

SIGNAL

AUTUMN, 1972

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

VOL. 10. NO. 2.



New Orleans with the 33 story International Trade Mart Building in foreground and the Rivergate International Exhibition Facility directly at the rear of the Mart. The Exhibition's Main Hall has seating accommodation for 17,606.

NEWS FROM HOME



G.A.A.

This year's All-Ireland Senior Hurling Final was won by Kilkenny who had a comfortable win over Cork. In minor hurling Kilkenny also triumphed over the same opposition.

In the Oireachtas Competition Tipperary and Wexford reached the final and the teams drew when they played as a curtain-raiser to the re-play of the All-Ireland Senior Football Final on 15th October.

Offaly retained their Senior Football title when they beat Kerry by 1 goal 19 points to 13 points in the re-play of the drawn final. In the minor football championship Cork gained some compensation for their

elimination from other championships by their defeat of a fancied Tyrone side.

SOCCER

Ireland played Russia in the World Cup at Lansdowne Road on Wednesday 18th October. A blow to Ireland's hopes was the withdrawal due to injury of Paddy Mulligan who captained Ireland during their visit to Brazil for the Independence Cup last June. Ireland lost to Russia 2-1.

Home Farm created a surprise when they defeated League champions, Waterford, in the second round of the League of Ireland played at Tolka Park on 15th Octo-

ber. Home Farm have won their first two League ties.

In Northern Ireland Derry City have withdrawn from the Irish Football League because of the League's decision to ban all matches at Derry's home ground, Brandywell.

RUGBY

While the position regarding next year's home International series of matches is doubtful, Irish players made their presence felt in no uncertain terms in a special Centenary celebration match played at Murrayfield on 14th October. The match, between a Scotland/Ireland selection and an England/Wales selection, was held to celebrate the Centenary of the Scottish Rugby Union. Mike Gibson scored three tries and Tom Grace scored 2 tries in the victory of the Scottish/Irish selection by 30 points to 21 points.



The tender "Cill Airne" which has been purchased for £40,000 by the City of Cork Vocational & Education Committee as a training vessel for the new School of Maritime Studies to be set up under the auspices

of the Cork Vocational & Education Committee. This acquisition was announced by the Chief Executive Officer of the Committee, Mr. P. F. Parfrey, in a letter written to the Cork Harbour Board on the 18th Sep-

tember. The purchase has been welcomed by the Chairman and members of the Cork Harbour Board and will undoubtedly prove a great asset to the new School of Maritime Studies.

SOCIAL WELFARE

The Minister for Social Welfare has announced that a Bill will soon be introduced in the Dáil to bring Ireland's Social Welfare Benefits in line with those obtaining in Britain. The Bill proposes to abolish the income ceiling of £1,600 for insured contributors. It is also expected that the new scheme will provide for contributions linked to the earnings of the insured contributors. This will mean that the higher paid workers will pay higher contributions and the Minister believes that this arrangement will provide for the very much improved benefits which will result from the introduction of the new welfare scheme. The present maximum contributions for workers is £1.21 paid by the employee and £1.25 by the employer. At present 808,000 people are paying Social Welfare Insurance contributions and it is expected that when the income ceiling is abolished a further 50,000 people will be brought within the scope of the scheme.

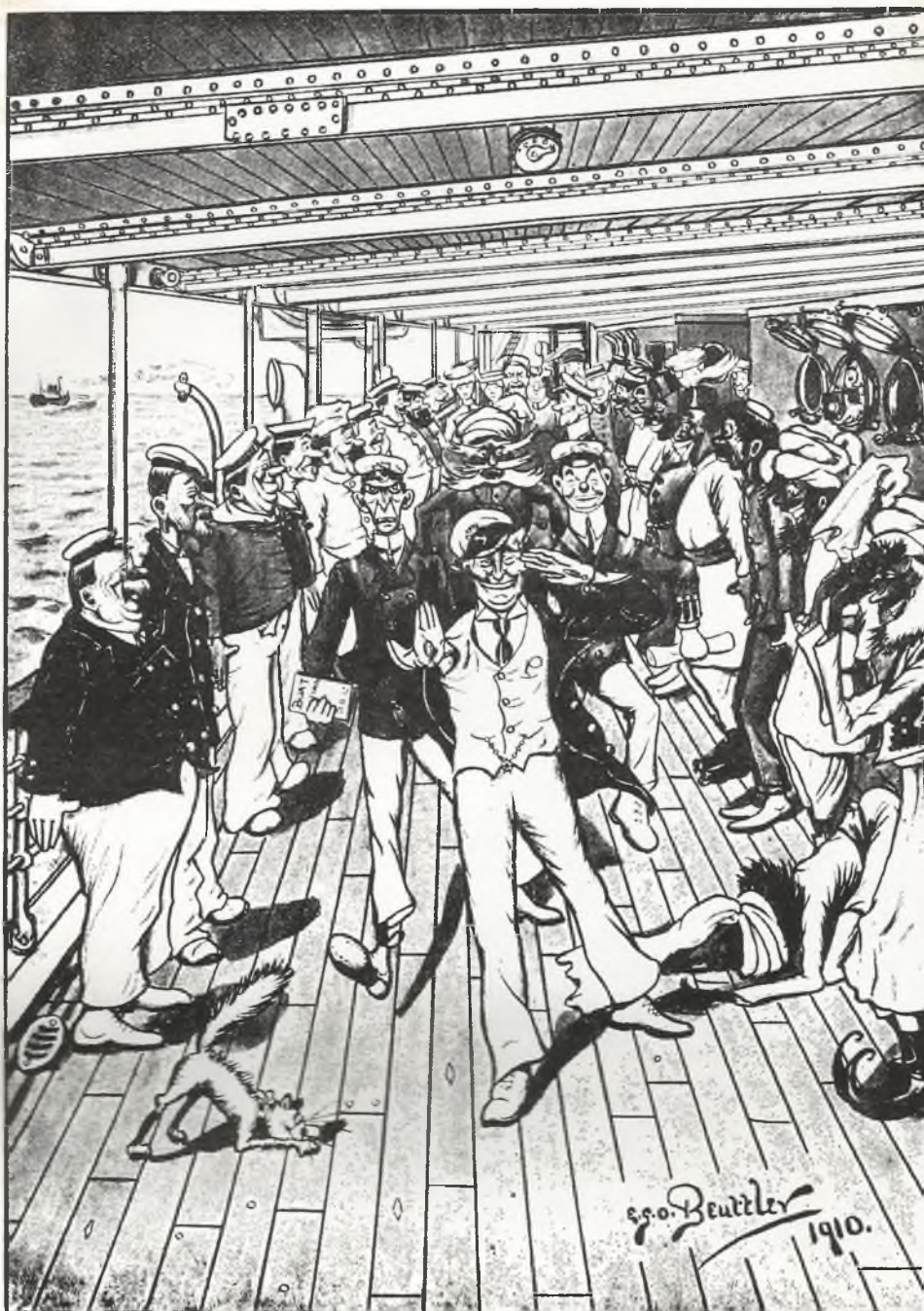
PRESIDENT'S 90th BIRTHDAY

Messages of congratulation from leading world figures and from well-wishers around the globe were received by President De Valera on the occasion of his 90th birthday on 14th October.

C.I.E. LOSS

In the recently published annual report and accounts of C.I.E. the Company report a loss for the year of £6.5 million. This loss has been financed by a State grant of £6 million with the balance of £500,000 being carried forward in the Company's accounts as a debit balance. The Dublin City bus services showed a profit of £186,000 and Provincial bus services made a profit of £550,000 while the railways accounted for a loss of £6.7 million.

Life in the Mercantile Marine.



No. 6. A Captain at last, and Lord of all he Surveys.

"IRISH MAPLE" LAUNCHED

The second 26,000 ton vessel being built for I.S.L. at the Govan Shipyard was launched on Tuesday, 24th October, and the ship's sponsor was Mrs. D. Barnes, wife of the Director of Irish Shipping Limited.

The ship, "Irish Maple", is the second vessel of the Company to bear that name. The first "Irish Maple" was built at West Hartlepool by William Gray & Co. in 1957 and was sold to Aliakmon Maritime Corporation in 1968 and was renamed "Aliakmon Pioneer".

It is expected that the first of the new vessels will go into service early next February.

Oldest European Head of State



Photographed at his Official Residence at the Phoenix Park, Dublin, with his secretary, Miss Maire O'Kelly, is President Eamonn De Valera, who was ninety years old on Saturday, 14th October, 1972.

LATE MR. JIM QUIRKE

The report of the death of Mr. Jim Quirke, Manager of Wexford Steamship Company Limited, will be received with regret by his many friends in Irish Shipping and in shipping circles generally.

The late Mr. Quirke's association with Irish Shipping Limited goes back to the earliest days of the Company when the first ships acquired by Irish Shipping were operated by Wexford Steamship Company Limited, Limerick Steamship Company Limited and Palgrave Murphy Limited.

When the Irish Shipowners' Association was established Mr. Quirke was Chairman of the body and his contribution in maintaining good relations with the various parties involved in negotiations on behalf of shipowners and the Seamen's Union was invaluable. His deep personal concern for his fellow man was very apparent to all who were privileged to know him.

Mr. Quirke was a Director of Southern Development Limited which pioneered the investigations into the possibility of establishing cross channel and continental services under Irish National Ownership.

Mr. Quirke was a prominent member of the Wexford Chamber of Commerce and took a very active part in the cultural, social and economic life of the community in which he lived.

To his bereaved family we offer our sympathy on their great loss.

Birthday Greetings

To **Derry Gregg**, "Irish Rowan" Happy Birthday, Derry, from your loving wife Ann, your two sons Pat and Kieran, we hope you have a nice time and lots of love from us all.

To **Brendan Hearne**, "Irish Sycamore". Loving birthday greetings from Lydia and baby Amanda. We miss you very much so hurry home.

To **John M. English**, wishing you

a very happy birthday from Mammy, Daddy, Regina and Veronica and your wife Mary. Also best wishes and every blessing and happiness in the future to you and your bride, Miss Mary Hanley, of Cork, following your recent marriage.

To **Cadet Sean O'Byrne**, Greetings on your 21st birthday from all at Templeogue.

BOXING

Despite an excellent start by the Irish representatives at the Olympic Games none of the Irish boxers succeeded in winning any medals.

It is expected that Dan McAlinden, the British Heavyweight Champion, will now meet Joe Bugner, who has won the European title, in a defence of McAlinden's British Crown.

LETTER FROM NEW ORLEANS

Sir,

The mad month of July is still running its course and to us here in the States, it has been good in many ways. First, the temperature has stayed out of the nineties most days; second, New Orleans had a visit from the Irish Elm, and last, but not least, we received our copy of the *Signal*.

All of these combined made us feel that the world, New Orleans particularly, is a good place to be.

But first let's go with the news. Father Prendergast is leaving us and with the earlier departure of Father Finnerty, this will leave a void hard to fill; for while we worship in a slightly different way, these two stalwart Christians were, are and will remain close to the Bunting family. Father Prendergast is a man of ready wit, concerned, sincere and vitally interested in all of his flock and as he said, "Sure we've adopted you and your family, Bob". We are going to sorely miss him! It is my hope that we will be able to continue our St. Patrick night gettogether without him for it was he who initiated it and brought all of the native-born Irish and many of the Americans who claim the "oul sod" together each year for an evening of nostalgia, fun and fellowship. God will go with him wherever he goes—a wonderful representative of our country.

On the Irish Elm we were greeted by Captain Bob McMahon and Chief Engineer Peter Otter and their wonderful wives and as usual were made to feel right at home.

I, as usual, wandered all over the ship—got into a debate in the crews' mess, the officers' mess, in the galley and out on the deck with various members of her staff, who, as always were full of friendship, and of course offered (in fact, insisted), since it had been so long that I have one for

"oul times sake" or one to celebrate the good meeting.

Through your columns, let me express my thanks to all on board for their hospitality, for the few hours of companionship and the kindness shown to my wife and I. Particularly thanks to the Master, the Chief Engineer, the Chief Officer, the Sparks, the engineering staff in a very clean room, the bosun and the boys in his cabin and the night steward, all of whom are just great people.

It was suggested to me on board that to clarify and remove any doubts some back in Ireland may have who have not met the writer, that I give out with one of my talks on Ireland in your column, but while I would love to do so, I realize that it is a magazine for the members of the I.S.L. and that space is limited; therefore let me close with one simple statement.

If a man is born in Cork, in Dublin, in Belfast, in Cashendern, in Derry or the rugged hills of Sligo, he is Irish, and in the opinion of myself, this is something that one should be proud of. It should be the aim of all Irishmen to work together to build our nation and live together knowing strength in unity and the peace that all its people deserve. Remember, there are 32 counties in Ireland—not 26—not 6. Remember, there are four provinces in Ireland, not three; and finally, that all born in those counties and provinces, are Irish, and no one can change that.

Yours very truly,
Robert G. Bunting
4004 First Street
Meraux, Louisiana 70075

ON MEDICAL COURSE

Attending a Medical Course to be held in Dublin from 16th October to 17th November will be Mr. B. Dorgan, Chief Steward and Mr. D. Gibbons, Chief Cook.

RIGHT OF REPLY

We have received the following letter from members of the crew of the "Irish Cedar" who took exception to a previous contribution in our Summer Edition from a reader in Arklow and which was headed "What is a seaman"?

Dear Arklow,

We see from your article in our "Signal" that you have a very poor opinion of a seaman. We also notice you did not have the courage to put your name to your degrading letter. You did sign yourself as "Inbhear Mor" which we believe is the Irish for Arklow. Now, thanks to you the very sound of Arklow stinks in the minds of every seaman.

We believe the many fine seamen from Arklow with whom it has been our pleasure to be shipmates over the past years will understand that it is you we want to get at.

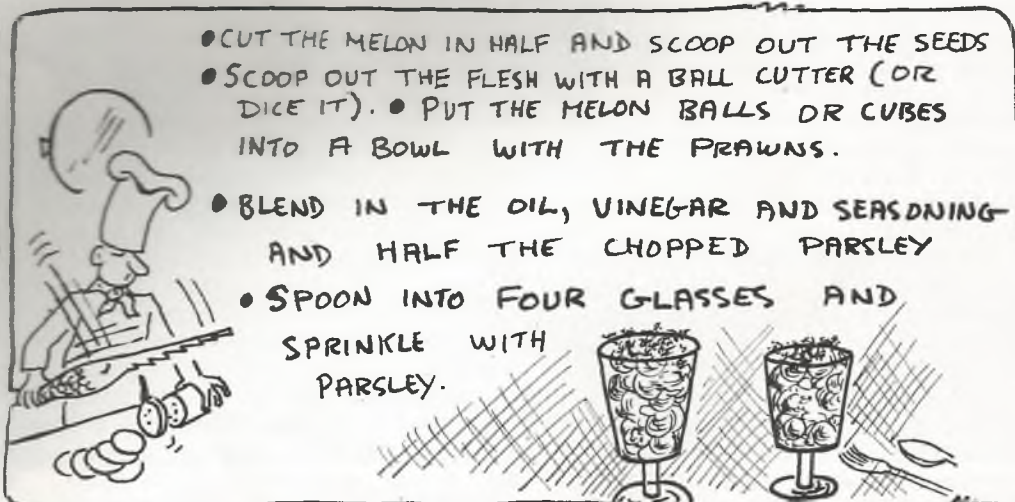
Perhaps you were a seaman yourself, and if so, you were a very poor type of seaman with the Government supporting you and the energy of a turtle. Very poor indeed. It could be that you, the writer, who did not have the courage to sign his or her name in our "Signal" is some poor girl who thought she was in love with some seaman, and when she brought him home to see Mum and Dad they did not like the idea of their daughter courting a seaman. "Oh! No, daughter, a seaman has a girl in every port". We only wish we had a girl in every port, it would be much better than having an Arklow girl who told lies to a poor seaman, but did not have the courage to tell the poor lad that Mum and Dad did not approve of a seaman. So the seaman goes back to sea and writes to you but gets no reply. Then when the seaman arrives in some foreign port and gets a few jars he also may get a tattoo on his arm, perhaps the words "Lost Love" so as he can

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GALLEY GRUB

MELON WITH PRAWNS
(PREPARATION 10 MINS 4SERVINGS)
* 1 SMALL MELON
* 4 OZS PEELED PRAWNS
* 1 TABLESPOON OIL
* 2 TABLESPOONS VINEGAR
* SALT AND PEPPER
* 1 TABLESPOON CHOPPED PARSLEY

• CUT THE MELON IN HALF AND SCOOP OUT THE SEEDS
• SCOOP OUT THE FLESH WITH A BALL CUTTER (OR DICE IT). • PUT THE MELON BALLS OR CUBES INTO A BOWL WITH THE PRAWNS.
• BLEND IN THE OIL, VINEGAR AND SEASONING AND HALF THE CHOPPED PARSLEY
• SPOON INTO FOUR GLASSES AND SPRINKLE WITH PARSLEY.



Ancient Irish Mariners . . . No 1

William Brown, Founder of the Argentine Navy

William Brown was born in Foxford, Co. Mayo, in 1777. At the age of nine he was taken to Philadelphia, and on his father's death, went to sea as a cabin boy on an American ship. He worked his way up from fo'castle to quarter deck and arrived in Buenos Aires in the year 1812 as captain of his own ship. For the next two years he carried on trading ventures there.

In 1814 the Patriot Government asked him to fit out his squadron to fight the Spanish Navy which was then in complete mastery of the seas of South America. Arming three old whaling ships he surprised and defeated a Spanish Squadron of nine vessels and then, reinforced by three other armed merchant ships, he forced the main Spanish Fleet of thirteen warships into action. He sank or captured them and returned to seal the fate of Montevideo, the last stronghold of Spain on the Atlantic seaboard. Subsequently he organised and commanded the Navy of the infant Republic of the Argentine. Working in close co-operation with General San Martin, the Liberator of the Argentine, Chile and Peru, he routed the naval forces of the enemy in the Pacific as well as in the Atlantic, while San Martin defeated their forces on land. These two, San Martin and Brown, established, by their victories, the liberty of Argentina.

Naval Career

After his defeat of the Spanish

Fleet in Rio de la Plata, he brought his ship around Cape Horn to the Pacific Coast where he bombarded Callao and captured several Spanish ships off the coast of Peru. He attacked the fortified sea port of Guayaquil almost single handed and it was here his ship went aground and he was boarded by Spanish Infantry. Brown, however sat over his powder magazine with a lighted torch in his hand and gave the Spanish a choice of going shoreward or skyward. The Spaniards took the safer course and Brown got away safely. In 1826 the Republic was threatened by Brazil, and Brown won the decisive battle of Juncal against heavy odds. He broke the Brazilian blockade of Buenos Aires and destroyed the enemy in the Harbour of Montevideo with only two ships. He entered the Harbour Rio de Janeiro and disorganised the enemy defences and shipping.

In 1842 in the war between Argentina and Uruguay Brown, now over sixty years of age, destroyed the enemy's navy. It was during this battle that he destroyed a naval detachment at Costa Brava, commanded by Garibaldi, who afterwards won fame in Italy.

For nearly forty years he kept the flag of Argentina flying, winning notable victories for his adopted country both in 1826 and 1842. In his old age he paid a visit to his birthplace in Foxford, and to the home in which he was born. William Brown died in Argentina in 1857 and was buried in the Recoleta Cemetery in Buenos Aires.

fitted. Finally 3000 gallons of fresh water were taken on board and the "Albatross" was towed to Dun Laoghaire on 24th June 1971.

Training Courses for young people in many aspects of boating and seamanship began almost immediately even though the conversion work was not fully completed. About 150 boys, girls and leaders took part in courses ranging from boating, sailing and canoeing to navigation during four months of 1971. The 1972 programme includes more specialised courses in meteorology and radio work.

Work on the first and second phases of conversion is now complete and the "Albatross" has sleeping accommodation for 24 course participants in the form of hammocks as well as providing six cabins for instructors. The vessel has a fully fitted galley and a mess-room as well as a large lecture area and a purser's office and shop with a wardroom for instructors. A compass binnacle is housed in the light tower from which observations can be made of most of the navigational marks in Dublin Bay. Additional equipment includes three "Mirror Class" Sailing Dinghies, nine canoes, a 24 ft. sailing ketch, a 13 ft. fibreglass dory and a rowing punt.

FUTURE PLANS

The Scout Association's immediate aims are to purchase further boats and equipment and to widen the range of training courses and limit the Association's dependence on the generosity of the boating people of Dun Laoghaire in lending their boats. It is hoped to fit out the bridge of the "Albatross" with radar and echo-sounding equipment and instal a number of meteorological instruments.

Though mainly for scouts, the "Albatross" is used by other groups, principally the Irish Girl Guides, the Association for Adventure Sports, the Irish Canoe Union and Gael Linn. Some of the Irish shipping companies have shown interest in the vessel for their cadet training programmes and the junior section of the Irish Yachting Association have considered using the "Albatross" for a course. Venture scouts from Britain have been accommodated on board and it is hoped to expand this aspect of holiday use by scouts from the country areas and from overseas during the summer months.

The original purchase price and fitting out costs came from funds raised over the years by the scouts in their Scout Job Week, Charity Walk and from the Sea Scouts' Friends Committee. Training courses are financed by the participants and running expenses are provided

THE LIGHTSHIP 'ALBATROSS'

At present moored in Dun Laoghaire Harbour, the former Lightship "Albatross" has been altered and fitted out as a National sea training Centre by the Scout Association of Ireland. The vessel was built in Leith, Scotland, in 1926 as the last of a class of seven for the Commissioners of Irish Lights. Two others of the class are performing unusual functions around the Irish Coast—one as a sailing club in Co. Down and the other as a Maritime Museum in Wexford.

When she operated as a Light vessel, the "Albatross" had eight crew members on board out of a total roster of twelve—there were two masters, three lamplighters, three fog-signalmen and four A.B's. She served on most light vessel stations off the coast of Ireland and was withdrawn from service on the Arklow Bank in 1970.

CONVERSION AS TRAINING CENTRE

The idea of converting the Light vessel to a training centre was dreamed up by two scout leaders from Dublin whose research and enthusiasm from the Autumn of 1969 resulted in the Association making a successful bid for the vessel in April 1970. Structural work started in August 1970 while the vessel was at Custom House Dock, Dublin, where, with the help of the Hammond Lane Company, sections were cut from bulkheads and were then hoisted up to deck level by the scouts. In this way about seven tons of scrap metal was removed. Canoe kits were purchased and built and painting and carpentry as well as all electrical work were all carried out by the scouts under supervision. A six kilowatt diesel generator and gas cooking and heating installations were

from the Association's Funds. Government grants and donations are used to purchase new equipment.

The "Albatross" Committee comprises: Captain K. Dixon—Master; Messrs. E. Lavelle and B. Weldon—Training Officers; and Mr. P. Keruish—Secretary.

CONGRATULATIONS

To **J. O'Toole** on obtaining his Second Class Motor Certificate;

To **M. Cronin** on obtaining his Second Mate's Foreign Going Certificate;

To **P. Kenny** on obtaining his Second Mate's Foreign Going Certificate;

To **P. Branigan** on obtaining his E.D.H. Certificate;

To **W. Grimes** on obtaining his E.D.H. Certificate;

To **J. B. Sexton** on obtaining his E.D.H. Certificate;

To **B. Bridgeman** on obtaining his E.D.H. Certificate;

To **A. Cummins** on obtaining his Life Boat Certificate.

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remember you and the things you said to him. Then when he thinks of the nights he stood on the bridge doing a look-out and thinking of you, what a waste!

So he gets some sense and decides to spend a few of his hard earned shillings on himself or the horses, at least he has a chance of getting something in return. The seaman also decided to get his hair cut the way he wants it and not the way you want him to get it cut. The seaman works seven days a week, washes his own clothes, makes his own bunk and when he gets up at 6.30 a.m. he also finds he is sore with nobody only himself for being such a fool. There are no complaints about the food as he has his appetite back and he also does what he is told by his officers. Of course you, "Inbhear Mor", cannot lock him out of your mind, but your Mum and Dad can and you might as well give up because he is someone else's lover far away from home. Someone who loves him and is not worried about what Mum and Dad will think of him.

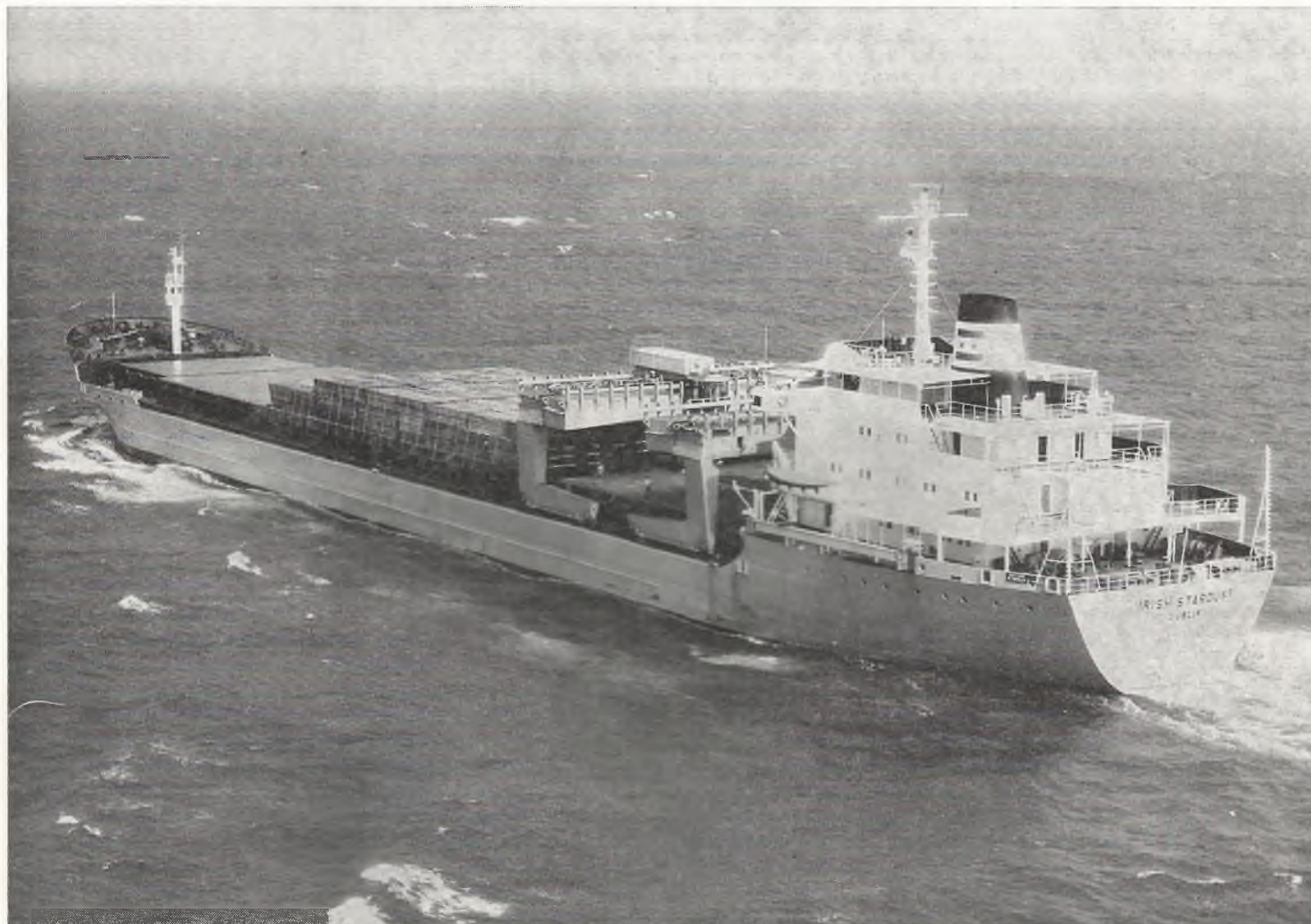
He arrives home with a hard-earned pay-off and no blood-shot eyes but wisely looks the other direction. This and a lot more is a seaman.

Larry Beggs, Brendan Sexton and Harry Hunter.



"I THINK IT'S ABOUT TIME THE CAPTAIN RETIRED."

Northward Bound in English Channel



"Irish Stardust" pictured on her way to Brake, West Germany, with woodpulp from British Columbia.

The Working Breakfast (and all that)

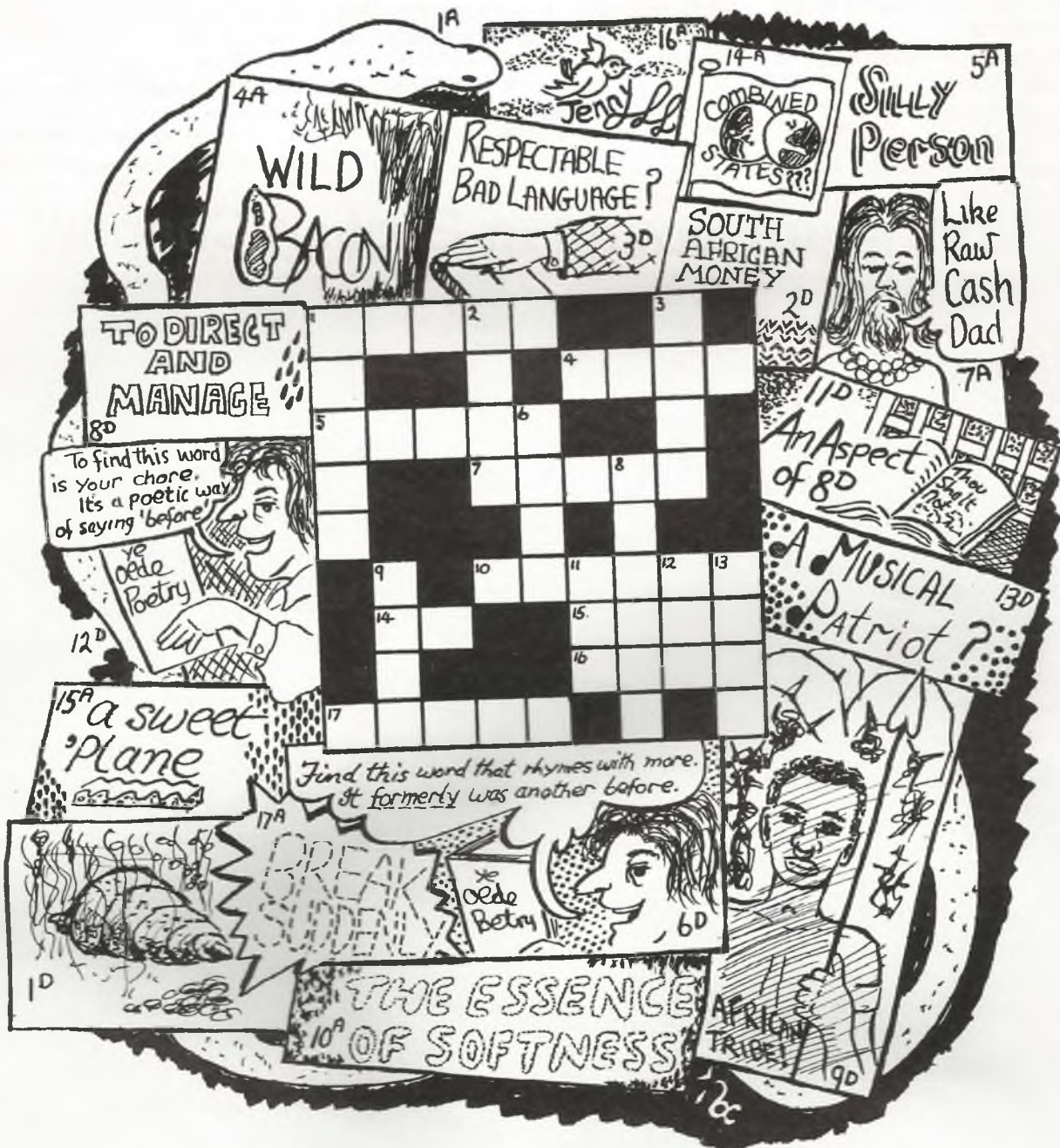
When I first heard the term "working breakfast" I thought it meant some kind of cereal with laxative potential. However, we live and learn and I have long since discovered that a working breakfast is to the high-powered business executive what coloured television is to the middle-class masses. It is the first refuge of the executive elite who have more business lunches on their schedule of engagements than either they or their ulcers can handle. It's tough at the top!

We working mortals who eke out a drab existence somewhere in unfashionable suburbia have no idea of the hardships and mental torture

which our betters in detached Fox-rock or "Millionaires Row" have to endure in the cause of big business. To us the merchant princes and kings of commerce are objects of envy—we look upon them as Mammon's chosen people. We see them as immaculately groomed paragons of fashion endlessly engaged on the official reception-formal social function and business conference circuit. They are inevitably on first name terms with Terry O'Sullivan, Gay Byrne and Tony O'Reilly and, of course, the world is their oyster. Hardly a day passes that they are not flitting in and out of Dublin Airport; now on their way to negotiate

a million pound contract for the supply of bung-holes to a billionaire barrel magnate in Dar-Es-Salaam; or again as a member of a trade delegation to Outer Mongolia. Oh! travel weary tycoon!

Of necessity, they are gourmets of vast gustatory experience stretching from the moussaka of the Caucasian region to the creole cuisine of old Mexico or the more than ample and succulent Chateaubriand served in the appropriate setting of La Cabana in Buenos Aires. Almost casually they can describe in vivid detail the spectacular floor show at the Tropicana in Las Vegas or the exhilarating surfing one can enjoy at Mooloo-



SOLUTIONS TO CROSSWORD ON PAGE 14

laba Beach. With all the conviction of the established connoisseur they can state without fear of contradiction that the finest white Burgundy is Chassagne-Montrachet.

But all of these accomplishments, impressive though they be and they do be, are merely incidental to the true genius of the successful businessman. His real forte and the secret of his rise to the pinnacle of his chosen field is his fantastic business acumen and his uncanny grasp of the complexities of his own highly specialised line of business.

ON A DIFFERENT PLANE

Some time ago I was fortunate enough to be recognised in the street by a former school classmate who subsequently found, and retained for his own exclusive use, one of the best formulas for making money short of printing it. This captain of industry, in the words of our mutual headmaster, left school with a wholly uncluttered mind. Indeed his eventual graduation was accomplished on the basis of advancing years rather than on academic achievement. Nevertheless, I understand that he now has in his employ some of the most brilliant of his former schoolmates which more or less supports the rather extreme view that education can be a barrier to advancement in certain spheres of commercial activity.

As we chatted and recalled old times he mentioned, in an offhand sort of way, that he found the city somewhat of a bind trafficwise and usually got the chauffeur to drop him convenient to his destination. In fact these short brisk walks were, apart from the all too infrequent spot of golf, his only form of exercise. He had just returned from a business trip to the Orient and was off again on the morrow with a small group of leading businessmen to a place I could not even pronounce much less locate it on a map. What was I doing with myself?

He asked this in a tone which tended to suggest that I must have been deliberately depriving myself of the good things in life as a planned policy of self mortification. Well, I was not going to have that!

Drawing myself up to my full height and looking him straight in the chest I replied, with as much nonchalance as I could muster, "Actually I've been entertaining some overseas business associates who are here on a flying visit to tie up the loose ends on a rather important deal—E.E.C. and all that." I said this with what I hoped was a knowing but non-committal twitch of my

facial muscles. At that point I had a truly blinding flash of inspiration and added "Just coming from a working breakfast, actually." This obviously rocked my former classmate on his heels, if I may borrow a cliché from professional pugilism. I would undoubtedly have scored a technical knock-out there and then if it had not been for the same bad fortune which has made me an outstanding nonentity and allows my "lolly laden" friend to zoom off to Zanzibar or Zessfontein before one can say "blue chip" or "bulls market". Just at the psychological moment when a glow of triumph was about to well up within me a damned fly lodged on my nose. Handling the situation with the sang-froid of a professional man-about-town I plucked what I hoped was a whiter than white handkerchief from my pocket and then it happened. Out with the accursed handkerchief and on to the pavement with a shattering crash came my bicycle clips. Looking at the things with feigned puzzlement I made a valiant but vain effort to salvage some vestige of dignity from the situation. Mumbling some far-fetched explanation about the children stuffing things in my pockets I scooped up the damning clips and hurriedly took my leave of old Moneybags.

When I got back to the office with the boss's cigarettes he was livid. He told me, rather sarcastically I thought, that I needn't have gone to Virginia for the right blend. Seems he had to catch an early flight to Beirut.

"Now this is how I want the household accounts kept"



Leo Hennessy of our Agency Division and his bride, formerly Miss Margaret Doyle, signing the register after their wedding which took place on 15th September.

A GUY CAN'T WIN

- IF he is in his office—why isn't he out doing some REAL work?
- IF he is always out—why can't we ever contact him?
- IF he stays on talking in the office—he apparently has nothing to do?
- IF he leaves quickly—he's obviously dodging awkward questions.
- IF he talks a lot—he's a bag of wind.
- IF he doesn't say much—he's lost interest.
- IF he patiently explains—he's trying to dazzle you with science.
- IF he doesn't explain—he's only a dictator anyway.
- IF he is well dressed—he's a womaniser.
- IF he is not well dressed—that bum is no good.
- IF he has plenty of experience—it is time for a change.
- IF he is new on the job—someone else we have to wet nurse.
- IF he buys a drink—he's a soak.
- IF he doesn't buy a drink—what's wrong with the louse?

Annual Staff Dinner Dance

will be held at

CLARE MANOR HOTEL

on

WEDNESDAY, 13th DECEMBER, 1972

Dress Informal

Cocktail Reception 8 p.m.

Followed by Dinner and Dancing to 2 a.m.

Tickets: Staff £1.00 Guests £1.50.

All shore and sea-going staff will be welcome

The Port of Melbourne



A general view of the Port and City of Melbourne

Melbourne, a City of 2½ million people, is situated on the River Yarra in the State of Victoria. The city's history dates back to the beginning of the 19th century when, in 1802, Lieutenant Murray discovered Port Philip Bay and annexed the area in the name of George III, then the British King. It was here that, for the first time, the Union Jack was flown over a newly acquired British possession as the flag had only recently been adopted by Britain following the Union of Great Britain and Ireland in 1800. The River Yarra was discovered and surveyed in 1803, but it was not until 1835 when John Batman, founder of Victoria (no relation of the T.V. character of the same name) sailed up the Yarra and laid the foundations for the development of the territory. This marked the birth of Melbourne which was destined to become one of the

major cities of the world.

The Victorian Gold Rush of the mid-19th century attracted large numbers of settlers and it was only natural that port facilities for handling ocean going vessels were required. Thus the Melbourne Harbour Trust was established in 1877 to become one of the oldest Port Authorities in the world. A similar body was not appointed to administer the Port of London until 1909 and the New York Port Authority was established still later in 1921.

To-day the Port of Melbourne is a busy world port which handles more than eleven million tons of cargo per annum and traffic through the port includes cargo from practically every corner of the world. Twelve miles of berthage provide 112 berths with depths alongside ranging up to 39 feet. There are four distinct types of ships which visit the port and

each of these is catered for with special cargo handling facilities. The four main categories of ships using the port are the pure container ships, combination ships which carry containers and unit loads as well as conventional cargo, bulk carriers and conventional ships.

SPECIAL SERVICES

There are special services provided in the Port of Melbourne to serve shipping and other port activities which are very different from services provided in other Australian ports, and in some cases are rare in world ports. The port has a shipping control centre from which master mariners control all shipping movements in the Port twenty-four hours a day. The centre, in the form of a tower, gives officers visual control over the entire port area as well as a communication network of

radio and telephone which puts them in direct contact with tugs, ships at sea or in Port Philip.

The port also has an emergency service which is unique in Australia, and is seldom found in other major world ports. The service is a highly trained and mobile force which is capable of meeting any emergency in the port. It operates from a modern station headquarters with a variety of equipment and men trained in underwater repair and salvage by frogmen divers; rescue on land and in water; general salvage and fire fighting with both land based and floating equipment.

The service also works in conjunction with the State Police in the port in maintaining security and safety, enforcing port regulations and prosecuting offenders.

SECURITY

More than 80% of the port area is compounded within 10 feet high security fences to reduce pillage and theft of goods, and all access to and from the wharves is through continuously manned check gates where all cargo, persons and vehicles are checked leaving and entering the port. These gates are owned and operated by the Port Authority but they are also used by Customs to extend the check made by Customs officers throughout the port and on board ships. This system of cargo security and check has reduced theft and pilferage to a minimum in Melbourne.

PASSENGERS

Station Pier is the main overseas passenger terminal in the Port of Melbourne and passengers have been arriving in this area of the port since 1854 when the first pier was built.

In the 1950's and 1960's the Australian Government's planned migration programme brought a big influx of immigrants to Victoria, and most of these were routed through the Port of Melbourne. In recent years between 90,000 and 100,000 people a year have passed through the passenger terminal at the port. The most recent Irish Shipping vessel to visit the Port of Melbourne was the "Irish Rowan" which made a ten day stop there in early September.

FROM MOBILE, ALABAMA

A very welcome visitor to our Head Office recently was Mr. Peter Whelan, of Mobile, Alabama, a native of Sandymount, Dublin, who emigrated to the United States in the mid 1950's. A regular visitor on board Irish vessels visiting the Port of Mobile, Mr. Whelan works in conjunction with the Catholic Maritime

Club in Mobile and has often arranged soccer matches for the crews of I.S.L. vessels.

Some years ago the Company's house flag was presented to Mr. Whelan by Captain J. S. Kerr when the latter was made an honorary citizen and received the key to the City of Mobile. Mr. Whelan, in turn presented the flag to the St. Matthew's Flag Corps and it is carried on all St. Patrick's Day parades and is given a place of honour at the main table during the St. Patrick's Day banquet which is held after the big parade. The flag also flies during the parades held in other local areas such as Pensacola, in Florida, and Mr. Whelan told us that it bore a remarkable resemblance to the flag of Alabama which also carries the St. Patrick's Cross. The only difference between the flags is that the I.S.L. flag features the coats of arms of the Four Provinces whereas the flag of Alabama consists of St. Patrick's Cross on a plain white background.

Mr. Whelan is most anxious to make contact with Irish seamen in Mobile and although he told us that he was the only Whelan in the telephone directory he mentioned that his telephone number was 479 5250 and our sea-going personnel are very welcome to call him at that number whenever they are in Mobile.



"SEE IF THE CHIEF HAS REPAIRED THE ENGINE'S YET"

IRISH SHIPS IN AUSTRALIA

Dear Sir,

Having read the Summer issue of "Signal", I wish to correct one statement in the article covering Capt. E. C. Horne's retirement. Reference is made in the article on page six, that the Irish Plane under Capt. Horne's command was the first Irish flag ship

to visit Australia. This is not correct.

The Limerick Steamship Coy. operated two ships, the Knockfierna and Kilcredane, on world wide tramming trades in the 1920's and thirties. Both of these vessels were registered in Limerick and flew the flag of the then Irish Free State. One of these vessels was under the command of Capt. Kirk, father of the late Capt. F. Kirk, and the other under the command of Capt. Streumans who I believe was of Belgian origin.

When I was in Sydney N.S.W. on the Irish Hazel in March 1951, the above was corroborated by our agents there, Chambers Bros. who were from Tyneside. I thought that the Irish Hazel was the first Irish flag ship to call there but was told by Capt. Chambers that this was not so. He told me that one of the Limerick Steamship vessels had been there and that he remembered visiting Capt. Streumans on more than one occasion. These two vessels visited Australia on more than one occasion.

I suppose many people think that the Irish flag did not appear in foreign waters until Irish Shipping Ltd. came into existence in 1941. As a matter of interest, I was serving with the Anglo American Oil Coy. of London in 1928 (now Esso). In Ireland Esso was then known as the Irish American Oil Coy. The Anglo American Oil Coy. put two ships under the Irish Free State flag in 1928 and registered them in Dublin. They were named the Queen Maeve and the Queen Tailte. I served as Third Officer on the Queen Tailte. The Irish flag was well known in the Gulf of Mexico in the ports of Galveston and Baytown, Texas, also in the Black Sea ports of Batoum and Novorossisk.

The Irish Free State was in its infancy then and was not very well known outside of this country. In the Gulf ports we were generally taken for Mexican as the Mexican flag is green white and red and in the Mediterranean and even British ports we were taken for Italian. In British ports the Irish flag was not recognised until Dublin was seen as the port of registry.

On one occasion we picked up the London Pilot at Dungeness and the cutter approached us from ahead and did not pass under the stern where the port of registry would have been seen. After getting under way the Pilot in conversation on the bridge with the Officer of the watch remarked that we all spoke very good English. He had never seen the Irish Free State flag and thought he was on an Italian ship.

I compliment you on the new format of the Signal.

Yours faithfully,

J. P. Kelly, Capt.

CADET NEWS

DECK CADETS



First Year Deck Cadets (L. to R.)
D. Coleman, P. Smyth, B. Kinch,
A. Kelly, G. O'Sullivan, J. Fen-
nessy, D. Meagher, J. Igoe, G.
Hopkins and F. Traynor.

At Plymouth

The following Cadets are at present on Phase 1 training at Plymouth —Deck Cadets M. McCarthy, M. Kinsella, C. Lawless, P. Miley, H. O'Brien, M. Kirrane and K. Daly. On Phase 3 training are Deck Cadets M. Purcell and M. Ryan.

FIRE FIGHTING COURSE

Engineer Cadets who recently took part in a Fire Fighting Course at Kinsale were E. Cotter, K. Daly, J. Denham, J. Garvy, P. Herlihy, J. O'Leary and D. Power.

Prizes

Engineer Cadets who won prizes at the end of the Summer Term were —**L. O'Byrne**, First Year Workshop Prize; **F. Cronin**, Second Year Workshop Prize; **J. Durham**, First Year Academic Prize; and **F. Keane**, Second Year Academic Prize.

We offer these cadets our congratulations on their achievements.

INDUCTION COURSES

All the newly appointed deck cadets have attended Induction Courses at the Irish Nautical College, Dun Laoghaire from 4th September to 15th September. The various activities in which the cadets were engaged included a trip on the British Rail Car Ferry, visits to the m.v. "Lady Gwendoline" which was in drydock, and a visit to the Norwegian ship m.v. "Banak" through the courtesy of the vessel's master and of Tedcastle Limited, the Dublin agents for the vessel.

Summer Voyages

Thanks to the co-operation of B+I Line some of our Engineer Cadets gained valuable practical experience during the Summer vacation when they made trips on the

B+I vessels, "Innisfallen" and "Leinster".

The cadets involved were **J. Lynch, C. O'Brien, F. Keane, E. Tubrudy, F. Cronin, M. O'Carroll, M. Tyrrell, K. Vekins, N. Duffy** and **D. Walsh**. The four I.S.L. Cadets who took part in the voyage of the "Asgard" training vessel recently were **J. Durham, N. Pearson, V. Hetherington** and **M. Treacy**. The Cadets joined the vessel at Galway and finally sailed from Kinsale to Wales, and after navigating round the Welsh coast the ship returned to Dun Laoghaire where the Cadets disembarked.

ENGINEER CADET SELECTION 1972

The following Engineer Cadets have been selected this year and joined Crawford Technical College for their training on September 4th. Francis Brennan, Douglas, Cork; Joseph Dillon, Clontarf, Dublin; Michael Flynn, Bluebell, Dublin; Gerard Keeling, Wexford; Gerald O'Brien, Kinsale, Co. Cork; Kevin O'Dwyer, Sandymount, Dublin; Michael O'Leary, Skibbereen, Co. Cork; Walter Sammon, Westport, Co. Mayo; A. Cummins, Mullinahone, Co. Tipperary.

DECK CADET SELECTION, 1972

The following Deck Cadets have been selected this year and join the Irish Nautical College for a two week Induction Course on September 4th. Diarmuid Coleman, Milewater, Kinsale, Co. Cork; Richard Fennessy, Ballyduff, Co. Waterford; George Hopkins, Wexford; Anthony Kelly, Tramore, Co. Waterford; Brendan Kinch, Dundalk, Co. Louth; Dermot Meagher, Hill St., Wexford; John Igoe, Mullingar, Co. Westmeath; Gerard O'Sullivan, Scariff, Co. Clare; Paul Smyth, Santry, Dublin 9; Francis Traynor, Stillorgan, Co. Dublin.

SEA SCOUT TROOP'S DIAMOND JUBILEE

The 5th Dublin (First Port) Sea Scout Troop celebrated their Diamond Jubilee on Saturday, 1st July, 1972, and many public figures including the Taoiseach, Mr. Jack Lynch, and Mrs. Lynch were present at the celebrations. Mr. Lynch was presented with a special memento to mark the occasion and in his address he paid tribute to the sea scout movement and to the excellent work which was being done by the men who devoted so much of their time and energy in teaching young people the art of seamanship and developing in Irish youth a pride in



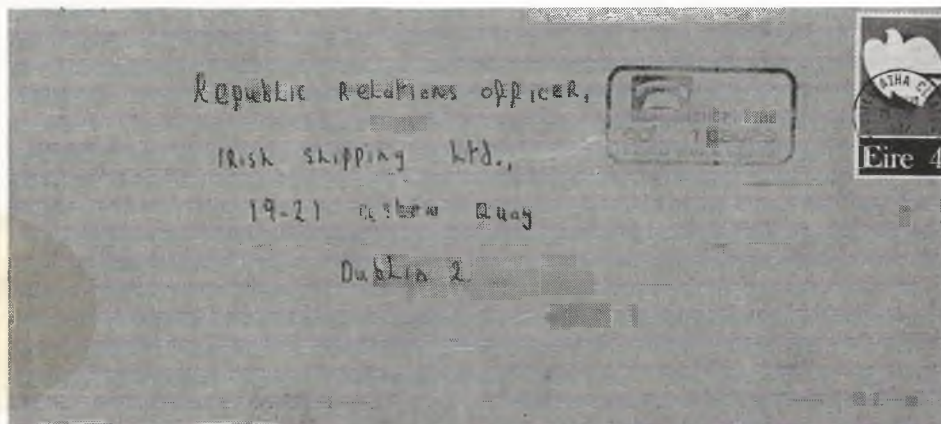
First Year Deck Cadets pictured aboard the Norwegian vessel "Banak" with their instructor Mr. P. Duffy.

our seafaring heritage. Dr. Eoghan Lavelle, National Commissioner for Sea Scouting, welcomed the Taoiseach and the other guests to the Jubilee Celebrations. Subsequently a number of presentations were made to the First Port Troop including four oared rowing skiffs by John Sisk & Son (Dublin), Limited, Irish Shipping Limited and B+I Line. The presentation on behalf of Irish Shipping Limited was made by Mr. Frank Robbins, a Director of the Company. Following the presentation the skiffs were formally blessed and then followed a display of life saving and water polo by the Half Moon Swimming Club, and a demonstration of water skiing by the Golden Falls Club. An air sea rescue display by the Royal National Life-Boat Institute, Dun Laoghaire branch and a Department of Defence helicopter was followed by a canoe rescue demonstration by the Sea Scouts. Other events included a skiff race by the Cambridge and St. Patrick's Rowing Clubs, Ringsend, as well as a display of coloured water flares by various Sea Scout Troops. Among the chief organisers of the Jubilee Celebrations was the recently retired Commissioner for Sea Scouts and present Honorary Organising Secretary, Mr. C. A. Jackson.



"WE'VE JUST PARTITIONED THAT ISLAND CAPTAIN."

INFORMATION, PLEASE



Is this political or does it simply bring the addressee within the scope of the Devlin Report on Salaries in the Public Service?

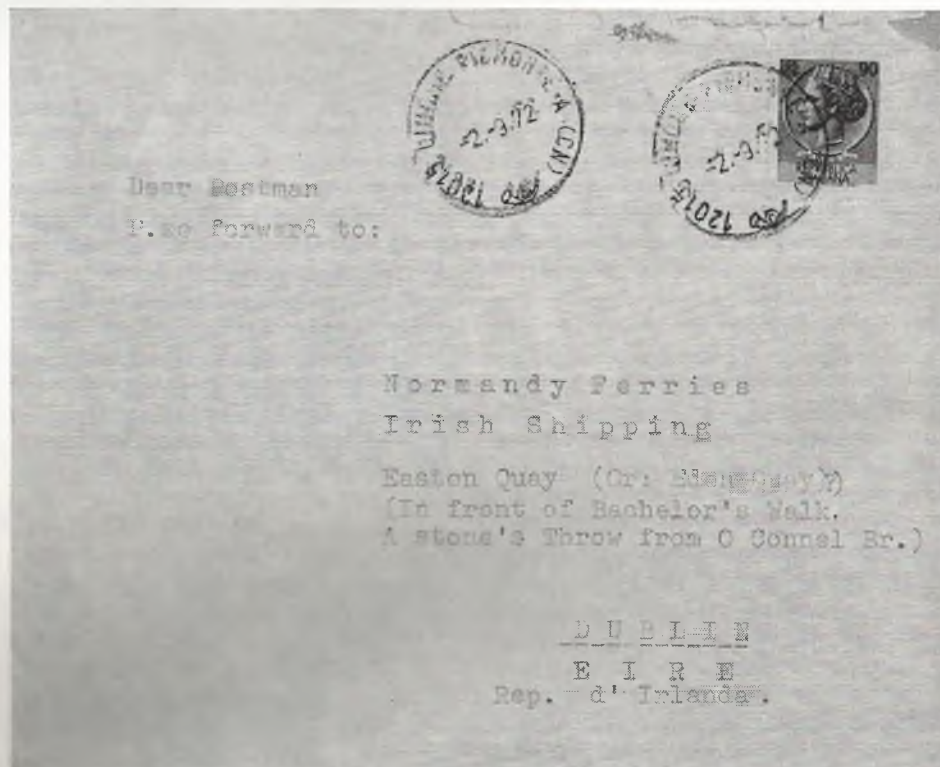
In recent years Irish schoolchildren have been encouraged to undertake projects on various aspects of Irish life, both economic and cultural. Consequently, interest in Irish industry has manifested itself in the form of increased requests from schoolchildren seeking information relating to companies and their commercial activities. Needless to say, Irish Shipping has been no exception in this, and in addition our "Follow-the-Fleet" scheme for schools has generated further interest and curiosity amongst schoolchildren all over the country.

Letters from children are seldom dull and invariably direct and to the point. A typical example of this latter ability to get to the nub of the matter is the following letter received from a ten year old schoolgirl.

"Dear Sir or Madam, Would you please tell me what goes on in your office?" Obviously the temptation which such enquiries present must be resisted as, indeed, we managed to do in the case of the letter which asked for *"information about the life of some of the people that work on ships."* The tendency for children to be brief in their correspondence does not necessarily mean that their requirements are easily met. An example of this type of enquiry was provided by the letter which read: *"Dear Sir, we are doing a project on water and I'd be grateful if you would give me some information about it."*

Perhaps the most difficult of all letters to answer are those which come from children intent on doing "in depth" coverage of the subject of their project. A good example of this type of request for information is the following letter received from

THEY COME FROM LANDS BEYOND THE SEA AS WELL



This enquiry from Italy was a little late for Normandy Ferries, but in very good time for Irish Continental Line's service commencing in June, 1973.

County Tipperary. *"Dear Sir, Will you send me back information about the 8 Irish ships? How many runs do you get in a month? How much do you get for a long run? Will you send me back photographs of the 8 ships? When you lend a ship to another country, if they crash it will they give you money to buy a new ship? What is the furthest journey you go? Have you any oil tankers? How many? How did the ninth ship crash? Send me the names of the crew of the 8 ships? How much do the crew get for a week? Which ship*

is the biggest? Did any of your ships go around the world? Which one? Did any of your crew get a medal? Did any of your ships carry ammunition or guns? If they did, tell me where from and where to. How many can fit on your biggest ship- How many can fit on your smallest ship?

Sometimes, although not very often, we get a morale booster as we did from the young man who asked *"Please send me 'Signal' each month and anything else you have of any importance."*

OVER 2,000 CORRESPONDENTS

In the past twelve months we have received and answered more than 2,000 requests for information on Irish Shipping Ltd. This does not include letters from schoolchildren participating in 'Follow-the-Fleet'. This scheme caters for another 20,000 pupils approximately in national, secondary and vocational schools including a number of schools in Northern Ireland, two in Scotland and one in Jersey. We have just received a request for 'Follow-the-Fleet' from a school in Monrovia, Liberia.

OFFICERS ASHORE (AS AT 20/10/72)

Masters: J. A. Caird, T. Hughes, M. McMahon, J. Martin, M. O'Connell, M. O'Dwyer, J. Onions, J. J. Walsh.

Chief Officers: P. Donohue, W. Garvey, E. Greevy, J. Kelly, P. Kelly, P. Tyrrell.

Second Officers: J. Cotter, M. Doyle, J. Moynihan, J. Ryder, J. Whyte, B. Stockdale.

Third Officers: B. Coburn, J. Daly, D. Hopkins, E. Keane, T. O'Connor, P. Richardson, J. Robinson.

Deck Cadets: J. Clarke, D. Corrigan, M. Darcy, J. Hickey, P. Murphy, M. A. O'Callaghan.

Chief Engineers: M. Byrne, G. Cunningham, J. Morgan, W. McCarthy, P. Otter, T. O'Sullivan, P. Walker.

Second Engineers: P. Bardon, A. Bolster, P. Collins, D. Knott, B. Larkin, D. Menzies, J. Nangle, N. O'Neill.

Third Engineers: T. Kenny, T. G. O'Toole, E. Sweeney, W. Quigley, D. Walsh, J. Waters.

Fourth Engineers: A. Barry, K. A. Barry, J. Dixon, D. Gabriel, N. Kearns, A. McCarthy, P. O'Halloran, T. Rossiter, C. Walsh, T. Walsh, J. Devitt, W. Roberts.

Junior Engineers: P. Byrne, P. Caffrey, M. Donovan, J. Everitt, T. Farrell, T. Hoyer, M. McCann, P. McGlade, J. J. O'Meara, H. Teehan, J. O'Keeffe.

Electrical Engineers: W. Brett, W. Cadogan, T. Duggan, P. O'Toole, H. Stears, E. Walsh.

Chief Stewards: J. Dillon, J. Doran, B. Dorgan, T. Forde, T. O'Connell, F. Walshe.



Cadets on fire fighting course at Plymouth

Late Mr. M. E. McLaughlin

We very much regret to report the death on 9th July, 1972, of Mr. Michael Edward McLaughlin, as a result of a tragic boating accident in Sligo Bay.

The late Mr. McLaughlin was fishing with some companions when their boat was overturned in heavy seas and all were drowned.

The late Mr. McLaughlin served on many of our ships and his most recent voyage was on the ill-fated "Irish Spruce" when the vessel went aground at Quito Sueno Bank, and was lost in February of this year.

Prior to that Mr. McLaughlin served on the "Irish Larch", "Irish Poplar", "Irish Alder", "Irish Plane" and "Irish Stardust".

The deceased was a very popular member of the deck department personnel and at 25 years of age his tragic death was all the more regrettable.

To his bereaved family we offer our condolences.

RECENT DEPARTURES

We send our best wishes to Mr. Denis Whitehouse, formerly of our Cork Office staff, who recently took up an appointment as Shipping Manager with the Pfizer Chemical Corporation at their £10 million plant at Ringaskiddy, Co. Cork.

Denis, who joined the Company in May 1965, spent some time with our Ferry Service at Head Office and made many friends both in Dublin and in his native city.

Three popular members of our female staff recently set sail for Canada where they have embarked on new careers, and they also carry our best wishes for success in the future. The three ladies involved were Misses Bairbre O'Kelly, Sheila

Costello and Colette Keogh. No doubt the new arrivals in Canada will find a warm welcome from former I.S.L. colleague, Lorrie O'Leary, now a veteran emigrant of two years' standing.

SOLUTIONS TO CROSSWORD

ACROSS		DOWN	
1	cobra	1	conch
4	boar	2	rand
5	ninny	3	oath
7	dough	6	yore
10	velvet	8	govern
14	U.N.	9	Zulu
15	aero	11	law
16	wren	12	ere
17	burst	13	Tone



FLEET NEWS

New Cadets on "Elm"

Training Superintendent, Captain M. D. Langran, recently joined the "Irish Elm" at Antwerp to accompany six newly selected deck cadets for their initial sea training on board the vessel. The cadets involved are: G. Hopkins, B. Kinch, G. O'Sullivan, P. Smyth, F. Traynor and J. Igoe.

The "Elm" is at present on voyage from Bremerhaven with motor cars loaded at that port and at Antwerp for discharge at Jacksonville, Houston, and New Orleans. She is expected at Jacksonville on 19th October New Orleans about 1st November. On completing discharge she will proceed in ballast to Mobile where she will load coal for Japanese ports. The vessel is expected to sail from Mobile on 4th November and should arrive in Japan on 1st December.

We are pleased to learn that Mr. L. Quigley, Third Engineer, who has been on sick leave from the "Irish Elm" with a knee injury has made a good recovery.

"Poplar" for Dublin

This vessel arrived at Montevideo on 15th October from Swansea with a general cargo. She will also call at Buenos Aires from which port she is expected to sail on 29th October for Liverpool where she is due about 17th November. She is expected to leave Liverpool about 23rd November for Dublin where she will complete discharge. She also finishes her present Time Charter at Dublin and her further itinerary is not available at time of going to press.

We are pleased to note that Mr. P. Walsh, Chief Steward, who was hospitalised at Dakar from the 6th to 26th July was able to rejoin the vessel at Buenos Aires.

"Sycamore" at Taiwan

The "Sycamore" has just completed a voyage from Capetown to Taiwan with a cargo of grain. The ship called at Singapore for bunkers and arrived at Taiwan on 19th Sep-

tember completing discharge on 8th October. She then sailed for Singapore and will also call at Port Kelang, Malaya; Belawan, Sumatra and Penang Island, off the coast of Malaya. The vessel loads rubber and general cargo at these ports for discharge at Trinidad and Pascagoula.

The vessel will sail via Cape of Good Hope on her voyage from Penang to Trinidad and is expected to arrive in the latter port about 29th November, and should complete discharge at Pascagoula, Mississippi from 5th to 11th December. While the ship was at Capetown, Captain P. Hughes was relieved by Captain J. S. Kerr.

"Irish Cedar"

The "Irish Cedar" is at present discharging iron ore at Birkenhead from Port Cartier in the Gulf of St. Lawrence. This is the second cargo of iron ore which the "Cedar" has brought from the Canadian port to Birkenhead. On her previous voyage she brought a cargo of phosphate from Casablanca to Immingham. We extend our sympathy to Mr. James Coleman who served on the "Irish Cedar" recently and whose brother, Mr. John Coleman, of Skerries, was killed in a motor cycle accident on 26th August.

"Irish Rowan" completes round the World trip

When the "Irish Rowan" arrives back in Montreal towards the end of November she will have completed a round the world voyage as she loaded newsprint and general cargo at Cornerbrook, New York and Savannah last July for discharge at the Australian ports of Melbourne, Sydney and Brisbane. Having taken the route via Panama on the outward voyage the "Rowan", like her sister ship the "Sycamore" is at present loading at Port Kelang, Penang and Belawan for Montreal and Great Lakes ports. She is expected to call at Dakar for bunkers about 7th November. Captain S. Gleeson, who is accompanied by his wife, joined the

vessel at Brisbane where he relieved Captain M. O'Connell, who is now home in Dublin on leave.

"Irish Plane"

This vessel is now back on the Casablanca/Dublin/Cork run and is due in Dublin on 16th October from Casablanca with phosphates.

Due to an industrial dispute at Gouldings the vessel made a number of trips from Casablanca and Dakar to the British ports of Leith and Avonmouth with cargoes of Phosphate. She returned to the Irish run when she arrived in Dublin on 30th September from Casablanca.

"Irish Stardust"

This vessel is at present discharging grain at Hakata in Japan where she arrived on 12th October from Vancouver. She had previously brought a cargo of phosphate from Tampa, Florida, to Vancouver. She will complete discharge of her present grain cargo at Mizushima. She will then return in ballast to British Columbia where she will load paper products for European ports. It is expected that the "Stardust" will sail from British Columbia about 12th November and should arrive at her first European discharge port about 22nd November.

"Star" Loads Salt

This vessel is at present on voyage from Brake, West Germany, in ballast to Vancouver, Everett, Eureka, Coos Bay and Los Angeles to load paper pulp and lumber for Barcelona, Livorno and Eleusis. She is expected to arrive in Vancouver to commence loading about 6th November.



On board the 'Star' (L. to R.) J. Duff, J. Molloy, W. Muldoon, J. Murphy and P. McDonnell.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 20th OCTOBER, 1972)

m.v. "IRISH SYCAMORE"—Captain J. Kerr. Deck Officers: N. Hearne, D. Kavanagh, D. Mundow. Deck Cadets: P. Kelly, F. McCarthy, J. Foley. Engineer Officers: J. Johnson, T. Hanrahan, M. Hayes, M. Egan, M. Egan. Junior Engineers: P. McCarthy, G. Smyth, J. Hughes. Engineer Cadet: P. Herlihy. Electrical Engineer: E. Perry. Chief Steward: J. Bennett. Radio Officer: J. Hynes. Deck Department: J. Hall, A. Corlett, T. Grannel, M. Russell, E. McKenna, M. Byrne, P. O'Donohoe, M. Murphy, M. Murray, A. Gill, J. Collins. Engine Department: P. O'Brien, J. Robinson, A. Graham, G. O'Keeffe. Catering Department: G. Zachert, J. Campion, E. Mulready, S. Paige, P. Boyle, D. McKenna, J. Mulligan.

s.s. "IRISH POPLAR"—Captain P. O'Seaghdha. Deck Officers: P. Murphy, A. Coghlan, P. Kenny. Deck Cadets: A. Kelly, D. Meagher. Engineer Officers: J. Fahey, P. Shortall, O. Prunty, S. McLoughlin. Junior Engineers: C. Powell, E. Malone, M. Taft. Engineer Cadet: J. Denham. Electrical Engineer: M. Cheevers. Radio Officer: M. Murphy. Deck Department: J. McGrath, P. Shelton, P. White, S. Smyth, F. O'Toole, D. Crowley, P. McDonnell, B. Freeney, J. Murphy, A. O'Gorman, D. McClean, A. Myler. Engine Department: J. Kelleher, M. Redmond, N. Kavanagh, N. Murtagh. Catering Department: T. Mason, T. Doyle, J. Lloyd, J. Brady, D. Coombes, D. O'Leary, A. Kavanagh.

m.v. "IRISH CEDAR"—Captain T. Byrne. Deck Officers: G. Kyne, P. Gordon, J. Kenny. Deck Cadets: J. Whelan, P. O'Shea, D. Coleman, R. Fennessy. Engineer Officers: R. Tennent, M. Byrne, J. O'Toole, T. O'Keeffe, W. Malone. Junior Engineers: V. Reddin, F. Mullin, E. Burke. Engineer Cadet: J. Garvey. Electrical Engineer: J. Clarke. Chief Steward: P. Fanning. Radio Officer: M. Corry. Deck Department: K. Maher, P. McDonnell, L. Maloney, P. Bran-

nigan, G. Corr, G. Kavanagh, J. Mainey, J. Brennan, V. Beech, G. Courage. Engine Department: T. Kinsella, P. Proctor, T. McGuire, P. Leonard. Catering Department: R. Egan, J. Edwards, L. Kiernan, J. Keogh, M. Dooley, J. Savage, P. Cullen.

m.v. "IRISH PLANE"—Captain J. Poole. Deck Officers: M. Carey, F. Kirk, M. Cronin. Deck Cadets: E. Curry, L. Gavin, K. O'Higgins, H. McGowan. Engineer Officers: M. Curley, T. Wren, J. Doran, D. O'Connell, P. Dowling. Junior Engineers: B. Scully, P. Morris, J. Doody. Engineer Cadet: D. Power. Electrical Engineer: T. Brock. Chief Steward: J. Clinton. Radio Officer: R. Clarke. Deck Department: P. Duffy, M. Scallan, D. Shiel, P. Garry, C. Maguire, P. Colgan, H. McElwain, J. Dillon, F. Galvin, D. Early, D. Cahill. Engine Department: M. Thullier, M. Sheehan, P. Walsh, M. Cogan. Catering Department: D. Meagher, M. Moody, J. Maguire, A. Boyle, C. Gudden, P. Leonard, F. Bradley.

m.v. "IRISH STAR"—Captain J. Flanagan. Deck Officers: M. Devine, B. Kehoe, P. Hughes. Deck Cadets: C. Grahame, A. Browne. Engineer Officers: M. Dillon, R. Broderick, J. Scanlon, J. English, E. Kealy. Junior Engineer: M. O'Gorman. Electrical Engineer: D. Niall. Chief Steward: J. Rogan. Radio Officer: G. Porter. Deck Department: P. Harris, S. McCarthy, H. Hannon, J. Donnelly, M. O'Connor, D. Healy, J. Roice, K. O'Malley, P. Cantwell, W. Grimes, J. Murphy. Catering Department: E. Byrne, J. Molloy, G. McGovern, D. Flannery, J. Buggy, P. Codd, P. Wrafter.

m.v. "IRISH STARDUST"—Captain I. Shiel. Deck Officers: M. Doyle, P. Kehoe, P. McNulty. Deck Cadets: J. Flanagan, T. Illingworth, D. Cogan. Engineer Officers: H. Dowdall, L. Sherringham, J. Reilly, W. Dalton.

Junior Engineers: T. Wrafter, F. Hennessy. Electrical Engineer: J. McCormick. Chief Steward: P. Murphy. Radio Officer: T. Chambers. Deck Department: D. Rogan, P. Carr, M. Walsh, O. Shields, G. O'Brien, M. Macken, T. Maguire, R. Nugent, J. Stack, P. O'Grady, A. Doyle. Catering Department: J. Chaney, C. Maloney, J. Byrne, M. Curedale, P. O'Reilly, A. Kavanagh, P. Savage.

m.v. "IRISH ELM"—Captain B. Reilly. Deck Officers: H. Fiddler, J. Tallon, J. Darcy. Deck Cadets: T. Ruane, F. Traynor, J. Igoe, G. Hopkins, G. O'Sullivan, P. Smyth, B. Kinch. Engineer Officers: M. Kennedy, M. O'Sullivan, K. Edwards, D. O'Brien. Junior Engineers: F. Foley, J. McGuinness, D. O'Loughlin. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: P. Behan. Deck Department: P. Byrne, B. Kerrigan, J. Dowdall, G. Maguire, J. Kellegher, D. Hunt, W. Boon, L. Byrne, V. Lotti, N. Byrne, J. Sexton, O. McGarry, P. Boland, P. Dowling. Catering Department: J. Smith, A. O'Rourke, T. Mahony, W. Muldoon, J. Hanlon, J. Kelly, H. Kelly.

m.v. "IRISH ROWAN"—Captain J. Gleeson. Deck Officers: C. Mahon, F. Healy, P. Farnan. Deck Cadets: P. Cahalane, C. Spain. Engineer Officers: H. Mooney, J. Pryme, M. Mulligan, J. Carr. Junior Engineers: J. O'Connor, C. Corcoran, D. Tierney. Engineer Cadets: K. Daly, J. O'Leary. Electrical Engineer: P. Fitzgerald. Chief Steward: E. Fricker. Radio Officer: R. McKeever. Deck Department: J. Tallon, J. Galvin, J. Doyle, J. Willis, F. McCarthy, A. Shiels, J. Hunter, J. Farrelly, F. Cole, J. Grimston, J. McGroarty. Engine Department: A. Byrne, G. Roche, J. McGran, M. Manson. Catering Department: J. Rourke, T. Healy, D. Gregg, R. Totterdell, B. Muldoon, P. Bulman, P. Galvin.

Contributions and correspondence for "SIGNAL" should be sent to the Editor at

IRISH SHIPPING LTD., 19-21 ASTON QUAY, DUBLIN 2

Editor: John Higgins