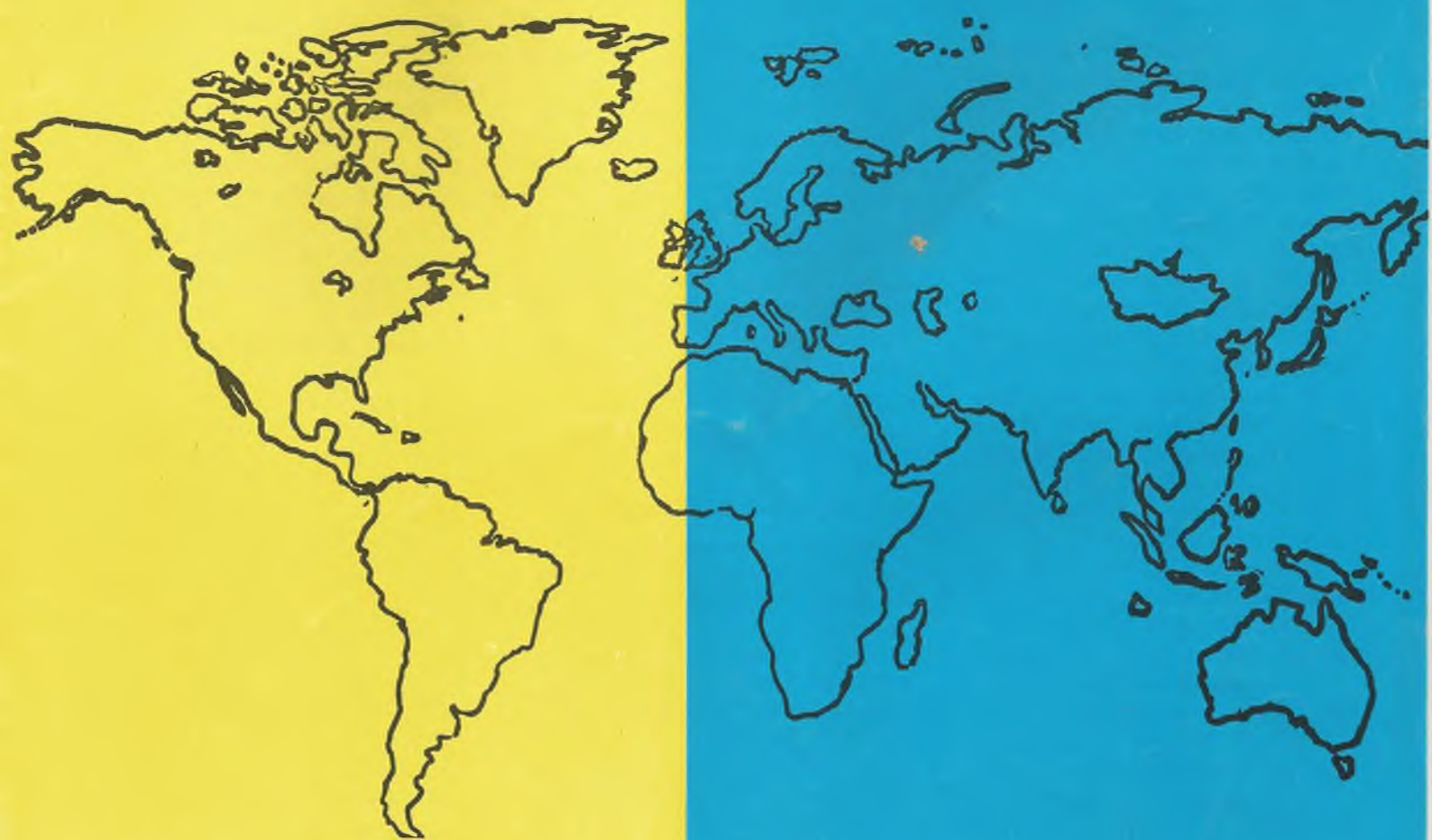


SIGNAL



**DECK AND ENGINEER OFFICERS ASHORE
AS AT
29th AUGUST, 1983**

Masters: M. McMahon, M. O'Dwyer, J. A. Gleeson, G. Kyne, N. Hearne, H. Fiddler, B. Kehoe, P. J. Murphy.

Chief Officers: P. Miley, N. Cummins, J. Bourke, J. Whyte, T. McCarthy, D. Elliott, P. Richardson, R. Fennessy.

Second Officers: W. Kavanagh, A. Kingston, M. Poole, R. O'Shea.

Third Officers: K. Treacy, T. O'Callaghan, D. Scanlon, F. Britton, N. Cantwell, J. Whelan.

Chief Engineers: P. Dowling, R. Tennent, A. Bolster, D. Horan, T. Kennedy, H. Mahon.

Second Engineers: V. Hetherington, D. Gerety, P. Conron, W. Sammon, J. Keane.

Third Engineers: D. O'Reilly, K. Barry, R. Tynan, D. O'Loughlin, D. Taylor, P. Dolan.

Fourth Engineers: T. Sweeney, S. White, M. Keogh.

Junior Engineers: P. Martin, D. Nolan, N. Cleary, P. Good, J. O'Shea, N. Delaney, D. Bolster, D. Cody.

Electrical Engineers: E. Walsh, H. Stears, T. White.

Catering Officers: H. Bond, J. Rogan, B. Dorgan, T. O'Connell.

Deck Cadets: M. Dempsey, P. Burke, Miss C. Meaney, P. Walsh, O. D. Walsh.

Engineer Cadets: G. Stilman, A. Synnott, M. Chester, K. O'Neill, M. Digby, D. Walker.

LATE MAURA MURPHY



On 5th April last, Miss Maura Murphy a former employee of I.S.L. Cork, was called to her eternal reward.

Her untimely death, after a brief illness, helped her many friends and colleagues in Scotts and Irish Shipping to reflect on her undoubted qualities.

Maura joined the Cork Office of I.S.L. on 6th May, 1948. She transferred to James Scott & Co. (Cork) Ltd. when I.S.L. Cork merged with Scotts on 1st October, 1974.

During her thirty-five years of service to ISL/Scotts, Maura was a loyal and trusted associate. Though of a shy and retiring disposition, Maura always had the courage and ability to argue and debate matters of moral issues. She was very much admired for her combined qualities of kindness, honesty, and generosity.

An accomplished musician, Maura played the piano with distinction but, again, seldom spoke about this undoubted talent.

The large attendance at removal and funeral bore testimony to the high esteem in which Maura was held by all.

Go ndeanaidh Dia trocaire ar a h'anam uasal.

Congratulations

To **F. T. McCarthy** on obtaining his Class One Deck Certificate.

To **A. Kingston** on obtaining his Class Two Deck Certificate.

To **T. O'Callaghan** on obtaining his Class Two Deck Certificate.

To **S. Myles** on obtaining his Class Two Deck Certificate.

To **F. Britton** on obtaining his Class Two Deck Certificate.

To **A. Jameson** on obtaining his Class Two Deck Certificate.

To **D. Whelan** on obtaining his Class Three Deck Certificate.

To **F. Hogan** on obtaining his Class Three Deck Certificate.

To **P. Reid** on obtaining his Class Three Deck Certificate.

To **F. Murphy** on obtaining his Class Three Deck Certificate.

To **G. Nolan** on obtaining his Class Three Deck Certificate.

To **O. D. Walsh** on obtaining his Class three Deck Certificate.

To **P. Gunning** on obtaining his Class One Engine Certificate.

To **J. Tyrrell** on obtaining his Class Two Engine Certificate.

To **B. Kennedy** on obtaining his Class Two Engine Certificate.

To **J. O'Shea** on obtaining his Class Two Engine Certificate.

To **N. Cleary** on obtaining his Class Two Engine Certificate.

Condolences

We offer our sincere sympathy to Eddie Mullin of Head Office on the recent death of his sister and to Declan Mescall, Freight Manager, I.C.L., whose mother died recently.

Late News Flash

As we go to press the Company has announced that Mr. Aubrey McElhatton has resigned as General Manager of Irish Shipping Ltd., to become General Manager of Oceanbank Developments Limited. Mr. J. Niall McGovern, former Deputy General Manager of Irish Shipping Limited has become General Manager of the Company.

We wish both men every success in their new appointments.

First Loss in Sixteen Years

The Forty-second Annual General Meeting of Irish Shipping Ltd. was held on Wednesday, 29th June last and the chairman, Mr. W. A. O'Neill, reviewed the year's trading of the I.S.L. Group to 31st March, 1983 in his statement. Mr. O'Neill said "It is with great regret that in this my first statement as Chairman I have to report a substantial loss on the year's trading after fifteen consecutive years of profitable trading. Having made provision for all charges, including depreciation, the loss before loan interest and taxation amounted to £9,615,000. (1982 profit £6,837,000).

We have deemed it prudent to make provision for anticipated losses in the year 1983/'84 in respect of fixtures entered into prior to 31st March, 1983, and for estimated losses to 31st March, 1984, which may occur through default on chartered tonnage. In total these provisions amount to £6,101,000 and are included in the above figure of £9,615,000.

The long term loan interest charge for the year was £2,627,000 (1982 £1,360,000) leaving the net loss before taxation at £12,242,000 compared with a profit of £5,477,000 for the previous year.

Reserves have fallen by £7,459,000 to £17,642,000 reflecting the loss sustained by the Group during the year, and the increase in capital reserves. The authorised Share Capital remains at £22 million. The Issued Share Capital has been increased by £2 million to £14,847,000.

The collapse of the tramp shipping market to which the Chairman referred last year continued inexorably. By December 1982 a shipowner requiring net earnings of \$11,000 per day to cover financing charges and costs of operating a vessel was being offered net earnings of \$1,500 per day. By comparison the net earnings of a Panamax vessel carrying coal from Hampton Roads to Europe at the end of 1980 and early in 1981 were U.S. \$24,000/\$26,000 per day. Those comparative figures give some measure of the speed and the depth of the collapse in the market which has led to severe problems for every shipowner in the world including Irish Shipping.

There is hardly an industry which has not been severely affected by the worldwide economic recession, but few industries have been hit as badly as the deep-sea shipping industry. It has been caught in a cross-fire. While the volume of sea trade was shrinking the world bulk carrier fleet was increasing. West European steel mills are operating at about 52% of capacity. The output of steel mills in the United States is down by 45%. In Europe, production of softwood lumber in 1982 was back to 1978 levels, while in the United States, output in 1981 was down to the level of the early

1950's. The volume of sea trade dropped by 4% in 1981, and by a further 8.5% in 1982. The reduction in tonne miles was 4.5% in 1981, with a further 10.5% in 1982. While the volume of sea trade was shrinking the world bulk carrier fleet increased by 12.5 million D.W.T. from 154.5 million to 167 million (*Financial Times* 10th of January, 1982)"

CHARTERED SHIPS

Referring to chartered vessels, the chairman said "Over the past decade the Company, as a matter of policy, has

operated chartered tonnage in addition to its own fleet. This extra tonnage enabled us in recent years to deal with expanding volumes of cargo particularly steel and lumber on our services between European ports and ports on East and West Coasts of North America. A number of Panamax type vessels (60,000/70,000 D.W.T.) were added to the fleet to meet the estimated growth in coal shipments following the 1979 oil crisis. There was substantial evidence to indicate that there would be a massive increase in the demand

Group Profit and Loss Account

for the year ended 31st March, 1983

	IR£'000
Turnover – Company and Subsidiaries	38,467
Operating (Deficit)	(12,560)
Share of Profits less Losses of Associated Companies	2,945
	(9,615)
Long Term Loan Interest	2,627
	(12,242)
(Loss) before Taxation	970
Taxation	
(Loss) after Taxation	(13,212)
Minority Interests	789
	(14,001)
(Loss) before Extraordinary Items	—
Extraordinary Items	—
Transfer to Capital Reserve	—
Retained (Deficit) attributable to Members of Irish Shipping Limited	(14,001)

for the shipment of coal throughout the eighties. We are particularly concerned that we should be equipped to bid successfully for the contract for shipping coal for E.S.B. to Moneypoint. We did not expect to get business on anything other than a competitive basis. I am glad to say that we secured a considerable proportion of that business at rates with which we will be able to live, but which I am sure the E.S.B. would be the first to admit are considerably lower than they originally anticipated. We could not have obtained that business without ships suitable for the carriage of that cargo. These we chartered in at rates which are less than those at which we or any other West European shipowner could build, finance and operate these ships. In spite of this the operation of this chartered-in tonnage has added to the Company's problems in a market which vigorously applies the law of supply and demand. What a Shipowner receives for the services he provides has nothing to do with the cost of supplying those services.

Periods of depressed freight rates are nothing new in shipping. This Company came to terms long ago with the volatile nature of the business in which it is engaged. Fifteen years of uninterrupted and rising profitability to the 31st March, 1982, bear witness to the effectiveness of the measures taken to offset the effects of the repeated periods of low freight rates such as occurred during the period 1974 to 1978. During these years the Company remained profitable in spite of a drop of 50% in freight rates, and an increase of 400% in fuel costs, mainly because of the scope and success of schemes of diversification.

DIVERSIFIED INTERESTS

Our diversified activities have been profitable during the past year, but the profits generated by these activities unfortunately have not been sufficient to offset the massive losses incurred in the operations of the deep-sea fleet.

In November, 1981, we established a holding company, Oceanbank Developments Ltd. (Oceanbank) in partnership with Allied Irish Banks Ltd. Irish Shipping own 75% of the shares in Oceanbank. The remaining 25% are held by A.I.B. Group through its wholly owned subsidiary, Allied Irish Holdings Ltd. Oceanbank acquired Irish Shipping's interest in Insurance Corporation of Ireland Ltd., Property Corporation of Ireland Ltd., and Irish Continental Line. Since its incorporation, Oceanbank has added to its portfolio a substantial interest in Belfast Car Ferries. In view of the depressed economic climate which dominated the past year the results achieved by Oceanbank in its first full year must be regarded as satisfactory.

The tourist industry in Ireland has been going through a trying period for some years. 1982 was no exception. The continuing economic recession has been posing particularly severe problems for transport operators who provide a service to tourism. To the difficulties posed by the adverse economic climate must now be added the serious consequences which will result from the French Government's restrictions on its citizens travelling abroad. In spite of the problems which had to be surmounted Irish Continental Line once again had a profitable year. Since its inception in 1973, I.C.L. has never failed to achieve a worthwhile annual profit. This satisfactory outcome reflects great credit on the Management and Staff.

A new service between Belfast and Liverpool was inaugurated in May by Belfast Car Ferries Ltd. a newly formed associate of Oceanbank. This service replaced the one formerly operated by P & O. It is pleasant to record that this new company has traded profitably in its first period of operation to the 31st of December, 1982. This venture represents a very real step in North/South co-operation. The successful start augurs well for the future and reflects much credit on all concerned in its operation.

In spite of the extremely difficult trading conditions which affected the insurance industry, the trading results of I.C.I. which have recently been announced show only a marginal reduction on the previous year which was a record one for the Company.

The Property Corporation of Ireland too had a satisfactory year, and through its subsidiary, P.C.I. Developments Ltd., has started a new development in Blackrock, Co. Dublin.

Irish Mainport Holdings Group of Companies in which we have a 20% stake is engaged in a diverse range of road, sea and off-shore services in Cork, Waterford and Tralee. The Group has traded profitably yet again in spite of the many problems which it had to surmount during the past year.

Our Agency Division has suffered from the effects of the recession but continues to make a useful contribution to the Group results, to provide worthwhile employment and to maintain the excellent relationships which it has built up with the Shipping Companies which it serves and with Irish exporters and importers.

During 1982/'83 we continued to provide technical and management services to other shipowners including R & H Hall, Coal Distributors and Sun Scot. In addition we have acted as technical advisors to the Department of Defence, the Department of Fisheries and Forestry, the Department of the Gaeltacht and to Aer Rianta. We continue to act as managers of the sail training vessel "Asgard II" a function in which we take some pride.

Since the last Annual Report we have sold three of the four ships built ten years ago at Govan on the Upper Clyde, "Irish Pine", "Irish Oak", and "Irish Larch". The "Irish Spruce" joins the fleet on completion by the builders, Verolme Cork Dockyard of Rushbrooke. This is the biggest vessel the Company has ever built. The terms upon which the "Shannon Venture", the "Slaney Venture", "Celtic Yana", "Celtic Light" and "Celtic Venture" are chartered will give

the Company an equity interest in these vessels at the end of the charter period. In spite of present difficulties we believe that these arrangements will assist in the solution of the difficult problem of fleet replacement.

PROSPECT FOR 1984/85

In the past, even when reporting good results, we have always pointed to whatever clouds might have been appearing on the horizon. I would like to be able to soften the blow of this year's results with an optimistic forecast for next year, but I cannot do so. All the indications are that the current year 1983/'84 will be worse than 1982/'83, but I would be failing in my duty if I did not draw your attention to the signs which indicate that we will at least break-even in 1984/'85. The signs upon which I base this assumption are as follows:

1. By then the worst of the world recession will have passed and economic recovery will have started.
2. Increasing investment and the need to replenish stocks which have run down should lead to an expansion in the volume of world trade.
3. There should be a better balance between the supply of tonnage and the demand for it by 1985 because of the scarcity of orders for new tonnage in recent years.
4. Shipments under the E.S.B. Coal Contract will start in

1984, and the volume will increase each year thereafter. Prophecy in relation to the Shipping Industry is a risky business but there are signs that rates will recover sooner rather than later. When they do Irish Shipping will again return to profitability. Irish Shipping like every other shipowner in the world is experiencing difficulty at present, but there is no question of the Company becoming a permanent burden on the taxpayer.

The Board recognises its responsibility to mitigate the losses in the current trading year, and appropriate action has been taken including the crewing of two further vessels for overseas owners. In so far as the Company's fortunes are inextricably bound up with the state of world shipping only a sharp increase in the volume of world trade which would result in an improvement in freight rates would lead to any amelioration of my forecast. The Company does need assistance to enable it to survive in the present depression. The Company regrets that this call for assistance comes at a time when the Government and the country are beset on all sides with similar requests. I think, however, we may be permitted to claim that by our past performance we have earned the consideration which we are now forced to request.

At the Annual General Meeting last year our Chairman and colleague, Perry Greer,

retired having reached the age of retirement set for State Boards. He served on the Board of Irish Shipping for 20 years and as Chairman for 17 of those years. His contribution to the Company was immense and his term of office as Chairman was marked not only by a period of sustained profitability but also by a very significant expansion of the Company. We owe him a great debt of gratitude.

In welcoming Mr. Liam McGonagle to the Board, I would like to record my sincere thanks to him and to my other colleagues on the Board for their courtesy and for the material support they have given me in what has been a very difficult year for us all.

I would also like to record our gratitude to the Ministers for Finance and for Transport, and to the Officials of their Departments for their continued understanding and assistance.

Finally, I would like to take this opportunity of expressing the Board's appreciation of the efforts of all our Staff — afloat and ashore. We hope that the coming year will diminish the heavy burden they have had to bear".

NEW DIRECTORS

To fill the vacancies created by the retirements of Mr. Frank Reihill and Mr. Hugh McMahon from the Board, the Minister for Finance has appointed Mr. Shane E. Molloy and Mr. Thomas M. O'Beirne, Directors of Irish Shipping Ltd.

CADET OF THE YEAR AWARD

Our congratulations to Navigating Cadet Mr. Donnchadh Whelan who was chosen "Cadet of the Year" for 1982 and was presented with his prize in the Boardroom of The Insurance Corporation of Ireland, on 20th June last.

The Award, which is sponsored by The Insurance Corporation of Ireland, was presented by the Managing Director of I.C.I., Mr. Brian O'Neill, who congratulated Mr. Whelan on his outstanding achievement in his

academic studies and in the course of his practical training at sea.

Mr. O'Neill stressed the importance of high standards of seamanship for ships' officers and Mr. Whelan had shown in his approach to training for the career for which he had chosen that he had all the necessary qualities to make an excellent ship's officer and would undoubtedly go on to make an equally excellent ship's Master. It was a significant indication of

the standards imposed in choosing "Cadet of the Year" that so many of the former winners were now ship Masters both with Irish Shipping and elsewhere. There was a practical benefit to be derived from good seamanship, both to the Owners in terms of efficient and economic operation of vessels and to marine insurers, such as The Insurance Corporation of Ireland, in terms of safe navigation and careful handling of cargo resulting in fewer and less



Pictured with Cadet of the Year Donnchadh Whelan and his mother are Mr. Brian O'Neill, Managing Director, Insurance Corporation of Ireland (left) and Mr. W. A. O'Neill, Chairman, Irish Shipping Ltd.

expensive insurance claims.

Mr. O'Neill referred to the close and friendly relationship which had always existed between Irish Shipping and The Insurance Corporation of Ireland and added that his Company were very pleased to sponsor this annual Award for which the

competition was so keen amongst Irish Shipping cadets.

The Chairman of Irish Shipping, Mr. W. A. O'Neill, congratulated Mr. Whelan and urged him to maintain his quest for excellence in his future career at sea. He also paid tribute to Mrs. Whelan for the

obvious good guidance she had given her son and for the support and encouragement which was so important in the formation of character and the setting of standards at an early age.

Mr. O'Neill also thanked The Insurance Corporation of Ireland for their annual sponsorship of this Award which was so eagerly sought by Irish Shipping cadets. He also paid tribute to the Irish Shipping Executives, Mr. Tom O'Driscoll, Fleet Training Officer and Captain Michael Langran, Personnel Superintendent, who had shown exceptional dedication and interest in the scheme over the years, and through whose efforts the scheme had achieved a very high degree of success.

Mr. Whelan, in reply, thanked The Insurance Corporation of Ireland for making the Award and Mr. O'Driscoll and Captain Langran for their interest and assistance throughout his cadetship.

Association of Marine Engineering Schools A.G.M. at Cork

In June last Cork Regional Technical College was the venue for the annual general meeting of the Association of Marine Engineering Schools.

The International Association has 29 member colleges which include all the marine engineering colleges in the United Kingdom and overseas colleges in such places as Egypt, India, Bangladesh, New Zealand, Hong Kong, Australia, Philippines, Canada, United Arab Emirates, Republic of Singapore and Tasmania.

Cork Regional Technical College is also a member college and the meeting, which takes the form of a two-day seminar, was opened by Mr. Gus Healy, chairman of the College Board of Management and chaired by Mr. C. J. McSwiney, head of Nautical Studies at the College, who has been chairman of the Association for the current year.

Guests at the meeting included representatives of all the major shipping companies in the

United Kingdom as well as representatives from the Irish shipping companies.

Also attending were representatives from the Department of Transport, the Department of Trade U.K., Department of Education, and Department of Education and Science U.K., Lloyds Classification Society and the General Council of British Shipping.

GUEST SPEAKERS

In addition to conducting the business of the Association, the meeting was also addressed by Mr. J. Nial McGovern, of Irish Shipping Ltd.; Mr. A. Wood, deputy chief examiner of engineers, U.K., Mr. J. Diffley, senior training advisor, General Council of British Shipping and Mr. G. Van der Puil, of Verolme Cork Dockyard.

Social events included a trip to the lower harbour on the training vessel, m.v. Cill Airne.

Following the final working session, the Lord Mayor Ald. Hugh Coveney, T.D. addressed

members and guests at a luncheon provided by the students of the Catering and Tourism Studies Department of the College after which the meeting was formally closed by Mr. Ted McCarthy, chairman of the City of Cork Vocational Education Committee.

The college was assisted in hosting this event by sponsorship from the shipping interests and further hospitality was provided by Messrs Beamish & Crawford and Guinness Group Sales Ltd.

HISTORY OF THE PORT OF DUBLIN

Due to pressure on space we have been obliged to hold over the second part of our feature on the history of Dublin Port for our next issue.

Roscommon School wins "Follow-the-Fleet" Trophy

The presentation of prizes to Award winners in our 1983 "Follow-the-Fleet" competition took place at the Tara Tower Hotel, Dublin, on Monday, 9th May. The prizes were presented by Mr. Donal Collins, Deputy Chief Inspector, Department of Education, and the attendance included the prizewinners and their teachers as well as Directors and Senior Management of Irish Shipping Ltd. Dr. J. Crowley, U.C.D.; Mr. Donal O'Mahony, Assistant Secretary, Department of Transport, and Mr. Jim Hughes, President of the Maritime Institute of Ireland were also present.

The "Follow-the-Fleet" Trophy for the best overall project in the competition was presented to the Convent of Mercy Primary School, Roscommon, who were represented by pupils, Grainne Cooney, Maria Moran and Anita Browne with their teacher, Rev. Sister de Chantal and the school Principal, Rev. Sister Brid. The school was also represented by Individual Award winners Lorna Brennan and Fidelma Mulhern.

In making the presentations, Mr. Collins congratulated all the prizewinners and paid tribute to the high standard of the projects in this year's competition. He congratulated both teachers and pupils on what they had achieved in their use of "Follow-the-Fleet" as a basis for project work and on the wide range of subjects which had been chosen for the various projects. Referr-

ing to the vast amount of research which had obviously gone into most of the projects, Mr. Collins said that such exercises inevitably resulted in pupils acquiring knowledge of a much wider range of subjects than would normally be the case and this was a great advantage to be derived from the use of "Follow-the-Fleet" in the classroom.

Mr. W. A. O'Neill, Chairman

of Irish Shipping Ltd., welcomed all the guests especially the young boys and girls who were present from the various Award winning schools and who, he said, were the special guests at the function. Mr. O'Neill said that both pupils and teachers were to be congratulated on the very high standards which they had achieved with the prizewinning projects. He continued: "I am particularly pleased to congratulate most sincerely Sister Brid, Sister de Chantal of the Convent of Mercy, Roscommon and their talented pupils on winning the "Follow-the-Fleet" Trophy for the best overall school entry in this year's competition. Since 1977 our friends from Roscommon have figured prominently among the Major Award winners at these annual presentation luncheons. Their achievement in this year's competition is a fitting reward for the pupils and teachers who have maintained such a high standard in their projects each year. The 18 books comprising this year's winning project are beautifully illustrated and are packed with detailed information on every imaginable aspect of sea life. The project is well up to the very highest standards of previous Trophy winners and I have no doubt that the young ladies who produced this magnificent entry



The Adjudicator for the competition Dr. Jim Crowley with the overall winners of the "Follow-the-Fleet" Trophy from Convent of Mercy Primary School, Roscommon. On Dr. Crowley's left are Lorna Brennan; Fidelma Mulhern; Sister de Chantal, teacher; Grainne Cooney; Anita Browne; Sister Brid, School Principal and Marie Moran.



Proudly displaying her prizewinning Individual Project is Majella Deasy, of Ballyheada National School, with her parents and on extreme left, Mr. Donal O'Mahony, Assistant Secretary, Department of Transport. Her teacher, Mr. Donal Cashman, is immediately behind Majella.

will have no difficulty in achieving whatever academic goal they set for themselves in the years ahead. In congratulating them once again I wish them every success in their future studies.

It is an extraordinary tradition in these annual competitions that many of our Major Award winners come from non-maritime counties and towns. This year's competition was no exception in this respect. Already the top Award has gone to Roscommon and amongst our Class Award winners we have St. Brigid's School, Rathangan, Co. Kildare, and Ballaghlea National School, Ballygar, Co. Galway, who are with us for the first time at a presentation function. They are very welcome and I congratulate them on the excellence of their projects. Both Rathangan and Ballaghlea are inland schools as is St. Anne's Primary School, Charleville, another of our Class Award winners and a school which has won many previous Major Awards. Again it is my pleasure to welcome for the first time Presentation Convent Primary School, Waterford, as the fourth Class Award winner in this year's competition. All four schools and their pupils are to be congratulated on their success.

Of the Group Award winners I would especially congratulate Knocknagree National School

who carried off the "Follow-the-Fleet" Trophy last year and produced another outstanding effort this year taking five Group Awards.

A very familiar teacher at our "Follow-the-Fleet" presentations is Mrs. K. McQuaid of Dominican Convent Primary School, Dun Laoghaire, who also has had a number of previous Trophy wins to her credit, and to the credit of her excellent pupils. This year they have captured a Group Award with another excellent project".

Mr. O'Neill also paid tribute to Cullen National School, Mallow,

who were receiving their first Major Award for their Group Project on "Africa and its Ports".

Having congratulated the Individual Award winners, Mr. O'Neill gave a special mention to one winner when he said: "Among the Individual Award winners to-day we have a unique achievement in that the prizewinner concerned is the fourth sister of an exceptionally talented family to gain an Individual Award in "Follow-the-Fleet" competitions. Not only that, Majella Deasy of Ballyheada National School, Ballinhassig, Co. Cork, is to-day winning the fifth Individual Award captured by herself and her sisters, because her sister Hilda won Individual Awards in 1980 and 1981. For that reason we have been pleased to invite along to-day the parents of these outstanding girls and I welcome and congratulate Mr. and Mrs. Deasy on the success which their daughters have achieved.

"We often pay tribute to teachers, and rightly so, for the role they play in the education of their pupils. Perhaps we may sometimes forget the parents too have a major role to play in the education of their children. Quite obviously Mr. and Mrs. Deasy have been a powerful influence for excellence amongst their children. For that it is only



Irish Shipping General Manager, Mr. Aubrey McElhatton with Class Prize-winners from St. Brigid's School, Rathangan, Jennifer Melia and Fiona Conlon and their teacher Sister Rosarii.

right that I should pay a special tribute to them to-day on this very special occasion for them and for Majella.

"In conclusion I would like once again to thank those other teachers and their pupils who took part in the "Follow-the-Fleet" competition this year but who did not win Major honours. It is indeed significant that some of our first time guests here to-day have had a number of previous entries which did not at first succeed. However, they tried again and perseverance together with experience has won the day for them. I am sure it will be the same for a number of our unsuccessful competitors this year".

Mr. O'Neill paid a special tribute to the Adjudicator of the competition, Dr. Jim Crowley, whose task was a most difficult one and Mr. O'Neill then called on Dr. Crowley for his comments on the prizewinning projects and on the competition in general.

Dr. Crowley said it was a welcome development that the number of entries had increased dramatically this year and that a much greater variety in subject matter had been introduced by the competitors. It was also true that the approach of pupils to their projects varied a great deal and in some instances there was a noticeable change for the better in the treatment given to the different subjects covered in the projects. He was particularly impressed by the use of taped interviews to highlight some aspects of the problem of pollution which formed part of the project by the pupils of St. Brigid's School, Rathangan, Co. Kildare. In this project the pupils played out the role of different people who had comments to make on the topic of pollution within the local community.

This was a very imaginative use of tape recording which could so easily have been used merely to record sea shanties or other such material which contributed little to the actual project itself. It was the use of different types of modern facilities like this which he would like to see encouraged in the future. It

would need planning and careful consideration to ensure that the use of such aids made a constructive contribution to the project as a whole. This had been done by the Rathangan school and was deserving of the highest commendation and encouragement.

Dr. Crowley also praised the excellent project from Roscommon which gained the "Follow-the-Fleet" Trophy. It showed a great depth of research and was beautifully presented. Presenta-

tion was most important in modern society where communication was an essential element in projecting ideas and presenting information.

Dr. Crowley paid tribute to all those who participated in this year's "Follow-the-Fleet" competition and said that the high standard overall reflected very favourably on the work done in the schools with "Follow-the-Fleet" by both teachers and their pupils.

"Survival at Sea" Exhibition



Pictured at the opening of the very successful "Survival at Sea" exhibition held in the National Maritime Museum, Dun Laoghaire were (l. to r.) Mr. Paddy Launders, Seamens Union of Ireland and Seamens Memorial Committee; Mrs. Stella Archer, Administrator, National Maritime Museum and organiser of the exhibition; Captain Henry Freyne, who opened the exhibition and Captain Paddy O'Keeffe, Deputy President, Irish Association of Master Mariners and member of the Memorial Committee for seamen who died on Irish ships during the last world war.

ANNUAL MEMORIAL SERVICES

This year's Memorial Services for those who died while serving on Irish ships during the Second World War will be held on Sunday, 27th November in Dublin and Cork. These annual services are organised by the Maritime Institute of Ireland.

In Dublin Mass will be celebrated at the Church of the Immaculate Heart of Mary, City Quay at 9.00 a.m. The Service at St. Patrick's Cathedral will be at 11.15 a.m. We understand that arrangements are being made by the Cork branch of the Maritime Institute of Ireland to hold an ecumenical service at Anchor House.

GOOD WISHES

We offer our congratulations and best wishes to Mr. James Hughes on his re-election as President of the Maritime Institute of Ireland for 1983/84.

IRISH SPRUCE ENTERS SERVICE

The third "Irish Spruce", built at Verolme Cork Dockyard, completed her trials on 12th July last and is at present on her maiden voyage to load coal at Newport News for Hunterston, in Scotland.

This latest addition to the Irish Shipping Fleet is the largest vessel ever owned by the Company with a deadweight tonnage of 72,500 tonnes. Other principal data of the new vessel include her overall length, which is 226.06 metres, moulded breadth 32.5 metres; moulded depth 19.18 metres and draft 14.32 metres.

The vessel, which is a gearless bulk carrier, has seven self-cleating McGregor hatches which can be operated by one man. She is also fitted with the very latest Raytheon ARPA radar system for collision avoidance.

The accommodation, which is

designed to a very high standard, includes furnishings of the best Donegal tweed manufactured by McNutt Weaving Company Limited, of Downings, Co. Donegal.

A special feature of the "Irish Spruce" is her propulsion plant which consists of two 4-stroke diesel engines, type 6M 601, designed for 5,850kW each at 425 PPM which provides a total output of 11,700kW. They drive a KaMeWa — variable pitch propeller of 7 metres in diameter via highly flexible Pneumaflex clutches and a twin input, single output Lohmann & Stolterfoht reduction gear. The speed of the propeller is 98 RPM.

The fuel system is designed to operate in conjunction with the twin engine propulsion plant to provide the following major advantages.

1. The energy-saving concept which takes into account ballast conditions as well as "slow steaming".

2. Ease of servicing on board with a relatively small number of cylinders.

3. The possibility of carrying out maintenance and repair operations without stopping at sea.

These advantages can be achieved without additional building costs.

Another important feature of the engine room equipment is the reduction gear which is equipped with a PTO to drive a shaft generator of 650 kW which means that diesel consumption at sea is eliminated.

The "Irish Spruce" is commanded by Captain E. Greevy on her maiden voyage and her Chief Engineer is Mr. D. Gabriel.



The new "Irish Spruce" pictured during her trials off Cork.



Cork/Le Havre Service Inaugurated

The Lord Mayor of Cork, Ald. Hugh Coveney, Chairman of the Cork Harbour Commissioners and recently appointed ICL Director, Denis Murphy and Stanley Wilson, Bord Fáilte were among the distinguished guests present at Ringaskiddy, Cork, to see the first arrival of the Saint Patrick II to open the new Cork/Le Havre service.

The Cork/Le Havre service came into operation on Thursday, June 23rd, when the 7,984 tons car ferry Saint Patrick II sailed from Le Havre. It arrived in Cork on the following day, Friday, June 24th, at 2.30 p.m. when a Reception was held on board.

The service continues with a once-per-week sailing in each direction finishing with the final sailing from Cork on September 2nd arriving in Le Havre on September 3rd.

During this period there will be 11 round trips served by both



Mr. Denis Murphy, Chairman of the Cork Harbour Commissioners presenting a ship's decanter to Captain Martin Twohig to commemorate the inaugural crossing of the "Saint Patrick II" from Le Havre to Cork. Also included are Mr. W. A. O'Neill, Chairman, Irish Shipping and the Lord Mayor of Cork, Alderman Hugh Coveney.

Irish Continental Line's car ferries Saint Killian II and Saint Patrick II.

St. Patrick II will carry out six round trips and Saint Killian II the remaining five.



This family got a riverside view of the "Saint Patrick II" on her arrival at the Ringaskiddy Terminal, Cork, after her inaugural crossing from Le Havre.

The sailing time from Cork to Le Havre will be 21½ hours.

Departures from Cork will be every Friday at 17.00 hours arriving Le Havre on Saturday at 15.30 hours. Sailing from Le Havre will depart every Thursday at 18.00 hours arriving Cork on Friday at 14.30 hours (local time).

The service will operate from the new Car Ferry Terminal at Ringaskiddy.

The Irish Continental Line vessels serving the Cork/Le Havre route are two of the most modern car ferries in Europe.

Together their operation on the Cork route will provide capacity for 28,000 passengers, 7,600 car spaces and 804 freight units over the season.

New I.C.L. Director appointed

Mr. Denis Murphy has been appointed a Director of Irish Continental Line.

Mr. Murphy is Chairman of the Cork Harbour Commissioners and a Director of Irish Shipping Limited.

Coleraine and Letterkenny win 1983 Twinning Awards

Two Ulster towns, Coleraine and Letterkenny, have won this year's Irish Continental Line Town Twinning Awards.

Coleraine, twinned with the French town of La Roche-sur-Yon, won the top award in the category for towns already twinned.

Letterkenny won the award in the category for towns currently seeking a twinning partner.

Coleraine, which became twinned with La Roche-sur-Yon back in March 1981, has undertaken fifteen separate exchange programmes since then in order to 'develop and maintain links with its overseas twin town'.

These included youth,

FAMILIAR FACES



Captain R. Greene and Captain E. C. G. Horne



Captain Tom Glanville

WELCOME GUESTS

It was entirely appropriate that retired I.S.L. Masters, Captains E. C. G. Horne, R. Greene and Tom Glanville were at the quayside to greet the "Saint Patrick II" on her arrival at Cork. We are delighted to report that all three looked extremely well and it is nice to prove it by publishing these photographs taken on board the vessel. Our best wishes to three men who have played a major role in the history of our Company.

sporting, industrial and cultural exchanges. Visits to Gummerbach in Spain, two other towns twinned with La Roche-sur-Yon, were also undertaken.

Letterkenny won their award for the efforts being made by the Urban District Council, to become twinned with Meaux, a town of 14,000 population in Northern France. Both are market towns principally dependent on agriculture and have important ecclesiastical links. St. Fiachra, patron saint of Letterkenny, is buried in Meaux.

The Irish Continental Line

Town Twinning Awards Scheme, which was judged this year by RTE's Liam O Murchú, was introduced last year to encourage and recognise efforts being made by Irish communities to forge closer links with similar communities in Europe and elsewhere.

Speaking at the presentation ceremony, Irish Continental Line's Managing Director, Aubrey McElhatton, said "a better understanding could be created between Ireland and our European neighbours if more Irish towns and villages became

twinned with communities abroad".

Entries for this year's Awards Scheme, which is organised with the co-operation of the United Towns Organisation, close on December 31st next. Meanwhile to encourage community groups to undertake exploratory visits to potential twin towns abroad, Irish Continental Line is offering concessionary rates on their Ireland - France car ferry services.

Cork Offices Contacts

To service the operation of the Cork/Le Havre service, Irish Continental Line has opened a new booking facility. New reservations can be made direct with Irish Continental Line, Glanmire House, Lr. Glanmire Road, Cork. Tel. (021) 504200. Telex 26120 SCOT EI. Contact: Kay Naughton and Elizabeth Nolan. Office Hours: Monday - Friday, 09.15 - 17.30. Saturday 09-15 - 12.15.

In addition Irish Continental Line maintains ticket desks at the Ringaskiddy Terminal. Telephone (021) 921111. Telex 75486 ICLR EI.

Advance reservations may be made to Cork city office from 9.15 - 12.00 hours. Our Ringaskiddy ticket desk is operative from 13.30 - 17.00 for enquiries and reservations for Friday departures only. During this period enquiries and reservations for other sailings should be directed to the Dublin Office (01-774331).

ICL backs Bord Fáilte film

ICL was one of a number of Irish organisations which supported the recent production of a new Bord Fáilte film 'Discovering Ireland' which will be used to promote Ireland abroad.

Produced and directed by Louis Marcus, the film features tourists who visited this country recommending Ireland to their friends.



Pictured on board the "Saint Patrick II" after her inaugural crossing were the Lord Mayor of Cork, Alderman Hugh Coveney with the Master of the vessel Captain Martin Twohig and Captain Colman Raftery, Operations Director, Irish Continental Line.

Service to Jersey introduced

A new service linking Ireland and Jersey via the French Port of Cherbourg has been introduced by Irish Continental Line.

Passengers sail on the scheduled Rosslare - Cherbourg service. On arrival they transfer to Carteret for the short 15 miles sea crossing to Jersey.

Fares, which start from £178 per week, include accommodation on the island. Also included is transport from any CIE station to Rosslare, car ferry fare and all transfer costs.

Motorists wishing to take their car to Jersey can choose from any Irish Continental Line service from Rosslare or Cork to Le Havre and Cherbourg with onward connections through St. Malo.

1983 Travel Agency Award

Continuing our recognition of the very valuable role that the Retail Agent plays, ICL has launched the successful Travel Agency of the Year Awards for 1983.

Travellers are asked to nominate their Travel Agent for

the Award and to rate their services across a number of key headings.

For the customer who nominates the winning travel agent, a prize of complimentary travel for four adults and a car on our car ferry services will be presented. The competition closes on October 31st and winners will be announced in December.

Surf Casting Championships

Venues for the three-day Irish Continental Line European Open Surf Casting Championships, to be held this month, will be chosen from four Co. Wexford beaches.

These are Carnsore, Curraclue, Kilmore and Wexford Harbour with the final choice depending on weather conditions.

The championships, which are being organised by the Irish Federation of Sea Anglers, will be officially opened on Monday, September 5th. Fishing will take place on Tuesday and Wednesday, September 6th/7th from 4.00 p.m. to 9.00 p.m. and on Friday, September 9th, from 12.00 noon to 5.00 p.m.

A draw for positions on the beach will be held on Monday evening, September 5th, from

9.00 p.m. to 10.30 p.m. and on the following morning, Tuesday, September 6.

Thursday, September 8th will be a rest day and prizes will be presented on the evening of September 9th at a dinner in Wexford Town.

The championships will be open to team and individual entries, three members constituting a team entry.

Notification has gone to twelve national sea angling federations throughout Europe, America and Canada. Already Luxembourg has indicated its interest in sending a number of teams to the event. The Irish Federation of Sea Anglers expects at least eight national teams and an overall entry in excess of 300.

The championships will be fished under I.F.S.A. rules and will be a conservation event. Points will be awarded per fish and ten points per kilo weight of fish. The total aggregate catch over the three days will count. Eligible fish are Bass (355mm), Ray (458mm wing span), Tope (1 metre) and all other species (300mm).

ICL sponsors Lorient art exhibition

A feature of this year's Festival Interceltique de Lorient was an exhibition of Irish Art.

Sponsored by Irish Continental Line, the exhibition was on public display in Dublin before leaving for France in August.

Catering Costs

The ICL Catering Department spends around 2m annually on consumables.

Forty-six per cent goes on food products, 47% on duty-free products, drinks, tobacco etc. and 7% on cutlery, crockery, disposable items.

ICL also buys on an ongoing basis replacement stocks of such items as boiler suits, linens, uniforms, kitchenware and stationery.

These statistics were revealed in a recent interview with Catering Manager Joe Hudson in Salesforce magazine.

Decade of Service and Success

Speaking at the recent 10th Anniversary Reception, Guest of Honour Mr. John Boland TD, Minister for the Public Service, said: "I must confess to a feeling of national pride that ferries flying the Irish flag are trading into Europe competitively and successfully.

"The Nation, like the individual, needs to maintain self-confidence. Even in the difficult economic climate of the present time we must not forget that there are many successful Irish businesses. Irish Continental Line has been a shining example of Irish enterprise at its best".

operated on a seasonal basis by the joint British/French company Normandy Ferries, and discontinued at the end of the 1971 season.

Original partners in the venture were Irish Shipping, C.I.E. and two Scandinavian ferry operators. Later Irish Shipping acquired full control. In 1981 ownership transferred to Oceanbank Developments Limited in which Irish Shipping owns a 75% interest and Allied Irish Banks the remaining 25%.

The route network, which began with the Rosslare/Le Havre connection, was extended



At the special celebration reception held in the National Concert Hall, Dublin, on 2nd June were (l to r) Mr. Aubrey McElhatton, Irish Continental Line; Mr. W. A. O'Neill, Chairman, Irish Shipping; Mr. John Boland, T.D., Minister for the Public Service and Captain Jack Martin, former Master of the "Saint Patrick".

Irish Continental Line's Ireland/France passenger car ferry service is 10 years old.

On June 2nd, 1973, the then car ferry vessel, Saint Patrick, captained by Wexford man, Ivan Shiel, commenced the service with a sailing from Rosslare to Le Havre.

In the ten years since the service has recorded consistent growth. Total passenger carryings recently topped the 1½ million mark of which 700,000 were Continentals mainly from France, Germany, Belgium and Holland.

The Irish Continental Line Service was originally established to renew Ireland's direct Continental car ferry service. This had previously been

in 1978 to include a twice-weekly service to Cherbourg. Now a third route has been opened between Cork and Le Havre.

The Company's car ferry fleet, which started with the 5,285 ton vessel Saint Patrick, has also been the subject of substantial growth and investment.

In 1978 the original Saint Patrick was joined by a new and larger vessel Saint Killian. Later, in November 1981, this vessel was to undergo major alteration which included the "jumboisation" of its passenger area. At a cost of 13.5 million dollars a new 32-metre section was added. This provided 40% more cabins, 60% more berths and 35% more car spaces.



Photographed at the celebratory reception to mark the 10th anniversary of I.C.L. were (l to r) Mr. Tony Finnucane and Mr. Eddie Keegan, Directors, Irish Shipping with Mr. Tom Mulcahy, Director, Irish Continental Line.

The following year, in January 1982, the original Saint Patrick was replaced with the purchase of the m.v. Aurelia for 16.5 million dollars. Renamed Saint Patrick II, it too was significantly modified before entering service with extra passenger accommodation added. The result was a further 50% increase in the company's total carrying capacity over the previous years.

Irish Continental Line has brought major benefit to Irish tourism. This was recognised in 1975 when the company was presented with the UDT Endeavour Award. With its freight carrying capacity a similar benefit is offered to Irish exporters.

Through the successful operations of its Ireland/France services Irish Continental Line has become an influential force in the field of car ferry operation. This was demonstrated just over one year ago when the company emerged as a prime mover in the formation of Belfast Car Ferries and the re-opening of the Belfast/Liverpool service.

At home, the Company's own Ferrytours subsidiary markets a wide range of Continental holidays.

Congratulations

To Denis O'Flaherty, 2nd Engineer on the Saint Killian, who was recently married in Rome.

Reduced Fares for Senior Citizens

Irish Continental Line are participating in a new scheme which offers Senior Citizens travel reductions of up to 50% off the cost of car ferry and train journeys throughout Europe.

This scheme was introduced by the International Union of Railways and applies to women over 60 and men over 65.

The reductions apply to trips outside Ireland only. In order to qualify travellers must have two cards: a Rail Europe Senior Card and a Travel Identity Card. These are available from C.I.E. stations and booking offices upon presentation of a birth certificate and a passport photograph at a cost of IR£5. Rate reductions vary from country to country. Those offering 50% include Ireland, Britain, France, The Netherlands and Belgium.

For travellers to benefit from car ferry fare reductions their trip must include a rail journey.

Saint Colum the T.V. star

The Belfast Car Ferries vessel Saint Colum, the original Saint Patrick on the Rosslare/Le Havre route, is now the star of a popular television commercial for Mars bars.

Two ship's painters stop for a bit of what 'makes them work, rest and play'. As they do the camera pulls back to reveal the familiar shamrock motif on the funnel – now set against a red background.

I.C.L. Feature Film

ICL's half-hour feature film Europe Ahoy was recently screened free for lunchtime audiences at Dublin's Curzon Cinema.

Performances were held over three days and publicised in the press.

It's an idea local travel agencies could duplicate in their areas.



At the tenth anniversary reception for I.C.L. were (l to r) Mr. Perry Greer, former Chairman of I.C.L. and Mrs. Greer with Mr. Tim O'Driscoll, Executive Director European Commission.

DUBLINER IS ONE-AND-A-HALF-MILLIONTH PASSENGER

Dublin Hotelier, Michael Donoghue of Botanic Road, Glanevin, recently became the one-and-a-half-millionth passenger to travel on Irish Continental Line's Ireland - France passenger car ferry service.

Accompanied by his wife Sylvia and eleven-year-old son Trevor, Michael achieved this distinction on the return leg of his five-day Budget Break holiday in Normandy.

This was his first motoring holiday in France which he spent touring Normandy and Brittany.

His reaction? "It was very enjoyable. Being an hotelier I was particularly interested in the standard of food and accommodation which was excellent

Important Engagements

Donna Fitzhenry and John Browne Jnr., both crew persons on board Saint Killian II, have become engaged.

Congratulations to Passenger Reservations Clerk Janette Cryan who has become engaged, and to Phil Kennan who also got engaged.

Late Late Quiz Prize

An Irish Continental Line French Villa Holiday for two adults, two children and car was the Riddle Quiz prize on Ireland's prime Saturday night Late Late television show recently.

The £1,000 prize package, described by show host Gay Byrne as a 'real goodie' attracted over 60,000 entries.

Contestants were invited to write-in the correct answer from a series of clues given on the programme. The prize winner was Miss Teresa Vickery of Rackeen, Edgesworthstown, Co. Longford. To win the prize she judged the clue to be the Irish Ladies Hockey Team who recently won the World Championships in Kuala Lumpur.

and reasonably priced".

Michael Donoghue and family became the one-and-a-half-millionth-passenger to sail on Irish Continental Line just three weeks before the line celebrates its 10th Anniversary on June 2nd. To mark the occasion a presentation of a ship's decanter was made to him by the Company's Managing Director, Aubrey McElhatton.

New Dutch General Sales Agents

New General Sales Agents have been appointed to handle ICL business in the Netherlands, for long one of Ireland's top European markets.

Based in Rotterdam, the new company is called World Wide B.V.

New Communications Role

This year Irish Continental Line ferry services took on a new European communications role.

A contract was awarded to the Line for the transportation of surface mail between France and Ireland.

Motorcycling Sponsorship

Dublin Moto Cross Star Paul Coyne has become the second motorcyclist racing under ICL colours.

He joins Road Racing Ace Ian Switzer who is competing in the 1983 European Road Racing Championships.

Freight Guide

Copies of the freight department's Pocket Guide to Sailings are now available.

This colour-coded, see-at-a-glance guide, which includes the new Cork/Le Havre service, can be obtained from Tommy O'Keeffe at 696233. Telex: 24715 or 92229.



RETIREMENT OF POPULAR STAFF MEMBER

In July last Miss Mary Graham, Private Secretary to the Technical Manager, retired and took with her the good wishes of all her colleagues at Merrion Hall and Aston Quay.

Miss Graham joined Irish Shipping Ltd. in 1955 and was Private Secretary to Mr. J. P. Hamilton when he held the position of Technical Manager with the Company. On Mr. Hamilton's retirement Miss Graham became Private Secretary to Mr. Don Hodgins, and her wide knowledge and experience of technical matters enabled her to make a very considerable contribution to the efficient administration of the Department.

Outside the office environment, Mary was involved in numerous cultural and social activities and, indeed, her wide ranging interests will ensure that her retirement will mean that her normal working hours will now be devoted to one of her myriad social or cultural pursuits.

Mary was universally popular amongst all her colleagues ashore and a considerable number of our seagoing personnel who came to know Mary over the years.

We extend to her our very best wishes for many many years of good health and happiness in the future.

The Dutch Heavy Lift Fleet

There have been many and varied developments in shipping in recent years and one of the most interesting of these has been taking place in the Netherlands, a country with a great maritime tradition and which can also lay claim to the world's greatest port, Rotterdam.

Among the new buildings to be added to the Dutch merchant fleet in 1983, there are several vessels which stand out because of their impressive names, such as 'Mighty Servant', 'Jumbo Challenger' and 'Dock Express'. The claims which these names would appear to make for the vessels are by no means exaggerated, for their performances are equally impressive. The three Mighty Servants, for instance, which will come into service for Wijismuller during the latter half of this year are capable of lifting very large drilling platforms with a weight of up to 20,000 tonnes, out of the sea and then to transport them across the ocean at a speed of around 15 knots. The 'Jumbo Challenger' and her sister ship 'Fairmast' which are currently on order for Kahn Heavy Lift BV, are the world's first ships which can load and discharge items weighing 1000 tonnes over both port and starboard using their own loading gear. This achievement is all the more remarkable when one realises that the two vessels are relatively small – approximately 7000 tonnes deadweight – and narrow – beam 19m, length 110m.

The 'Dock Express 20', which was delivered last April from the Verolme Heusden shipyard, where the third "Irish Cedar" and "Irish Plane" were built in the early 1960's, can load and discharge even heavier units up to 1200 tonnes over the stern with its own cranes. As the name implies, this vessel is actually a high-speed travelling dock, onto which cargo can be floated on and off. Exceptionally large, heavy units can also be loaded on this vessel by a roll-on/roll-off ramp or on rails with the aid of bogies.

In all, over 100,000 tonnes deadweight will be added to the Dutch fleet of heavy-lift vessels this year, which is by far the largest in the world. This will be followed in 1984 by a further 9000 tonnes vessel for Mammoet Transport of Amsterdam, which also has an option on a second vessel. However, this will probably mark the end, at least for the time being, of a period of unusually expansive growth. This growth is due to the increase in cargo tonnage which may have been prompted

to a certain extent by the availability of the heavy lift vessels of a number of Dutch shipping lines which have encouraged industry to ship ever larger and heavier loads. Until recently no one would have thought of assembling almost one hundred metre high dockland cranes in the factory and then having

them transported across the Atlantic Ocean. A voyage from Finland to the United States carrying four shipyard cranes towering 94 metres above sea level is a good example of the possibilities which now exist for reducing assembly work at the place of destination to an absolute minimum. This principle can be applied on a large scale to the building of industrial complexes. This is of particular interest in regions where the infrastructure is still under development. In recent years various factory complexes consisting of a limited number of very large modules ready for operation have already been transported by sea. This trend was anticipated in good time in the Netherlands by the design and building of various vessels meeting all the requirements imposed by work of this kind. This means that it must be possible to discharge extremely large and heavy items in places where the port facilities are poor or non-existent, in fact a number of beach landings have been carried out, and also that the dynamic behaviour of the vessel must be very good in order to avoid damage to the cargo in a storm as a result of excessively high acceleration forces.

No less important than the vessels are the people. Carrying out transport projects of this kind requires a great deal of



The "Jumbo Challenger"

know-how and experience, but also places high demands, for instance, on their talent for improvisation and organisational capabilities, since a rigid timetable must be observed and may not be disrupted by unforeseen circumstances. Consequently the number of shipping companies able to undertake such specialised work is very small. At present there are four shipping companies operating heavy lift vessels under the flag of the Netherlands or the Netherlands Antilles. These are Dock Express Shipping, Jumbo Navigation/Kahn, Mammoet Shipping and Wijsmuller. In addition there are a number of shipping companies in the Netherlands which have tugs and pontoons suitable for heavy lift transport.

Dock Express Shipping

Dock Express Shipping is the brain-child of Berend van der Laan, the man who is generally recognised as the pioneer of heavy lift vessels. After a career which took him from seaman to inspector of shipping, Berend van der Laan was inspired in the early nineteen fifties by the problems which arose in the transport of rail cars from Rotterdam to Rangoon. His solution was to build a coaster with a specially designed hold, with which he was able to halve the transport costs. He then had a coaster equipped with a derrick capable of lifting 60 tonnes: the first heavy lift vessel. It was not long before a need was felt for greater lifting capacities and he subsequently also had ships built, which were not only fitted with cranes, but also with roll on or float on systems for loading the cargo. In 1971 he sold his vessels to the Holland-Amerika Line.

In 1978 Van der Laan together with his son Bernard John and his son-in-law Willem Cordia founded 'Dock Express Shipping' and ordered three vessels from Verolme Scheepswerf Heusden. The investment totalled a staggering f 150 million, since the vessels are highly complex, with two mobile gantry cranes, total lifting capacity



Cranes of almost 100 metres in height being shipped from Finland to the United States.

1000 tonnes, a ro-ro ramp for taking on unit loads up to 20 metres wide and weighing up to 2000 tonnes, and four self-propelled bogies on rails for loading even wider and heavier units of up to 4000 tonnes, on the upper deck. Because the ships are submersible, the cargo can also be floated on, and drilling platforms, etc., which are wider than the ship itself can be lifted up out of the sea.

In recent years a wide variety of cargoes have been transported. The ships will be engaged until the end of next year on the transport of an oil refinery in 200 modules from Japan to Jubail. For onshore transport in Saudi Arabia six land transporters have been built, which can be coupled together to carry a total load of over 2000 tonnes.

For some time now 90% of the shares in Dock Express have been held by the Phs. Van Ommeren shipping group, which has handed over the management of the fleet of another of its subsidiaries, Enship, to Dock Express Shipping. These are five vessels with a deadweight tonnage of 2700 tonnes, built in the Netherlands between 1979 and 1982 and equipped with derricks having a total lifting capacity of 250 or 360 tonnes per vessel.

On delivery of the Dock Ex-

press 20 the heavy lift fleet will consist of nine ships. The 20 is a longer version of the 10, 11 and 12. The dock floor, which measures 127.5 by 20.2 metres, is 10.5 metres longer, while the stern outriggers will be extended by over 5 metres. This will increase the reach of the cranes, which will also have a greater lifting capacity, 2 x 600 tonnes.

Jumbo Navigation

Jumbo Navigation together with its general agent for Europe, Africa and the Middle East, Kahn Scheepvaart of Rotterdam, has already been operating heavy lift vessels for fifteen years. On delivery of the 'Fairmast' by the Ysselwerf shipyard near Rotterdam the total fleet will consist of eleven vessels. With two exceptions all the ships have been built at Dutch yards to the company's own design. All of these are variations on the same basic model. Like the 'Stellanova' built in 1968, the 'Fairmast' and the 'Jumbo Challenger' are seakind vessels with a large rectangular hold with a tween deck and a derrick fore and aft. The lifting capacity of the derricks has increased over those fifteen years from 100 to 1000 tonnes. The growth in the deadweight capacity of the ships has been considerably less – from 2500 to 7000 tonnes. Consequently the vessels have an extensive

system of ballast and anti-heeling tanks combined with a patented stabiliser system. The newest vessels have a computer on board for stability calculations and other functions, which is linked with the head office via satellite communication.

Jumbo has deliberately opted for vessels of a moderate size, which can discharge alongside, in order to be able to use very small, shallow harbours, so that the overland route can be kept as short as possible. In order to be able to transport very long loads in spite of the limited length of the vessels, the newer ships have an exceptionally narrow deck superstructure, with a

becoming an increasingly important activity. At present it is shipping modules for a plant in New Zealand, where natural gas will be converted into gasoline. This unique plant will be built from around 100 modules.

Mammoet Transport

Mammoet Transport is the subsidiary of Nedlloyd which specialises in heavy lift transportation and with its own fleet with a total deadweight capacity of some 2.6 million tonnes Nedlloyd itself can justly be described as a mammoth in the field of shipping. For overland transport Mammoet has an extensive fleet of special vehicles of all kinds and mobile cranes

Mammoet has also transported a wide variety of cargoes. For instance the 'Happy Mariner' formerly 'Docklift I' transported in quick succession a restored Mississippi paddle steamer from Toronto to New York, an offshore module from Dunkirk to Scotland and project cargo for the extension of a refinery from the German Federal Republic and the Netherlands to New Zealand.

The ship currently under construction for Mammoet Transport was designed specifically for the transport of project cargoes. On the starboard side this ship will have two derricks of a new design, with which unit loads weighing up to 1100 tonnes can be lifted over the port side. The masts of these derricks are relatively very narrow, so that very little of the overall beam of the ship, 28 m, is lost. Vehicles with loads weighing up to 2500 tonnes will be able to come on board via a 20 m wide ro-ro ramp.

Wijsmuller

Over the years the name Wijsmuller has become famous because of the activities of this Dutch company in the fields of ocean-going tug services and salvage. Within a short time Wijsmuller has built up an impressive fleet of heavy lift vessels, which by the end of this year will have an aggregate deadweight capacity of no less than 143,000 tonnes.

The design of its ships has been based entirely on Wijsmuller's own ideas. With their great width and completely flat deck the ships closely resemble pontoons, a logical development from Wijsmuller's existing transport activities with tugs. The first two vessels built in 1976, the 'Ocean Servants' are in fact a cross between a pontoon and a ship. When loaded they require assistance from a tug, since their own propulsion installation delivers only 1200 h.p. The 'Super Servants' built in 1979 and 1982, which are similar to the 'Ocean Servants' but bigger, can achieve a cruising speed of 13 knots under their own power



"Super Servant 4" carrying four leg nodes, each weighing 1600 tonnes, on a voyage from Japan to Scotland.

great deal of space for cargo next to it. The 'Jumbo Challenger' and the 'Fairmast' can carry loads 100m in length on deck, with an overall deck length of 110 m. The clear space next to the superstructure is 12.8 m wide, the same width as the ro-ro ramp at the stern. Unit loads measuring 79 by 14.4 metres can be placed in the holds of the two new vessels.

Over the years Jumbo Navigation has transported every conceivable large and heavy load, such as gas turbines, rail cars, dockside cranes, contractors' plant and equipment, ships, refinery columns, etc. The transport of project cargoes is

stationed in the company's various establishments in Europe, South America, the Middle East and Indonesia. For handling extremely large and heavy items a hydraulic lifting system has been developed, which can be disassembled and if necessary transported by air.

For transport by sea the company has a number of large submersible pontoons and three heavy lift vessels. One of these, the 'Happy Rider', built in 1976, has two derricks with a total lifting capacity of 320 tonnes. The other two are dock ships with mobile gantry cranes lifting capacity 640 tonnes and a ro-ro ramp.

One of Irish Shipping's best known personalities, Mr. Clem Kinsella, has retired from the Company's service following a long career with the Company. Clem joined Irish Shipping in 1944 and since then has been a leading figure in Company affairs. He was originally engaged in the Cargo Department which he headed on the retirement of the late Mr. A. A. Smith.

Prior to joining Irish Shipping in 1944, Clem worked with Donnellys, the Coal Merchants as assistant head of their Shipping Department, and prior to that he worked for a number of years with the London Midland & Scottish Railways at Dublin.

Clem's long connection with the shipping business in Dublin has made him a widely known and highly respected figure in the industry. He was one of the leading figures in the establishment and development of the Irish Exporters Association of which body he has held the Presidency and now, on his early retirement from Irish Shipping, he leaves to take up the position of Secretary of the Association.

Canadian Sojourn

In 1960 Clem spent some time in Montreal gaining first hand experience of the Liner Trade at Canadian and American ports.

When the Agency Division of Irish Shipping Ltd. was established in the early 1970's, Clem became Commercial Manager and has helped to promote the Agency Division's services throughout Ireland and abroad to such good effect that the Division, under the Managership of Mr. S. M. Clery, has gone from strength to strength despite the unprecedented economic difficulties of recent years.

In addition to his many other achievements in the commercial field, Clem has earned the sincere friendship of all his colleagues within the different areas of the Company, amongst our seagoing personnel and amongst the shipping and importing and exporting community, both here in Ireland and

Clem Kinsella departs from I.S.L.



This photograph, taken in 1967, will recall happy days and old friends of whom Clem had very many in I.S.L. down the years.

abroad. To list the many interests which Clem has in addition to his shipping involvement would require almost a full issue of this magazine. Suffice to say that his long association with the Defence Forces and in particular as an Officer of the F.C.A. was an interest most dear to his heart. He took a very active part in all cultural, social and sporting activities within the Company and outside it. Indeed anywhere one mentioned one's association with Irish Shipping it was a common experience to find that one was immediately asked if you knew Clem Kinsella. It is a tribute to Clem's personal esteem that the mutual acquaintance would inevitably launch into a tribute to Clem's outstanding personal qualities and that is a measure of the high regard in which he is universally held.

On behalf of all in Irish Shipping we wish Clem and his wife Yvonne, many years of good health and happiness and every success in his new role as Secretary of the Irish Exporters Association.

(Continued from page 19)

with an engine rating of 8500 h.p. Both types of vessels can be submerged in a horizontal posi-

tion to allow floating cargo to be floated on and off or for lifting a drilling platform, and are also suitable for ro-ro. In the case of the 'Mighty Servants', which are currently under construction, the entire deck will be able to disappear up to six metres under water. Unlike the earlier vessels these new ships will also be equipped with a heavy lift derrick, lifting capacity 250 tonnes, and will have a hold, dimensions 80 x 16 x 7.5m, in which 'small' items can be carried. The clear deck space on these giants of the heavy fleet, which have a length of 160 m. and a beam of 40 m., will be no less than 4800 sq.m.

The operating company Wismuller Transport in the Wismuller group specialises particularly in transportation for the offshore sector. Various other cargoes have also been transported, including pontoon-mounted industrial plants. For example, it transported a complete polyethylene plant from Japan to Argentina, 15,000 miles in 49 days and a generator station from France to the U.S.A., for which it was necessary to travel inland up the Mississippi river for approximately 150 miles.



FLEET NEWS·FLEET NEWS·FLEET NEWS

SALE OF "IRISH PINE"

This vessel arrived at Bridgeport, Connecticut on 6th. March with a cargo of steel from Antwerp. She also discharged at Providence, Camden, Philadelphia and Baltimore. She then sailed for Port Kaiser, Jamaica where she loaded a cargo of alumina for Holyhead, where she arrived on 12th. April. She completed discharge on 26th. April and moved to Swansea where she drydocked prior to her sale to Martria, Maritima, S.A. of Panama. The "Pine" was renamed "SIGANTO A.S."

"IRISH CEDAR"

Having arrived at Port Elizabeth on 17th. February, the "Irish Cedar" loaded general cargo and completed loading at Durban from which port she sailed on 2nd March. She arrived at her first discharge port of Thessaloniki in Turkey on 21st March, and also unloaded at Izmir, Turkey from 1st to 10th April. The vessel then sailed in ballast for Rouen where she loaded wheat and sailed to Antwerp on 25th April where she also loaded before completing her cargo at Emden on 6th. May.

The "Cedar" arrived at her first discharge port of Maputo on 30th. May and completed discharge at Richards Bay on 29th June. She then loaded coal at Durban and Saldanha Bay for

Antwerp, where she arrived on 1st August. The vessel also discharged at Nordenham and Brake where she arrived on 6th. August.

The "Cedar" on her next voyage loaded steel at Antwerp for east coast American ports and arrived at Providence, Rhode Island on 30th August. On her present itinerary she will also discharge at Bridgeport, Newark, Camden and Baltimore where she is expected to complete discharge about 9th September.

While the vessel was at Nordenham in early August, **Chief Officer E. Curry** relieved **J. Bourke** and **Catering Officer P. F. Walsh** relieved **T. O'Connell**. **Captain T. Byrne** relieved **Captain M. O'Dwyer** at Antwerp on 16th. August.

"IRISH MAPLE"

While this vessel was at Alexandria in early July, **Captain M. Carey** relieved **Captain J. A. Gleeson**; **Second Officer R. McCabe** relieved **M. Poole**; **Third Engineer G. Osborne** relieved **D. O'Loughlin** and **Catering Officer U. Maher** relieved **J. Rogan**.

The vessel loaded forest products at Ketchikan, Alaska; Bellingham; Vancouver; Coos Bay; Crofton and Portland, Oregon from 19th February until 13th. March before sailing for Newport, Gwent, where she arrived on 14th. April. She also discharged at Antwerp, Esbjerg and Grangemouth where she

completed unloading on 28th. April.

On her next voyage the vessel loaded steel at Antwerp for Providence, Rhode Island where she arrived on 19th May. Her other discharge ports on the east coast were Bridgeport, Camden and Baltimore, where she completed discharge on 1st. June.

The vessel then sailed for Baie Comeau, where she arrived on 6th. June but did not obtain a loading berth until 15th. June. She completed loading and sailed on the following day for Alexandria, where she arrived on 1st. July and did not complete discharge until 4th. August. After some repairs at Piraeus, the ship sailed for Safi, Morocco where she loaded phosphate for Antwerp and arrived there on 23rd. August. On completing discharge the "Irish Maple" sailed for Gdansk, Poland where she arrived on 29th. August and will load steel at that port and at Gdynia for the Far East. It is expected that the vessel will complete loading and sail around 10th. September.

MAIDEN VOYAGE OF "IRISH SPRUCE"

The largest vessel ever built for Irish Shipping Ltd., is at present on her maiden voyage loading coal at Newport News for Hunterston, Scotland. Under the command of **Captain E. Greevy**, the vessel's Chief Engineer is **Mr. D. Gabriel** and it is expected that she will complete loading her first cargo on 7th. September, and should arrive at her discharge port on 18th. September. It is anticipated that the vessel will spend five days discharging at the Scottish port and has not been fixed for her second voyage as yet.

On her maiden voyage, the "Irish Spruce" is under charter to British Steel Corporation.

"IRISH ROWAN"

This vessel arrived at Rouen on 9th. February with a cargo of phosphate from Casablanca and completed discharge on 11th. February. She then loaded grain

at Ghent, Belgium for Limassol, Cyprus where she arrived on 1st March. She completed unloading and sailed on 9th March for Las Palmas where she took on bunkers on Saint Patrick's day. The "Rowan" then continued her voyage in ballast to Santos, Brazil where she arrived on 30th. March. She loaded marble and general cargo at Santos and the other Brazilian ports of Sao Francisco do Sul, Rio de Janeiro and Vitoria. The vessel sailed from the last named port on 30th April and arrived at her first discharge port of Oristano, Sardinia on 17th. May. She also discharged at Spezia, Italy and Derince, Turkey before sailing in ballast on 6th June to load grain in the Gulf of Mexico for Stavanger, Norway.

The "Rowan" sailed from New Orleans on 10th July and

arrived at Stavanger on 26th. July. She subsequently sailed in ballast for Baie Comeau where she loaded barley for Gdynia, Poland. She completed and sailed on 17th August and arrived at her discharge port on 29th August and is expected to complete discharge about 10th. September.

While the "Irish Rowan" was at Stavanger at the end of July, **Captain T. Hughes** relieved **Captain H. Fiddler**; **Third Engineer T. Fenelon** relieved **Sheehan**; **Electrical Engineer C. Murphy** relieved **T. White** and **Catering Officer E. Murphy** relieved **B. Dorgan**.

"TUSCAR ROCK"

This vessel is at present discharging cargo at Waterford from Lisbon and is expected to

sail on 5th September for Bayonne where she will load grain from Birkenhead. The vessel will be due at Birkenhead about 12th September. Master of the vessel is **Captain Brendan Kehoe** and her Chief Engineer is **Mr. H. Mahon**.

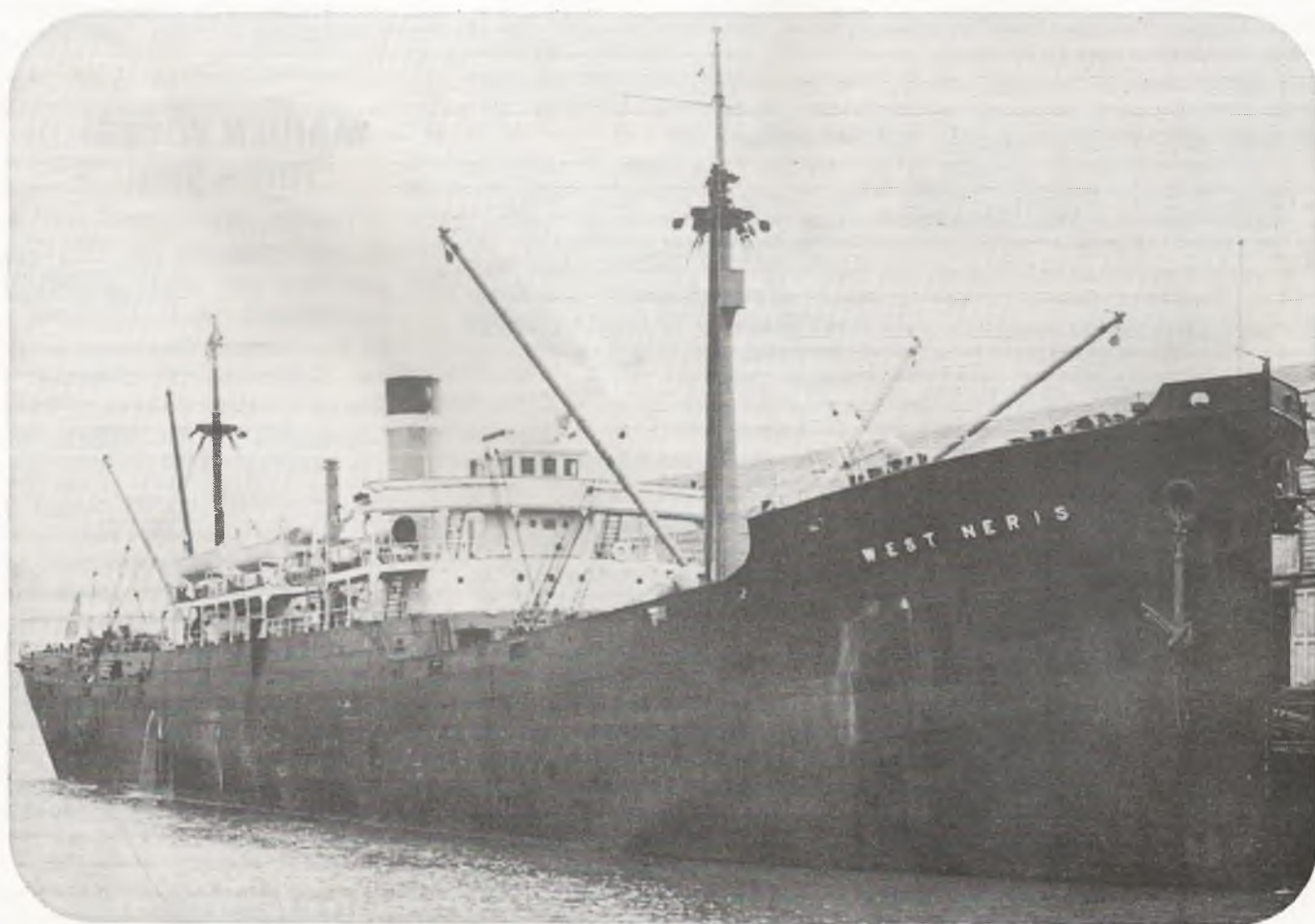
"DAUNT ROCK"

The "Daunt Rock" is at present discharging calcium ammonia nitrate at Ghent having loaded at Heysham. It is expected that she will complete and sail on 5th September and at present she is not fixed for her next voyage. **Captain J. Murphy** is Master of the "Daunt Rock" and her **Chief Engineer** is **Mr. M. Scully**.

"SKELLIG ROCK"

This vessel is at present discharging cargo at Belfast having loaded at Liverpool and is ex-

HISTORIC PICTURE



This picture of the "West Neris" was kindly supplied to us by our good friend Harry Spong, of the World Ship Society and is reproduced by kind permission of the National Maritime Museum of San Francisco. It will be recalled that the "West Neris" was to become the ill-fated "Irish Oak" which was sunk in the North Atlantic after being struck by a torpedo from the German submarine U-607 on the 15th May, 1943. The crew of the vessel were picked up later on the same day by the "Irish Plane" and were subsequently landed at Cobh.

pected to complete and sail on 5th September. She will then go to Cork where she will load steel for either Antwerp or Flushing, and will be due at her discharge port about 10th September.

Captain J. Ryder is Master of the "Skellig Rock" and her **Chief Engineer** is **Mr. M. Hayes**.

"FASTNET ROCK"

Having loaded anthracite at Calais the vessel is at present discharging at Dublin and is expected to complete discharge and sail for Greenore on 5th September. At the County Louth port she will load milk powder and containers for discharge at Las Palmas, where she will be due about 15th September. Master of the "Fastnet Rock" is **Captain D. Mundow** and her **Chief Engineer** is **Mr. P. Gunning**.

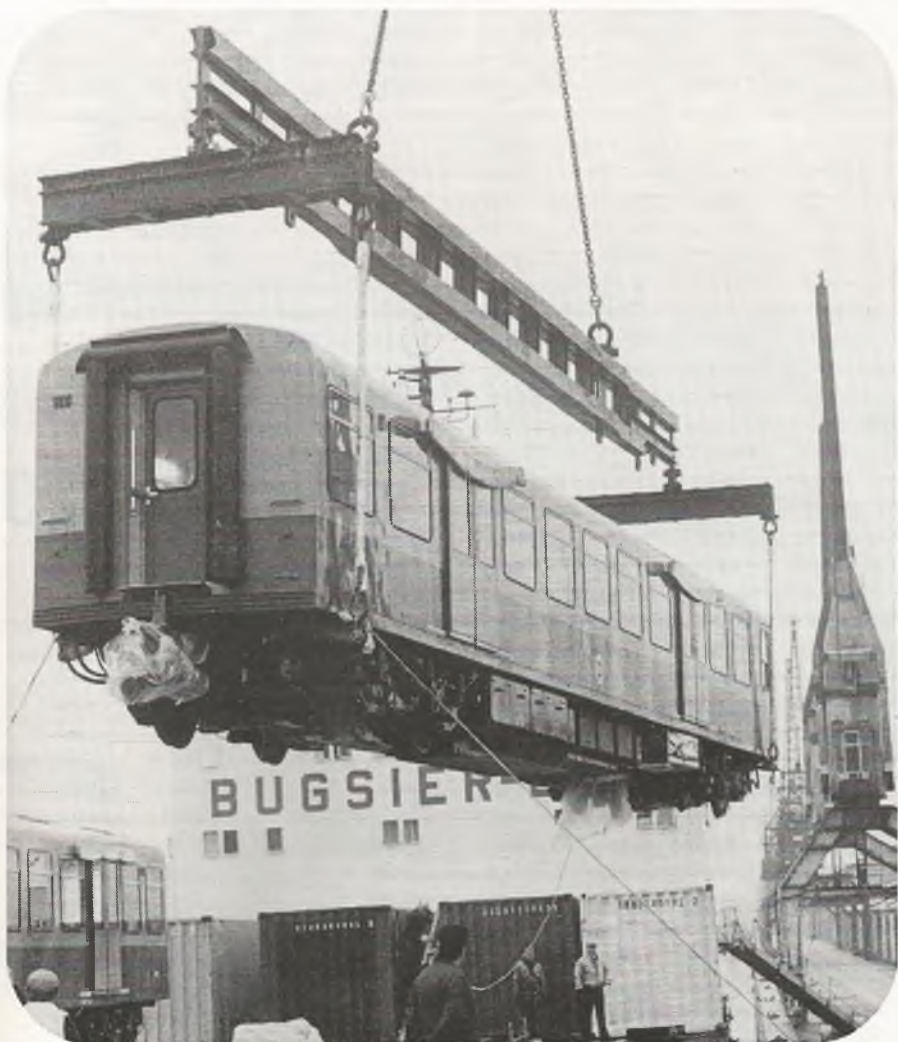
LETTER FROM NEW ZEALAND

In the course of a letter from his home in New Zealand, former Ships Officer with I.S.L., **Mr. P. V. Flynn** writes:

"I am more than pleased that you send me the "Signal". I like to hear about the Company's ships and their travels. It also gives me news of most of my old shipmates. I often think of those with whom I sailed and it gives me great pleasure to read about them and also the staff at Head Office.

I have yet to hear or see any I.S.L. ships coming to the Port of Napier. I have seen once or twice in the paper where your ships go to Tauranga in the Bay of Plenty. If any of your ships come to Napier and there are any people I know on board, I would be delighted to meet them again. My phone number is 447471 (Directory Napier). I would like to say to all my shipmates ashore and afloat that I wish them all good health and happiness".

Rail Cars For New System Arrive



One of the carriages in the consignment of rolling stock for C.I.E.'s newly electrified railway system from Howth to Bray being lifted off the Bugsier Line vessel, m.v. "Elbe" at Dublin.



Pictured at the quayside as the first consignment of rolling stock for C.I.E.'s newly electrified railway system was being discharged are (l. to r.) S. M. Clery, Irish Shipping Ltd., Captain C. Boge, Bugsier Lines and Mr. L. Duffy of C.I.E.



Deck and Engineering Officers in Order of Rank as at 29th August, 1983

m.v. "Irish Spruce" — Captain E. Greevy; Deck Officers: M. McCarthy, T. McMahon, S. Myles. Deck Cadets: M. O'Flynn, A. Bendon. Engineering Officers: D. Gabriel, L. Byrne, B. Kelleher, J. D. Murphy. Engineer Cadets: E. Fouhy, P. O'Donovan; Electrical Engineer: J. Warren; Super Ch. Engineer: John Denham; Catering Officer: J. Doran; Radio Officer: R. Slacke; Deck Department: J. McGrath, P. Southam, C. Elsey, K. Burke, K. Kelly, J. Carey, J. Lally, A. Butler; Catering Department: E. Byrne, A. McGrath, T. Keegan, B. Dorgan, L. Reilly.

m.v. "Irish Maple" — Captain M. Carey; Deck Officers: P. Boyd, R. McCabe, R. Hickey; Deck Cadets: L. Casey, D. Hodnett, K. Murray, B. Dolan; Engineering Officers: E. Kealy, P. Curran, G. Osborne, T. Furlong, E. Cadwell, A. Lydon, B. Byrne; Electrical Engineer: J. Dunn; Catering Officer: U. Maher; Radio Officer: M. O'Neill; Deck Department: P. McDonnell, E. Shortall, P. O'Connor, L. Reid, C. Hackett, A. Gill, A. O'Shea, J. O'Brien; Catering Department: F. Brogan, A. Gavan, P. Wade, Cf. McGrath, D. McMahon, N. Whelan, C. Foley.

m.v. "Irish Rowan" — Captain T. Hughes; Deck Officers: G. Burns, J. Flaherty, G. McMahon. Deck Cadets: S. Greenwood, C. Cummins, E. O'Doherty; Engineering Officers: J.

Reynolds, M. Boland, T. Fenelon, J. Tyrrell, B. Frahill, M. Calvert; Engineer Cadets: D. McCionna, P. Nordone; Electrical Engineer: C. Murphy; Catering Officer: E. Murphy; Radio Officer: M. Sweeney; Deck Department: Sean Doyle, J. B. Nolan, D. Talbot, D. Russell, N. Magee, P. Murphy, D. Nesbitt, E. Howlin; Catering Department: R. Proctor, S. Deevy, P. Nugent, J. Pratt, G. E. Kearns, M. Bates.

m.v. "Irish Cedar" — Captain T. Byrne; Deck Officers: E. Curry, D. Meagher, M. Ruddy; Deck Cadets: N. Fagan, G. Nolan; Engineering Officers: D. O'Brien, D. O'Connor, F. Hetherington, D. Potter, E. McQuillan, A. Butler; Engineer Cadets: K. O'Donovan, D. O'Sullivan; Electrical Engineer: J. Dunphy; Catering Officer: F. Walsh; Radio Officer: G. Duncan, R/Trainee: L. Murphy; Deck Department: K. Doherty, J. Jenkins, R. Scanlon, W. Mooney, J. Murphy, A. Murphy, M. Manson; Catering Department: S. Mulligan, P. Hegarty, A. Gaynor, J. Cusack, S. Dawson, P. Browne.

m.v. "Daunt Rock" — Captain J. Murphy; Deck Officers: G. Farrell; Engineer Officer: M. Scully; Cook Steward: P. J. Murray; Deck Department: John Moloney, A. McGann, R. Clear, P. Power.

m.v. "Fastnet Rock" — Captain D. Mundow;; Deck Officers:

John Murphy, R. Mullins; Engineer Officers: S. Jenkins, O. Mullins; Cook Steward: A. Rourke; Deck Department: M. Doyle, J. Doyle, A. Caffrey.

m.v. "Tuskar Rock" — Captain H. McGowan; Deck Officers: G. Hopkins, D. Whelan, Engineering Officers: P. Gunning, A. Byrne; Cook Steward: E. Mulready; Deck Department: T. Ryan, K. Barry, S. Burns.

m.v. "Skellig Rock" — Captain J. Ryder; Deck Officer: B. Coburn; Engineering Officer: N. Hayes; Cook Steward: N. Teehan; Deck Department: P. Murray, P. McKeon, M. Taylor, L. Lewis.

m.v. "All State" — Captain P. Kehoe; Deck Officers: S. Hughes, M. Keatinge, Engineering Officers: A. Curran, P. Bowring, Cook Steward: T. Mason; Deck Department: J. Whelan, D. Murphy, J. Morey, S. Tracey, R. Adams.

m.v. "Marylander" — Captain P. Murphy; Deck Officers: D. Dignam, A. Jameson; Engineering Officers: N. McGarrigle, O. Mortimer. Cook Steward: S. O'Neill; Deck Department: P. Garry, M. Macken, A. Dillon, D. Kelly, P. Nolan.

s.t.v. "Asgard II" — Captain G. F. Healy; Deck Officer: F. Traynor; Engineering Officer: S. Morris; Cook Steward: K. O'Flanagan; Deck Department: B. Martin.