the response from the children was truly magnificent. At 10 p.m. when the Chief Steward

our Christmas  
a special



Photo taken by M. Lawler, Electrician, of happy group at "Irish Sycamore" party.

located, they set to and did justice to a large assortment of sweets, cakes, ices, fruit and cokes. These children, incidentally, are very famous locally for their singing and when they had finished their meal they sang in harmony 'Molly Malone,' 'The Meeting of the Waters,' 'Silent Night,' and finally one of their own songs in Afrikaans.

"A rather touching incident occurred when the children were on board the ship. One of the crew presented them with a beautiful doll that he had originally bought to take home; before the party was over this example was followed by two of his shipmates.

"On the following morning the Reverend Mother of Nazareth House paid a courtesy call to the ship and presented us with a letter of

thanks from each of the children. On Saturday evening we left Port Elizabeth for Bremen. When we blew the 'three long blasts' that is the traditional 'Sailor's Farewell,' most of us hoped that we would return to this friendly port in the not too distant future."

Father McInerney was so delighted with the visit of the *Irish Sycamore* that he too wrote to us, and we give an extract from his letter:—

"A most heart-warming incident happened now. Some of the men had bought 'walkie-talkie' dolls (the big size ones) and these they presented to the children. That is a moment I shall never forget. It was one of the loveliest gestures I have ever seen and I am sure that the expressions on the children's faces were all the reward these wonderful men needed. Great praise is due to the Chief Steward (P. O'Donovan) and those who helped to make the party the unqualified success it was.

"The following day the *Irish Sycamore* sailed from Port Elizabeth leaving us with suspiciously moist eyes. I, personally, shall long remember this visit for the kindness they showed to me, from the Master down.

"I should also like to mention that I had the pleasure of meeting Captain O'Shea, his officers and men on the *Irish Larch*. From him and them I received the same kindness and hospitality. Alas. I have kept no record of what we did while he was in port here. During the visit of the *Irish Alder*, I was overseas and so had not the privilege of meeting the late Captain Syms. May he rest in peace."

#### "IRISH HOLLY" in Rescue Drama

THE 300 ton German coaster "Milos" battling with mountainous seas near Mizen Head, Co. Wicklow, sent out a distress signal at 5.30 a.m. on February 14th. The "Irish Holly" and the Arklow lifeboat went to her aid. Assisted by the lifeboat, the "Irish Holly" got a line aboard the "Milos," whose steering gear was out of order. The tow-line snapped and at about noon a second line was brought to the coaster and the "Irish Holly" took her in tow but this line also parted and the "Milos", with her crew of eight, was in grave danger of drifting on to the Arklow Bank. With howling tide the danger was increased and frantic attempts were made to reconnect the tow line from the "Irish Holly". Finally the third line was brought to the "Milos" and she was brought clear where she was taken to the wharf and paid a visit by the "Irish Holly".



Photo taken by W. King, Chief Steward, from deck of "Holly" of German Coaster "Milos" in tow.

Dublin. Before joining Irish Shipping Ltd. he was Chief Officer of the Rosslare-Fishguard mail steamer "St. David". The Radio Operator of the *Irish Holly* is Mr. J. Savage of Dublin.

# A Trip to the U.S.A.

By P. Shanahan

**WE** hailed a taxi on Lexington Avenue, New York—Clem Kinsella and myself had arrived fresh from Ireland by Shamrock jet about an hour earlier and we were on our way to deliver a present from a Dublin friend of mine. We got in and I said “Could you bring us to Penn. station, please? We want to visit a place nearby called Clancy’s Bar and Grill.”

The taxi shot off and at the first traffic lights the driver turned round and looked us over with a smile. Evidently he was studying the potato mark on our foreheads, but he was very polite and didn’t refer to it directly. He said, very slowly and with relish: “Clancy . . . what a cultured name!” A block further on we were halted again and he turned, still smiling, and said: “How cultured can you get!”

This was our introduction to that wonderful free talking race of New York cab drivers and it set the tone of the impressions we were to get during our nine day visit. We found everybody very friendly, always willing to talk on any subject and, above all, in their occupations to display complete independence.

We had come to the U.S.A. to see first-hand the discharge system used on frozen meat cargoes and to see the outturn of a very special loading job carried out in Dublin with the *Irish Poplar* meat cargo in November last. As everybody knows, the American longshoremen’s strike had delayed work for about a month.

This was my first visit to the New World and my first flight in a jet, but Clem had been loose in America about two years previously—an old campaigner. Anyone living in Dublin will agree that it was a bit disconcerting to be dragged away and sent packing on a trip to America. One doesn’t like to part from the family, the North Wall, Prices Lane or McKee Barracks, just to see New York and Philadelphia, so, of course, we very reluctantly agreed to go.

The hardships of the trip are nearly too searing to relate. The jet from Dublin carried only five hostesses and as we flew out on Friday, January 25th, we had to make do with grilled salmon as the main course for dinner, but the hostesses did their best to lighten our burdens—and very nice girls they were.

Reflecting on the flight out, I noticed that when the jet was going steadily we were in great form

joking about life in general, and when we hit those confounded patches of “turbulence—please fasten your seat belts,” we began to talk about sorting meat into codes. In this way we could disguise our worried expressions as grave solicitude for tender loins and knuckles.

The plane circled Eidelwild airport some 15 minutes before permission to land was given, affording us a spectacular first impression of New York by night. The view below was one of a vast sea of lights extending in all directions as far as the eye could travel and intersected with mighty highways illuminated by vivid multi-coloured neon lighting. But if only the hostess had said “We are about to land!” What she did say was “We are about to make our approach.”



New York skyline from deck of “Poplar.”

All passengers were greeted at the airport by a beautiful girl with a cheery “Welcome to the United States of America,” and Customs formalities were very simple. Bob Cabrera of Oceanic Agencies and Captain Horne were there to meet us and we were driven into town to the Barclay Hotel, a nice tidy little place 13 storeys high and having about 850 bedrooms. It was explained that better men than we had put up with its discomforts, which included bedrooms about 20 feet square with private bath, radio, television and minor inconveniences like central heating, room service and bars open all night.

Our first shock came when a man at the hotel sneaking an accent. Another uni bags up to the the

told us how careful he had been all his life and how he had a good bit put by and how he was going back again next May to sell his 50 acre farm. He came from West Cork.

With a man well known to our ships that call to the U.S.A.—Barney J. Doran—we went down to Philadelphia to see the *Irish Poplar* and *Irish Elm* discharge their frozen meat cargoes. We put up at the Benjamin Franklin hotel—another small place by our standards—having only 900 bedrooms. The *Irish Elm* was tied up at Pier 38, having lain there for 11 days, awaiting the end of the strike. She was practically iced up too, as the temperature in Philadelphia showed about 20° of frost. Captain Jim Kelly and Chief Officer Ivan Sheil made us very welcome. Immediately after the *Irish Elm* finished her cargo, the berth was taken over by the *Irish Poplar*, which had come down the coast from New York. This time it was our good fortune to be in the capable hands of Captain Horne and Chief Officer Bunny Garvey, not forgetting Chief Steward Jim Clinton.

Philadelphia, by American standards, is an old city, showing the influence of early Dutch settlements. It was here the Declaration of Independence was signed in 1776, and Independence Hall, where the signing took place, is preserved as an attraction for visitors.

Philadelphia has other attractions, too.

We spent four very interesting days at the discharge terminal watching the cargoes coming off the *Irish Elm* and *Irish Poplar*. Naturally, we were the target for a certain amount of banter from the longshoremen, whose expressions were just as witty and as colourful as their counterparts in Dublin. They all drive huge cars and smoke matching cigars. B. Doran introduced us to three of the coloured foremen—Shorty, Smartboy and Mo. We shall remember the all-embracing presence of George Blanche, head-checker, the friendly spirit of the place and the furious pace of the fork lift trucks which sent us hopping out of the way.

Other pleasant memories of Philadelphia will be the lunch we had at the Businessmen's Club, the dinner at the Warwick Hotel, and the wonderful drive down to Wilmington, Delaware, through an unending build-up of traffic. We have us a indication of the spirit of the city. Mike Quill, strike

On Thursday, January 29th, we left Philadelphia for New York to confer with our friends at Oceanic Agencies and perhaps to visit a museum or an art gallery. Dave McNeil of Oceanic Agencies introduced us to the "Kabuki," a Japanese restaurant where one dines Japanese style, sitting on the floor—an awkward predicament for tall people. The size and grandeur of this city baffles description. From Brooklyn pier we saw the Statue of Liberty and the familiar Manhattan skyline with a succession of helicopters rising up from out of the skyscrapers and flying across the harbour.

Mass at St. Patrick's Cathedral was a wonderful experience, and it was a revelation to find that this huge church was heated to about 75°. Talk about home comforts . . .

While in New York we had the pleasure of having lunch with Miss Ann Mullen, a recent arrival from Dublin. She is the very charming daughter of Mr. Bill Mullen of the Liner Department.

Before we said goodbye to New York we paid a visit to Greenwich village, where Brendan Behan's *The Hostage* was still running after 18 months. We did not see the play but we did see some rather unusual ballet. We also visited a bar.

All too soon we had to make our way back to the colossal airport of Eidelwild to catch the Shamrock jet for home, but we travelled back in good company, for His Eminence Cardinal Spellman was on the plane, bound for Dublin.

Taking everything into consideration, it was a wonderful trip and we would consider going again.

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#### PAPAL HONOUR FOR IRISH SHIPPING LTD. CHAIRMAN

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The Knighthood of St. Gregory has been conferred by His Holiness, Pope John, on Mr. J. J. Stafford for his outstanding services to the Church. Mr. Stafford was received on February 1st by the Bishop of Ferns, Most Rev. James Staunton, who presented him with the citation from the Pope.

\* \* \*

#### NEW CLUB FOR SEAMEN IN BELFAST

The Society of St. Vincent de Paul hopes to open the new Seamen's Residential Club in May next. It will be known as Stella Maris House, Garmoyle St. There will be first class overnight accommodation for twenty to thirty guests, a dining room to seat up to fifty, television, reading and billiard rooms, Chaplain's and Steward's apartments, and an assembly hall for social functions. There will also be suitable apartments for those who wish to stay on shore to study for examinations.



# MAINLY PERSONAL

The present line-up of Masters is as follows:

m.v. "Irish Pine"	—Capt. C. Raftery.
m.v. "Irish Oak"	—Capt. J. H. Onions.
s.s. "Irish Elm"	—Capt. J. P. Kelly.
s.s. "Irish Poplar"	—Capt. E. C. G. Horne.
m.v. "Irish Maple"	—Capt. B. Reilly.
m.v. "Irish Larch"	—Capt. J. Poole.
m.v. "Irish Alder"	—Capt. F. W. Kirk.
m.v. "Irish Sycamore"	—Capt. R. Woolfenden.
m.v. "Irish Rowan"	—Capt. J. Caird.
m.v. "Irish Cedar"	—Capt. T. Glanville.
sts. "Irish Hawthorn"	—Capt. G. Blaney.
sts. "Irish Blackthorn"	—Capt. R. Patterson.
m.v. "Irish Ash"	—Capt. E. McGee.
m.v. "Irish Rose"	—Capt. J. S. Kerr.
m.v. "Irish Willow"	—Capt. A. Evans.
m.v. "Irish Fir"	—Capt. J. Lee.
m.v. "Irish Heather"	—Capt. J. O'Shea.
m.v. "Irish Fern"	—Capt. M. Langran.
s.s. "Irish Holly"	—Capt. N. Gillespie.
m.v. "Irish Plane"	—Capt. P. O'Sheaghda.
s.s. "Irish Spruce"	—at Glasgow.

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Masters on Leave:

Capt. I. H. Tyrrell.  
Capt. T. Donovan.  
Capt. J. Flanagan.  
Capt. J. Byrne.

Captain R. H. Greene is still convalescing after his recent operation. We are glad to say he is making good progress.

\* \* \*

Capt. P. O'Sheaghda has been appointed Master of the "Irish Plane" for her maiden voyage.

\* \* \*

We are happy to report that Capt. Poole has recovered from his recent illness and is now on the "Irish Larch".

\* \* \*

Apprentice G. Gillen has now returned home from Las Palmas, where he spent some time in hospital after being taken ashore from the "Irish Hawthorn" with acute appendicitis.

\* \* \*

Bosun J. J. Hearne, who met with an accident on the "Irish Oak" is still on the sick list but is expected to be fit and ready for duty soon.

\* \* \*

Mr. J. McPolin, whom we mentioned in our last issue as being in hospital, is now, we are happy to say, doing duty in Head Office.

We extend to the following who recently received their E.D.H. Certificate our heartiest congratulations.

Mr. John Byrne.	Mr. John Kealy.
Mr. A. J. Traynor.	Mr. Louis Duffin.
Mr. D. Fitzhugh.	Mr. P. Lyons.
Mr. P. Bollard.	Mr. J. Finny.

Congratulations also to our Deck and Engineer officers who recently gained Certificates:

Mr. C. O'Kirwan, at present on the "Irish Spruce," gained his Master's Foreign Going Certificate, as also did Mr. Vincent McEvitt, now on the "Irish Fir", and Mr. C. McHale, at present Chief Officer on the "Irish Willow."

Mr. T. M. O'Leary gained his 2nd Class Motor Certificate in January. He is Jr. 2nd Engineer on the "Irish Plane."

Mr. E. Flanagan obtained his First Class Steam Certificate in February and is now obtaining qualifying time as 2nd Engineer on the "Irish Pine."

Mr. W. Irvine got his First Class Steam Certificate in December last. He is Chief Engineer on the "Irish Rose."

Mr. R. Pye obtained the Steam Endorsement of his First Class Motor Certificate at Liverpool in January. He is Chief Engineer on the "Irish Cedar."

Mr. M. Kavanagh obtained his 2nd Engineer's Ticket—Steam, and is serving on the "Irish Elm."

Mr. P. Otter, 3rd Engineer on the "Irish Hawthorn" received his 2nd Class Steam Certificate.

Our special congratulations are sent out to Mr. James Gorman, who obtained his 2nd Mate's Certificate in February and is now serving on the "Irish Sycamore." Mr. Gorman began his seagoing career as Deck Boy on the "Irish Pine" in September 1957. He subsequently sailed as O.S. and E.D.H. on various ships of the fleet. We wish him every success in the future.

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Our sincere congratulations to Mr. Pat Walker who is going Chief Engineer of the new "Irish Plane", due to sail on her maiden voyage in April. This assignment must be specially pleasing to Mr. Walker, because it will be the third time bearing the name "Irish Plane" that he will have done duty. He first sailed on the "Irish Plane" in 1941, and during the war, in 1945, he was Chief Engineer on the "Irish Plane" during her first voyage.

## Memos from Head Office

**Compiled by J. Higgins.**

**C**ONGRATULATIONS and best wishes are extended to Bjorn Dahl and Pat Hogan, both of the Accounts Department, who have lately been presented with the key of their respective doors, giving them the right to exercise the franchise. Bjorn, who is a native of Norway, had his 21st birthday on 15th March, while Pat came of age on the 18th March.

Jimmy Simmons of the Accounts Department has been in London on a three weeks' Supervisors' course, preparatory to the advent of punched card accounting to the office. Some weeks ago an instructional film and showing of slides was held in the Gas Company Theatre, D'Olier Street, at which all departments were fully represented. The "Newsletter" was also represented and our esteemed Editor was obviously intent on getting the basic facts regarding the punched card system.

Victims of sporting mishaps recently were Kerry Bray and Michael Stynes. Kerry plays rugby football with Clontarf, while Michael is a devotee of the round ball game.

Recent additions to the staff have been Miss Mary Downey, who hails from Macroom, Co. Cork (Help!), Michael Dunne and Eamonn Oliwill. To these new arrivals we say "Cead Mile Fáilte."

Readers will be pleased to hear that Bernard Byrne will be holding an Exhibition of his oil paintings at the Little Theatre, Brown Thomas & Co. Ltd., later this year. The Exhibition will be held for one week from 24th September, 1963, and this popular staff member will have the best wishes of all in this important venture.

Editor's Note : It was Bernard Byrne who executed the design for the cover of the first issue of our Newsletter and he is also responsible for the beautiful drawings of the trees which we are illustrating. We wish to express our thanks to Bernard for putting his talents at our

**MEMOS FROM HEAD OFFICE—(contd.)**

It is our pleasure to extend a welcome to Mr. P. A. McElhatton who has joined the Company as Assistant Accountant.

## Pass the Currant Cake Please

Remember the film long ago “The Man Who Came To Dinner”? A more recent drama was “The Six Men Who Came to Dinner”. Reflections for the meal: Matthew, Chapter 22, Verse 14.



## APOSTLESHIP OF THE SEA, HONG KONG

Many of you will be pleased to hear that Father Patrick Cunningham called to our Head Office recently. He is well-known to the men on our ships which have called at the port of Hong Kong.

Father Cunningham is one of the three priests maintained by the Apostleship in Hong Kong. These priests are available for the celebration of Mass on board ship. Mass is said on board three or four ships daily and on up to twenty ships on Sunday. To help the priests administer to Catholic Seafarers entering the port of Hong Kong, a council of Catholic laymen acting in conjunction with Bishop Bianchi, has provided the Apostleship with a modern cabin cruiser, wherein Mass can be offered with up to twenty men assisting. This cruiser also enables the priests to visit the ships at anchor and administer the Sacraments to those who desire them. The Chaplains begin their day at four in the morning and work on until seven in the evening.

Father Cunningham asked us to convey his best wishes to all his friends on the Irish ships.



# NEWS FLASHES from the FLEET

## "IRISH PINE"

**Radio Officers: L. Cavanagh and J. MacNamara.**

The "Irish Pine" left Waterford on January 27th for St. John, N.B., and we quote despatch sent in by the Radio Officers:

"The 'Irish Pine', after a fine crossing, arrived St. John February 5th to find the place 'Decked and white with snow'. At the request of the local Radio Station (C.B.C.V.) some of the officers paid a courtesy call to the Recording Room. They were received with open arms and were granted the freedom of the station. The Officers had their choice of records, the chosen ones were 'The Shawl of Galway Grey' for the Officers and Crew; for Captain Raftery and Second Officer John Ball, 'Galway Bay' by Bing Crosby; for Radio Officers Cavanagh and MacNamara, 'True Love' by Bing Crosby and Grace Kelly. To conclude with they wished all on board a Bon-Voyage home.

"At the local Seamen's Mission, numerous requests were played for the welcome Irish visitors, especially for 2nd Steward Paddy Hogan, who was celebrating his birthday."

## "IRISH HAWTHORN"

The "Irish Hawthorn" while on passage from Rotterdam to Las Palmas, altered course after picking up a distress signal from the Norwegian ship, 'Johan Collette.' From P. Byrne, Radio Officer of the "Irish Hawthorn" we got the following dispatch:

"On 5th February we spent four hours standing by the ill-fated Norwegian 'Johan Collette' in the English Channel. On reading the distress message, Mr. Scollay immediately recalled that we had passed very close to her about two hours earlier. On our arrival at the distress position, the 'Johan Collette' had a bad list to starboard. When the Norwegian tanker 'Borkum' sent in a motor lifeboat to take off part of the crew, we pumped some oil on the surface of the rough sea. The rescue operation was eventually taken over by the St. Peterport lifeboat and the warship 'President Kruger.'

"Next morning we heard on R.E. that the 'Johan Collette' had gone down in spite of the efforts of the French tug 'Abeille,' but that all the crew were safe."

Another significant dispatch from the "Irish Hawthorn" told us:

"At Bonny, Nigeria, we made the interesting discovery that Afton Major had a better bartering power than American cigarettes when pineapples, bananas, coconuts and monkeys were purchased."

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## "IRISH ALDER"

**Radio Officer: P. D. Stapleton.**

Electrician P. J. Browne celebrated his 22nd birthday on March 2nd, the day the ship arrived at Aden. We send him our good wishes.

\* \* \*

Good news for Mr. Tom Forde, Chief Steward—his son Seamus was successful in his examination, held recently, and has now qualified for a Radio Officer's licence. We wish Mr. Forde Junior every success in his career.

This item was also received from the "Irish Alder":

American female returned from Italy, was asked how she found her Italian shoes. Her reply—"Typical, they pinch."

\* \* \*

## Seafarers' Education Service

The "Irish Larch", "Irish Alder", "Irish Maple" and "Irish Ash" will soon have libraries put aboard by the Seafarers' Education Service. This will mean that all our ships which are engaged on world wide trading and not calling to home ports will have libraries for the men.

If a man at sea wishes to take up the study of a particular subject, the Seafarers' Education Service operates a scheme to help him. The organisation has what is called the "College of the Sea". Anyone wishing to make the most of his talents may enter into a correspondence course with the College, on the subject of his choice.

Apart from the study scheme, the Seafarers' Education Service will lend a seaman any book, other than nautical text books, on request, free of charge. This is quite apart from the ship's library service. Seamen are also encouraged to enter for competitions in writing, drawing, photography, handicrafts and other subjects.

If any man at sea

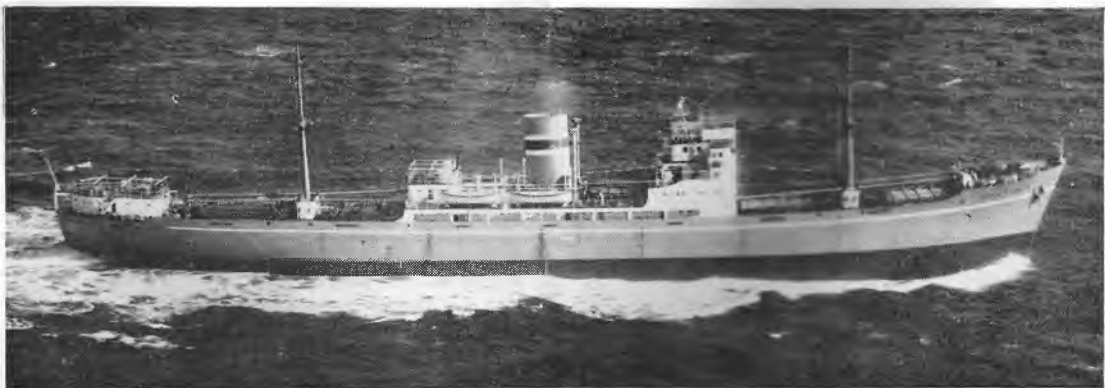
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information

# The Old and The New



S.S. "Irish Pine" (1). G.R.T. 5,621. N.R.T. 3,491. D/w. 8,356. Built 1919. Previous name: "West Hematite." Flag: American. Chartered 1941. Lost without trace, November, 1942. Port of Registry: Dublin.



M.V. "Irish Pine" (2). G.R.T. 5,021. N.R.T. 2,507. D/w. 7,575. Built 1948. Originally steam ship, converted to diesel 1960. Shelter decker. Port of Registry: Dublin.

A Wexford man serving on a British ship during the first world war received a letter from his wife complaining about the state of the country and how there wasn't a man left around the place to do a day's work, and that she would have to sow the potatoes herself.

Tom wrote back: "For God's sake Mary, don't dig the garden—that's where the guns are."

His letter was duly censored and soon his home was full of roads of military. Tom replied to his wife saying the whole place but people king about at it: "put

Sunday morning when he came across a boy in a field holding a goat by a rope. The following dialogue took place:

"Good morning my boy, and were you at Mass today?"

"No Father, I have to be houldin the goat."

"And were you at Mass last Sunday?"

"No Father, don't I be tellin' you I have to be houldin the goat."

"But surely you could get someone to hold the goat for you while you went to Mass?"

"I could not Father; you don't know this goat. Nobody else can hould this goat. The devil couldn't hould this goat. You couldn't hould his goat yourself."

## THE PINE



The Pine is one of our noblest trees; it is tall and rugged and sturdy, with a beauty lying in strength and dignity rather than grace. Its trunk is very rough and it is covered with rugged pieces of reddish bark, separated from each other by deep furrows. It rises to a great height, throwing out many large branches on each side, and there is always a bushy rounded tree-top looking up to the sky. In a pine forest, the lower part of

the tree is usually bare, because the trees are so close together there is little air except near the top of the tree and the lower branches are stifled. Where it grows, all other vegetation is banished from the ground beneath the branches, the dense shade and fallen leaves proving destructive to other plants.

The timber of the Pine is known in commerce as red or yellow deal, and is shipped as Norway and Swedish Fir, etc., according to the port of shipment, and as Baltic Redwood. It is resinous, hard and strong with a red heart and brown sapwood. It is a standard timber for construction work in all sizes, great quantities being used in engineering and building and, in former days, it was used in the making of ships.

In Ireland the Forestry section of the Government has laid down extensive plantations of Pine, which thrives well on the windswept mountain slopes.

### From "CHOOSING A MAST"

by Roy Campbell

It was the pines that fanned us in the heat,  
The pines that cheered us in the time of sleet,  
For which sweet gifts I set one dryad free—  
No longer to the wind a rooted foe,  
This nymph shall wander where she longs to be,  
And with the blue north wind arise and go,  
A silver huntress with the moon to run,  
And fly through rainbows with the rising sun.  
And when to pasture in the glittering shoals,  
The guardian mistral drives his thundering foals,  
And when like Tartar horsemen racing free  
We ride the snorting fillies of the sea,  
My pine shall be the archer of the gale  
While on the bending willow curves the sail  
From whose great bow the long keel shooting home  
Shall fly, the feathered arrow of the foam.

### DOMINICAN CONVENT, CABRA, ASKS SEAMEN TO HELP

The Dominican nuns run a school for deaf and dumb children at St. Mary's, Cabra. Part of the training for the children is to introduce them to objects which might attract their interest and so make it easy for them to identify the written description of those objects. The nuns are particularly anxious to get some models of any other model which they can use in their spare time. They are also interested in the carving of Irish ships and would like to have a model of one of them.

# Letters to the Editor

Sir—Can any of your readers give me some information about the schooner “Volant”? This “Volant” was a two masted schooner with an auxiliary paraffin engine and set out from Belfast in May 1946, with about 12 people on board, including 2 children, to get to Australia. She put into Dublin on the 17th May of that year and sailed from Dublin on 24th May, bound for Falmouth. The last I heard of her she had been towed into Bideforde Quay, Devonshire, for repairs. The “Volant” enterprise was a desperate bid by a number of amateurs to get to Australia in the days when it was impossible to book passages on the normal shipping services.

I would like to know if this gallant little ship ever made it and what happened to her passengers.

“Sailor”

Sir—I have to advise, on behalf of the above organisation, that we have for a number of years entertained the officers and men of various ships in your line, which have called at Durban Harbour.

In this matter I would advise the pleasure is entirely ours, as we are always anxious to meet our fellow country-men as usually they bear news, etc., of our homeland. Therefore, we would be obliged, as we now have our permanent club rooms, if you would be good enough to keep us advised as to the movement of Irish Shipping, etc., in South African waters, in order that we may more effectively continue this service to our people on the high seas.

For your information the last ship we entertained was the “Irish Maple” in October 1962.

J. B. Sheedy,  
Irish Club,  
52/53 National Mutual Building,  
Cor. Gardiner and Smith Streets,  
DURBAN.

Please send me the names of  
the ship on which  
I correspond with

Sir—I wish to congratulate you and all those connected with you in the production and publication of the house magazine. It is to be hoped that the magazine will become a regular feature in the life of the staff ashore and afloat and also that its appearance will shortly be made at more frequent intervals than bi-monthly.

Now that the house magazine is an established fact, how about the formation of a drama group or debating society confined to staff members. We have often heard such social activities mooted but no one apparently has taken any positive steps in the matter. With two keen public speakers in our Accountant and Secretary, we should have an advantage over most debating societies at the formation stage. I shall be most interested to hear the views of some of your readers in connection with the foregoing suggestions.

“Thespian”

Sir—You may have seen a letter we wrote to the “Sunday Independent” which we sent after we had seen a report in that paper that we were “enjoying a holiday” in New York, owing to the longshoremen’s strike there. Unfortunately, only a part of the letter was published and we wanted to point out that when the ship was tied up in New York we were doing a full day’s work every day. As a matter of fact, some of us had to keep the icicles company on the side of the ship when we were busy with the chipping hammers.

A stay in port for a day or a month is not a holiday for us because we work regular hours from 7 a.m. to 5 p.m. even when the weather is sub-zero. Another thing, there is no fun in being in New York for a month trying to enjoy oneself in the evening time when prices are so high over there.

“Some of the crew, s.s. ‘Irish Poplar.’”

Sir—I am very interested in the development of nuclear powered ships, but never had the opportunity of seeing one. I was wondering if any of our men has ever visited the “Savannah”, which I believe has been at east coast U.S.A. ports. Perhaps someone who has been fortunate enough to have seen this ship would give me an eye witness account of her. Name and address with Editor.

“Atom.”