

SIGNAL

VOLUME 2
NO. 2
APRIL
1964



"IRISH BLACKTHORN"
*in rough sea
North Atlantic.*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

Shipping Companies Look Ahead

During the last few years we in Irish Shipping have studied our organisation and management structure and made certain changes to keep abreast of modern conditions. Our Work Study Department and Cost Control Section are constantly striving for better methods and seeking fresh approaches to our problems. With the fierce competition raging in the shipping business and the resulting poor revenue to balance mounting expenses, difficulties seem to multiply.

In the last issue we reported on our first residential course for seagoing and shore staff. The object of these courses is to have the two sections of our Company get together and pool their knowledge and skills in an all-out drive to make our organisation more productive and a better place to work in.

Similar measures are being adopted by other shipping lines to meet the challenge of modern conditions.

The well-known and long established Company, the Ben Line, recently invited our Accountant Mr. Tom Flynn over to Edinburgh to view their organisation structure. This was a most welcome opportunity because the Ben Line play a leading role in the cargo trade between Europe and the Far East. It is a firm with a modern outlook and well abreast of developments in the shipping industry. Though firmly consolidated in the liner trades, the Ben Line recently brought in a team of consultants to investigate their system of working and to report on possible improvements both for their shore-based administration and for their fleet working.

J. & J. Denholm Ltd., of Glasgow is among the growing number of firms making a conscious effort to use the natural intelligence and specialised knowledge of their employees to the utmost. This firm, which operates about fifty deep-sea vessels, has been running a series of conferences for its sea-going and shore staffs. Like our own, their conferences are aimed at improving operating efficiency, narrowing the communications gap between the dispersed units of the fleet and building up a sense of unity throughout the whole organisation.

Writing in the Company's magazine, Mr. J. F. Denholm, Director of the firm, declares:— "This is a time of great difficulty for shipping. The depression which began seven years ago has continued with occasional signs of improvement in the market but without any real advance in rates. It is also a time when people are seriously questioning the future of the industry and wondering if things will ever change.

"Shipyards and shipping companies that are household names have tottered and crashed or quietly closed down. We believe there is a time of struggle and change ahead of us but we believe an efficient group like ours will be able to meet the challenge. Survival in the present and prosperity in the future will not come automatically but given continual vigilance we have good reason to be optimistic and indeed to view the present difficult time as one of opportunity".

In the course of a lecture to the Denholm office and seagoing personnel. Professor Parkinson of Queens College, Belfast, said:

"The outstanding need today is operational research to provide more abundant information on which to base better technical and pricing decisions".

At the same course Dr. T. T. Patterson, Royal College of Science & Technology, Glasgow, dealt with the essentials for building an enterprise into an efficient team.

"Team spirit", he said, "depended upon ordering and co-ordinating jobs and the men who did the jobs".

Another Director of Denholms, Sir John P. Denholm, has written about the conferences for the Annual Review of the JOURNAL OF COMMERCE. In the course of his article he states:

"With increasing size comes increasing specialisation of functions. As more departments are created, as more people devote themselves to limited aspects of the firm's activities, so all sorts of attendant dangers loom up—loss of the personal touch, lack of co-ordination, faulty communications, the hardening of attitudes and roles, resulting in reduced ability to adapt to change.

"Now, what applies to the problems of shore-based industry applies in even greater degree to shipping. The problems normally associated with managing a comparatively tidy unit like a factory are greatly magnified when it comes to managing a fleet of ships which, at any one time, are scattered throughout the world.

"Yet methods and techniques by themselves may be quite ineffective if people are not willing to operate them efficiently. Business forecasting, budgetary control, work study, new accounting systems may all be set at naught if employees are apathetic and uncooperative.

"People lie at the heart of any enterprise. To get them to work together as a team, to make them feel as a team, is the only way in which management can hope to be finally successful. At sea this was never an easy accomplishment.

continued on page 5

By and large people tend to think unkindly about the Legal Profession, and it has not been eulogised in literature —Perry Mason apart. One old story relates how the head Devil, Satan, wished to make his will, so he summoned his advisers and told them he wanted an expert. "No better man" counselled Lucifer, "for drawing up a will than a Parish Priest". "Right" said Satan "have one in". So they broadcast a call throughout Hell: "Is there a P.P. in the house?"

There was no answer—just a hollow echo. "This is very strange" said Lucifer, I'm afraid we must make do with second best—"put out a call for one of the Legal Gentlemen". A second message boomed out: "Is there a Lawyer here below". According to the story the answering chorus rocked Hell to its foundations.

We look upon Legal men as people to be grudgingly consulted only in dire necessity. Take the farmer who was liad out half dead on the side of the road after being struck by his neighbour's car. "Easy Now", they whispered in his ear, "we're getting the priest for you." "Priest be damned", he answered, "get me Burke the Solicitor".

But as in every group and calling, lawyers include a "decent body of men", who perform a necessary function in business life. In this Company, heading our Claims department is Mr. J. Niall McGovern, B.L., who has very kindly elected to give our readers a brief run over on the part his section plays in our organisation. He lays special stress on that aspect of his job which brings him into contact with our seagoing personnel.

CLAIMS AND THINGS LEGAL

By J. N. McGOVERN

I'm sure that many of my sea-going colleagues find requests from the Claims Dept. a burden, particularly when they are up to their ears in trouble of their own and when the incident to which the questions refer occurred many months earlier. I am also sure that on many occasions some of the questions must seem stupid since they concern matters so familiar to a seaman that he finds it hard to believe that anyone could be ignorant of them.

To those we may have offended in this way may I say that if we have asked a question which appeared stupid we hope we have asked it only once, and if we have burdened you with questions we believed it was necessary.

There are a lot of things we don't know but we hope we are learning. When something happens on board a ship which may give rise to a claim often the only people who can tell us what happened are there on the ship. We can do very little until we get the facts from you. Claims often are not made until months after the voyage ended. This accounts for our apparent tardiness.

In the hope that we may redeem ourselves by showing that we may have some useful function, I would like to give you some idea of what we do.

We deal with claims made *against* the Company, e.g. for Personal Injury, for loss of or damage to Cargo and for damage done to other ships or property.

We deal with Claims made *by* the Company, e.g. for the damage done to our ships, for salvage services rendered by our ships or for stevedore damage.

We also deal with legal matters in general. This will hardly endear us to seamen, who have strong views on "Sea Lawyers". However, we claim at least to be one of life's necessary evils. Whether we like it or not we all come in touch with the law from



Mr. J. Niall McGovern, Barrister at Laws; Manager Claims Department; Hon. Secretary Irish Maritime Law Association; Representative of Ireland on the Bureau Permanent Comite Maritime International.

time to time. Those of us who are engaged in the shipping industry are no exception.

In the best run company accidents will happen occasionally. In these cases we do not regard it as our job to prevent a claimant getting the compensation to which he is entitled, but we have to make sure that both the Company and the injured claimant get fair play.

continued on page 4

CLAIMS—continued

No matter how much care is taken cargo will be lost or damaged from time to time. In dealing with cargo claims the Claims Department has to steer a course between keeping the cost of claims down on the one hand and retaining the goodwill of those on whom our bread and butter depends on the other. Strict adherence to legal rights may reduce the cost of a claim but the gain is small if a customer is lost. The happy consignee is not the one who receives a generous settlement but the one who receives his cargo intact.

Damage to our ships can arise from a wide variety of causes. Repairs are costly and our insurance premiums are directly affected by our Claims experience. Insurance is a major item in the cost of running our ships and our ability to compete successfully in this most international of trades depends on keeping our operating costs as low as possible. Our ability to recover the cost of repairing damage depends how the damage occurred. We rely on our ships' personnel for prompt, accurate and full reports.

Our fleet has grown from the modest start in 1941 to such an extent that Ireland has now become a maritime power of some significance. Together we have shown that Irish ships manned by Irish seamen and managed by Irish personnel can compete with the best.

It is appropriate that Ireland's voice is now heard at International Conferences at which the rules which govern international maritime trade are drafted. Our prestige is high. We represent in Dublin a number of P. & I. clubs, one of which has entered with it 28 million tons of shipping. We are regarded on the London Insurance Market as a first class fleet.

We say all this not to boast, but because we think that those serving on our ships and in our offices should know that the contributions which they have made have borne such fruit.



Photographed during a visit to "Irish Rose": E. Weir, Director of College of Naval Architecture, Quebec with three of his pupils, C. St. Hildaire, Thomas Potvin, and Rene Marandas. Photo by A. Gibson.



John Lee

ENGINEER APPRENTICESHIP SCHEME

In the final Dept. of Education examination last June, John Lee, of Rathcormac, Co. Cork, took four first prizes and silver medals in the Advanced Grades of Heat Engines, Applied Mechanics, Machine Design, and Mathematics. This wonderful achievement is an all time record for the country, so our heartiest congratulations and best wishes go to John who is at present serving the practical part of his training at Crichton Brown & Co., Liverpool.

In addition, the second prizes in all these Advanced examinations were taken by the following apprentices:

James McGonnell, Glaslough, Co. Monaghan—
—Mathematics, Heat Engines.

Laurence O'Toole, Swords, Co. Dublin—Machine Design.

John P. Ward, Glenties, Co. Donegal—Applied Mechanics.

While every credit is due to the boys for the hard work which produced these results, their success also reflects tremendous credit on the ability of the teaching staff in the Crawford Municipal Technical Institute in Cork and in the interest they showed in their students. We know that we are voicing the sentiments of all our apprentices when we pay this tribute to their teachers.



Group taken on the "Irish Blackthorn"

Back Row:—T. Kelly, J. White, M. Allen. Centre:—J. Kelly, J. Dillon, E. Gavin, T. McMann, B. Enwright. Seated:—G. Molloy, J. Smith, G. Nolan, P. Dempsey, P. Beggs, R. Egan. This photo was taken by Mick Duffy and developed on board by Mr. J. Grennan, Pumpman.

SIR JOHN P. DENHOLM—contd. from page 5

"If the master and ship manager know that each is fully aware of the other's problems and outlook, then the chances of misunderstanding between them are slight indeed. Each is in a position to act effectively in the interests of the company as a whole rather than as an individual department or ship.

"All this, I believe, leads to a greater identification of each individual with the company. It also develops attitudes and widens knowledge so that more intelligent and responsible action is made possible, particularly when individual officers are far away from the administrative centre".

SECOND RESIDENTIAL COURSE

The second in the series of courses for sea-going and shore executives will be held in the La Touche Hotel, Greystones from April 30th-2nd May.

David Glass, "Irish Pine" Reports:

In Philadelphia Denis O'Connell, Junior Engineer, was taken ashore with ruptured appendix and we hope to have him back with us soon. He is now convalescing at home. Congratulations to Mr. and Mrs. Patrick Proctor on the birth of their first child—a boy—on January 7th. On 30th January Patrick Neilan celebrated his 21st birthday. Pat, who is second R/O received a twenty one gun salute from one of his friends by telegram.

22 YEARS SERVICE

On the morning of the 18th May 1943 when the war at sea was raging bitterly, our newspapers carried the ominous headlines—**IRISH OAK TORPEDOED**. But fortunately this was not to be a repeat of the tragedy which overtook the Irish Pine a few months previously when she disappeared with all hands in the North Atlantic. We learned later that the entire crew of the Irish Oak had been picked up safe and sound by our other vessel, the Irish Plane, whose Chief Engineer was Mr. N. J. Healy, now Superintendent Engineer, and on his 22nd year with the Company.

Healy is an honoured surname and is linked with that historic figure of the old Irish Parliamentary Party. Thus it was inevitable that our Nicholas J. would evoke his famous namesake and become known throughout the Company as Tim Healy. The old story goes that the original Tim Healy on his first day in the British House of Commons was described disparagingly by a Tory M.P. as being incapable of saying Boo to an ass, whereupon Tim turned to the speaker and said a mighty Boo.

Mr. Healy's first assignment with this Company was as Second Engineer on the wartime Irish Elm under Captain B. Henderson. That was in May 1942. After a short voyage he went as Chief Engineer on the Irish Beech and later was transferred to the Irish Plane which he helped to coax through seven weary wartime voyages before coming ashore in 1944 as Assistant Superintendent.

He relates firsthand the story of the Irish Oak crew rescue by the Irish Plane.

"We left Dublin on Saturday morning, May 8th, 1943, bound for Halifax. The whole coastline down to Wexford was covered in snow. Approaching Tuskar Rock a signal went up on the light-house saying **YOU ARE STEAMING INTO DANGER**. Captain Henderson altered course northwards and turned back to pass Tuskar again at daylight next morning. As soon as we approached the Rock the signal went up again. This was repeated each day until the following Wednesday when eventually we sailed past the Tuskar in safety. Of course at that time neutral ships were not allowed to use the Northern Channel.

"The delay proved providential for the crew of our Irish Oak. We had been in radio communication with this vessel for a couple of days and it was anticipated we should pass one another at noon on Saturday 15th May. At 8 a.m. that morning we quite unexpectedly passed the Irish Ash homeward bound (Captain W. Jeffers) who had maintained strict radio silence. Just at eight bells the Senior Radio Officer Martin Griffin went into the Radio Room to relieve his junior for breakfast, and as he picked up the headphones he heard an emergency signal indicating a torpedo



Mr. N. J. Healy, Superintendent Engineer

attack but did not get the name of the ship sending it—only the second part giving the position. This more or less tallied with that of the Irish Oak sent out about ten minutes earlier.

"Captain Henderson immediately instructed Sparks to try to contact the Irish Oak (Captain Eric Jones)—this without result, even though repeated messages were flashed.

"Our Captain had decided to head for the last position advised by the Irish Oak and requested me to give all possible speed. Eventually at 5 p.m. and about half an hour before dark we sighted two boats. These contained the entire crew of our sister ship which had been torpedoed at 8 a.m. that morning. The joy and relief we all felt can only be imagined.

"After picking up the crew of the ill-fated vessel Captain Henderson radioed to Dublin telling the story. Meanwhile we proceeded on our way to Halifax. However, about 10 p.m. a message was received instructing us to return to Cobh to disembark our guests. This port was reached on the following Wednesday."

continued on page 7



The "Irish Fir" men off duty: left: Mr. Dermot Murphy at Bray Golf Course. right: Mr. Jimmy Stubbs takes a swing at Bray Golf Course.



ANNUAL GOLF OUTING

Do you play Golf? If so, please let us have a note of your handicap. We hope to hold our second Golf Outing at a venue to be arranged in June.

MR. HEALY—continued

Mr. Healy is an enthusiastic photographer and has supplied us with many examples of his skill with the camera. His frequent trips abroad have provided him with a wealth of subjects. His other great hobby, apart from dismantling steam and oil engines, lies in the world of dogs. He owns a beautiful thoroughbred boxer, which has captured many prizes at the Ballsbridge dog show. The dog, Ben, accompanies Tim everywhere—often to the consternation of his friends.

Mr. and Mrs. Healy live in Blackrock, Co. Dublin. Janette, their daughter, is a Radiographer in the Regional Hospital, Galway. They have two sons Myles and David. Myles is studying for the Priesthood with the Holy Ghost Fathers, while David is an advertising executive.

LONG, LONG IT GROWS — By C. P. Neilan

Alas Alas 'tis true 'tis true,
Hair grows long on the ole Pine's crew,
Cavanagh left 'bout a month ago,
It has no choice but to grow and grow.

When he was with us all was fine,
And all the heads looked just sublime,
Hair cuts were free—no charge said he,
Just a can of beer or two for me.

While scrubbing out the wireless shack,
My hair fell down my aching back,
And a dreadful thought came to my mind,
A scissors or shears we have to find.

O where can poor ole Cavanagh be,
O send him back immediately,
Our locks grow longer with each trip,
And this is now a beetle ship.

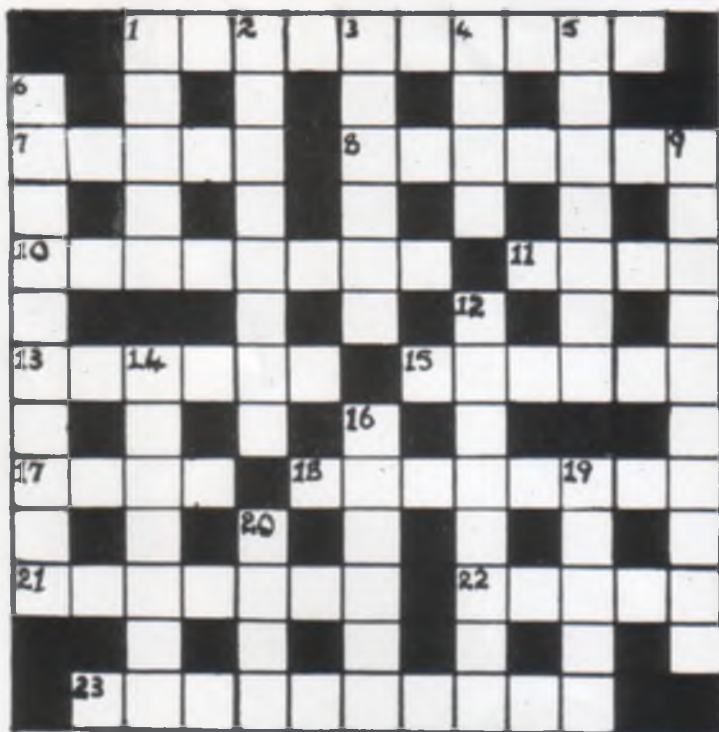
OUR CROSSWORD

CLUES ACROSS

1. Agent, perhaps.
7. Shear.
8. Scratches.
10. One below.
11. For single voice.
13. Stone facing.
15. Used to reeve or Dutch lady.
17. Price.
18. Repairs here.
21. Sound.
22. Dog.
23. Screws.

CLUES DOWN

1. In knots.
2. He brings in goods.
3. Port.
4. Used to propel.
5. Ruler.
6. Guarantees.
9. Stock losses (2 words).
12. Suitable, anchor (2 words).
14. Jostler.
16. Of the mails?
19. Relatives.
20. Tide.



We introduce our first Crossword devised by a member of the Personnel Dept. Even though we intended it primarily for amusement, we shall give a prize of three guineas for the first correct solution drawn from a hat on the day the next issue of the magazine goes to press—say May 29th.

If you wish, you may send in your solution to the clues written out on plain paper.

"IRISH PINE" — VISITORS

Captain F. Kirk received on board at Waterford on March 25th, Mr. John Gillan, City Manager and two African trainees who are studying public administration with the Waterford Corporation. These trainees are in Waterford under an arrangement between the Irish Government and the provisional Government of the newly emergent nation of Zambia, formerly Northern Rhodesia.

SHIPPING LTD. — MONTREAL

Recent callers to Head Office were the new President and Managing Director of Shipping Ltd., Mr. F. D. McCaffrey and Mr. Larry Boyle, who is now Vice-President. Accompanying Larry Boyle was his charming wife, Ann.

TO OUR READERS AFLOAT

We depend upon our seagoing personnel to keep us informed about social activities on board ship. Please send us in any news of interest, an article based on some unusual feature of the foreign ports visited or an article on any subject which interests you. Specially welcome are photos and snapshots. In our next issue we hope to give details of a snapshot competition, but in the meantime any suitable photos received will be entered. So please write to us enclosing snaps if possible and do not worry about your literary style. The important thing for the magazine is to get in news and features from the ships.



FROM APPRENTICE TO MASTER

We take a special pleasure in congratulating this winner in the Suggestion Scheme. His many friends ashore and afloat will recognise Captain Mick O'Dwyer who is at home on leave at present after an extended voyage during which he gained his first command—Master of the 10,000 ton Irish Maple. The last time we met Captain O'Dwyer he was Mate on the Irish Poplar and receiving the usual buffeting around the home ports with the Atlantic import and export cargo.

Anyone who worked along with him will not be surprised to see his name included among those who submitted winning suggestions.

Captain O'Dwyer was educated at the Presentation College, Glashule, Co. Dublin where he played on the school rugby team. He joined the Company as a Deck Apprentice in 1949 and began his training on the old Irish Ash which plied between Irish ports and ports in Canada, the Mediterranean and the Baltic. He completed his Apprenticeship on the first post war Irish Cedar and joined the Irish Oak as Third Officer in 1953. Subsequently he served in practically every vessel in the fleet. When the new m.v. Irish Plane sailed on her maiden voyage in April last year he was on board as Chief Officer. In September 1963 he was given command of the m.v. Irish Maple and brought the vessel on a global trip before commencing his present leave.

Captain O'Dwyer was married in 1960 and lives at Donnybrook with his wife, Nancy and two children.



Way back in the 17th century one Phineas Pett was defendant before a Court of Inquiry presided over by King James I. History does not record whether he attempted treason or distilled poteen but in any event he was honourably acquitted. With his son Peter he built the first three deck ship in Europe—a frigate of 1,600 tons with 100 guns, launched in 1637. Descendants of this family are still carrying on the maritime tradition. Mr. W. J. Pett who lives at Byfleet in Surrey was with the Ellerman Lines and subsequently went into shipbroking. His son John Pett, pictured above, is a Deck Apprentice on the Irish Sycamore. We are happy to congratulate Mr. Pett on his success in securing an initial award in the Suggestion Scheme.

EXTRACT FROM THE 'EVENING PRESS'

"Against the strongest competition from shipping lines, Irish Shipping Ltd. was awarded the "Charter of the Month" by the Shaw-Saville Co., which has chartered the "IRISH MAPLE" for a voyage to New Zealand with general cargo.

In shipping circles, the Charter was regarded as the biggest prestige job in the shipping month and a tribute to the good name of Irish Shipping and to the efficiency of its crews".

IRISH SYCAMORE DAMAGED

When leaving Bilbao last month the "IRISH SYCAMORE" suffered damage and proceeded to Bilbao for dry docking and repairs. She is expected to sail late this month.

Seventeen Suggestion Scheme Winners



Mr. J. Bennet,
Chief Steward



Mr. John Wright of the
Claims Department



Miss M. McGivern



Mr. C. J. Devlin,
Superintendent



Mr. Derek Mills,
Cost Control, Organisation
and Methods Section



Mr. J. Mitchell,
Chief Officer



Mr. Vivian Mayland
photographed with his baby
daughter Susan



Captain J. J. Walsh



Mr. C. O'Kirwan, Chief Officer



Mr. Rory O'Connor, Accounts Dept., the famous Irish
dancer who still "Takes the Floor" with Din Joe.



*Mr. Des Stanley,
Accounts Dept.*



*Mr. Fergus Burke,
Accounts Dept.*



*Mr. Declan Talbot, well known for many years in the
Stores Dept., has joined the Chartering Dept. He is
awarded £10 in the Suggestion Scheme.*



Captain T. Donovan



*Mr. R. Cotter,
Accounts Dept.*



*Mr. K. Dixon,
Naval Architect*



Chief Steward Eddie Fricker and Mrs. Fricker

AWARDS IN SUGGESTION SCHEME

The Suggestions Committee have announced the granting of initial awards of £10 each to the following:

Miss Margaret McGivern, Head Office.
Mr. J. Pett, Apprentice, Irish Sycamore.
Mr. Ed. Fricker, Chief Steward.
Mr. C. J. Brazier, Chief Officer.
Mr. Brian Nuttall, Radio Officer.
Mr. C. O'Kirwan, Chief Officer, Irish Fir.
Captain John Poole, Master, Irish Poplar.
Captain J. Walsh, Master, Irish Heather.
Mr. C. J. Morrissey, 3rd Officer, Irish Ash.
Captain M. O'Dwyer, on leave.
Mr. Kevin McCormack, Irish Heather.
Mr. C. M. Devlin, Superintendent Engineer.
Captain T. Donovan, Irish Hawthorn.
Mr. J. Bennett, Chief Steward.
Mr. Vivian Mayland, Chief Steward.
Mr. John Wright, Claims Department.
Mr. Rory O'Connor, Accounts Department.
Mr. D. Mills, Cost Control Section.
Mr. Declan Talbot, Chartering Department.
Mr. Kevin Dixon, Naval Architect.
Mr. R. Cotter, Accounts Department.
Mr. J. S. Mitchell, Chief Officer, Irish Oak.
Mr. John Higgins, Accounts Department.
Mr. D. Stanley, Accounts Department.
Mr. Fergus Burke, Accounts Department.

May we extend to these staff members our sincere congratulations.

The Committee wish to announce that this is the final list of initial awards. The people who were unsuccessful will be written to shortly and given reasons why their suggestions could not be considered for awards.

Awarded suggestions have been sent to the appropriate departments to be implemented if possible. It is stressed once again that even though an idea won an initial award, it may not work out in practice. Supplementary awards will depend upon the ultimate success of a suggestion when given practical application. The authors of suggestions submitted for trial working will be kept informed of developments.

The Committee wish to thank every person in the Company who so sportingly sent in proposals and ask the disappointed suggesters not to feel discouraged. They point out that the majority of unsuccessful suggestions were excellent in themselves but for one good reason or another could not be applied. They look forward to the revival of the scheme in the future and hope that the response will be on as gratifying a scale.



Captain John Poole who secured an award.

OFFICE NEWS—By John Higgins

In this issue we welcome Michael Currid who has recently joined the office staff.

We extend our sincerest congratulations to a very popular member of our female staff who will be leaving us shortly to enter the married state. The young lady in question is Pat Power, one of our esteemed private secretaries, and Pat is engaged to Capt. Leslie Lawrence, Master of the 'Suva Breeze'. We wish Pat and her future husband every happiness.

Quite a long time ago, in one of the first editions of our Magazine, we published a letter from one of our sea-going personnel which had some fairly harsh things to say about our Crew Mail section. Subsequently it transpired that the principal lady concerned, Gabrielle Reilly, came out of the battle of words ahead on points. Recently we learned from a highly unofficial but wholly reliable source that Gabrielle was the recipient of a beautiful bouquet of flowers from the Officers and crew of the 'Maple'. From 'bricks' to 'bouquets' in a few easy lessons!

PITCH AND PUTT

The annual Pitch and Putt Competition open to all our shore and sea-going staff will be under way by the time this issue is published, and all the indications are that this year's event will be an even greater success than our initial venture last summer.



*Photograph of the "Irish Alder" football team of 1960:
E. Hickey, P. Allen, J. Brennan, R. Scanlon, P. Tyrrell, M. Brannock, P. Mooney, P. Murphy, T. Byrne, T. McMahon,
D. Siggins, F. Bissett.*

ALDER IN EXILE

As late members of the Alder Football and Sporting Association, we deplore the remarks made about the team photograph in the December issue that they "Appeared a bit forlorn without proper jerseys". We would point out that nine members of the team appeared to be wearing crested shirts, white shorts and striped stockings of the original set designed and purchased in November 1959, along with footballs, darts, badminton and other sports equipment, bus and taxi charters, paid for by contributions from the whole ship's company.

An enviable record was established, and we would remind Alder that she has a game outstanding in Calcutta against the INDIAN ARMY SIGNAL CORPS, the present score standing at a draw, 0-0, a win, 1-0 and the defeat 1-0.

However, we do appreciate the offer of equipment, and will have to organise Mr. Fitzsimons on the crew selection committee again before we beat the Dublin Office staff.

May we practice against Cork Office first ?

Signed John Byrne,
 M. Langran,
 N. Geoghegan,
 P. O'Brien,
 Thomas Kennedy,
 James O'Leary.

FOOTBALL JERSIES

Sets of football jersies have been sent out to the "MAPLE", the "ALDER" and the "BLACKTHORN". We are anxiously awaiting to hear from other vessels interested in fielding a team.

Instructional visits of office personnel to the 'Oak' while in dry-dock at Dublin recently proved most popular with the large number of staff members who took advantage of the opportunity to learn more about our ships. The visits were arranged by our Technical Department and the tours were conducted by our Naval Architect, Ken Dixon who was widely praised for his patient and highly informative approach to the questions raised by the visitors.

The Editor acknowledges the help given by the following staff members in the production of this issue: Gabrielle Reilly, J. Davis, B. Richardson, G. Carty, J. Higgins.

The Editor also thanks the ship-board correspondents for their contributions.

The Company's Office addresses and telephone numbers are:

DUBLIN OFFICE: 19/21 Aston Quay, Dublin 2.
Telephone No.: 72901.

CORK OFFICE: 41 South Mall, Cork.
Telephone No.: 23111.

AMERICAN PORTS OF CALL

By David Glass, Irish Pine

Philadelphia was the first port of call on a recent voyage of the "Irish Pine" to the U.S. and Canada. Here we berthed at Girard Point on the Delaware river. To get up town was quite a hazard. One first had to walk about a mile along a dirt road and then for one and ninepence you purchased the double bargain of a bus and subway ride.

Anybody who has ever possessed a U.S. half dollar (most of us never have) is sure to have noticed engraved on one face a cracked bell and on the other a portrait of Benjamin Franklin. Both the bell and Ben Franklin through their association with Philadelphia have become the emblem of many of the city's commercial enterprises. The bell is the famous "Liberty Bell", cast by the Colony of Pennsylvania to celebrate the fiftieth anniversary of William Penn's Charter of Privileges. It bears the inscription "Proclaim Liberty" and hangs in the Pennsylvania State House where, on July 4th 1776, the Declaration of Independence was signed. The crack is said to have appeared when it was peeling out the death of Chief Justice John Marshall.

Behind Independence Hall is Independence Square in the centre of which stands a fine statue of Wexfordman Commodore John Barry, Father of the U.S. Navy, who is buried in the graveyard of St. Marys.

After passing through the Chesapeake Bay we reached Newport News, a city in the Hampton Roads area with a long seafaring tradition. Our stay here was brief and after loading tobacco we sailed for Nova Scotia.

We had come to Liverpool, Nova Scotia, to load paper, for here in the Mersey Bay at Brooklyn is located the huge paper works of the Mersey Company. This gigantic plant is the main employment of the area, giving work to over a thousand men. It produces over 125,000 tons of paper a year from which some of North America's leading newspapers are printed. The town of Liverpool is famous for its one time privateers; one Joseph Barss Jnr. of the schooner "Liverpool Packet" captured over one hundred American vessels in the war of 1812.

The city of St. John was founded towards the end of the 18th century by a group of people known as the 'Empire Loyalists' who preferred royalist rule to the new philosophy of republicanism.

Looking to the sea for its livelihood St. John became, in the 19th century, the fourth greatest port in the world in registered tonnage of wooden ships. Sailors of the seven seas referred to St. John as the Liverpool of America. The "Marco Polo", once the fastest ship afloat was built here. As in the past St. John today continues to be one of Canada's largest ports with modern and ever expanding port facilities.

DEATH OF CAPTAIN J. W. BYRNE

It is with great regret that we have to report the sudden death on March 13th of Captain John W. Byrne, Harbour Road, Arklow, who retired from the Company in October last year. Captain Byrne had been with us since 1946 when he was appointed to the s.s. "Irish Plane". His seagoing career commenced with the Ellerman City Line and for a number of years he sailed as a Junior Officer between British and Australian ports. During the war he served with the British & Irish Steampacket Company and subsequently with the Arklow Schooners. He was promoted Master of the new s.s. "Irish Willow" in 1949 and during the remainder of his career with this Company he commanded practically every vessel in the fleet. His last assignment was the command of the "Irish Elm" on her final trip from Bantry Bay to Cork Dockyard prior to her sale.

On behalf of the whole staff we extend our sincerest sympathy to Mr. John Byrne, Third Officer of the "Irish Maple", and to the whole family in Arklow.

AN APPRECIATION — BY MR. DES ELLIOTT

I knew Captain Byrne since he joined the Company 18 years ago. He was first and foremost a seaman with a keen sense of fairness and a forthright and practical approach to problems which ensured great loyalty and affection from the officers and men in any ship which he commanded.

Here in Aston Quay we knew him affectionately as "John Willie" and always welcomed his visits to the office between voyages. His pride in his work and his conscientious attention to every detail made for the happiest relations between his ship and the shore staff.

When he retired from the Company's service last year it seemed to us all that he would enjoy very many years of well-earned retirement. The news of his sudden death came as a shock to everyone.

He was a true gentleman. May he rest in peace.

FUNERAL — MASSES

Representing the Company at the funeral were Captain J. McPolin, Mr. Don Hodgins, Mr. N. G. Healy, Mr. W. Lynch and Mr. Clem Kinsella. A Novena of Masses for the repose of Captain Byrne is being offered at the special request of the crew of the "Irish Maple".

GREETINGS

"From all at the South Shore, Rush", we send a special Easter greeting to Robert Carrick of the "IRISH CEDAR" and Noel Fynes of the "IRISH SPRUCE".

BIRTHDAY GREETINGS

Georgie Pullen of the "IRISH ASH" was seventeen on 31st March. His family at home in Ringsend have not forgotten his birthday and we are sending good wishes to him from Mam, Dad and Jimmy.

Mrs. Monica Fleming sends birthday greetings to her son John Fleming of the "IRISH SPRUCE". John was eighteen on March 5th.

Attention Paddy Murphy of the "IRISH HAWTHORN". Best wishes for a very happy 21st birthday from your Mum, Dad, sisters and brothers.

For Mr. Jerry Brannock of the "IRISH HERN" we have pleasure in printing this birthday greeting "Wishing you many happy returns from all at 47". Also from Joan, Paddy and twins and his good friend Brian Murphy.

A birthday greeting for Mr. Peter Rossiter of the "IRISH LARCH" is sent out from Mother, Father and all at Number 21.

Best wishes on your recent birthday to Liam Stacey of the "IRISH ROWAN". Greetings come to you from Mam, Dad, brothers and sisters who all hope to see you soon.

Greetings for Mr. T. M. O'Leary, Second Engineer on the "IRISH ROWAN" are sent out from Anne and all at home—love and best wishes on your birthday on 21st March, hope to see you soon".

Happy birthday to Paddy Beggs on the "IRISH BLACKTHORN" from Dad, Mam, Helen, Donal, Billy, Concepts, Pauline and Gerard".

We have a message for Christy Grant of the "IRISH PLANE". "With best wishes and blessing on your 17th birthday from your Mother, Father, Patricia, Christy, children and your girlfriend Anita, and also from your brother Paddy who is on the Empress of Canada".

Brian Kiernan of the "IRISH ROWAN" was eighteen on 8th April, and we have great pleasure in printing this message: "Happy birthday Brian from your loving Mammy and Daddy, sisters, brothers, also Lorraine, little Colm, Dean and your loving Grandad. Lots of love Brian and a big God Bless from all".

Our best congratulations to Paddy Fitzpatrick of the Chartering Department who celebrated his 21st birthday on 16th March. To honour the occasion a tea and cake party was held at a secret venue in the office. Only the privileged were invited.

We have a very nice message here for Mr. John Waters on the "IRISH ASH"—"love and best wishes for a happy birthday John from Mam, Tommy, Moyra and family, Eileen, Dick and family, Jem and Josephine, Willie and Bridget and special greetings from Mrs. Redmond".

Mr. Jack Doran, Chief Steward on the "IRISH MAPLE" celebrates his birthday on May 21st. In wishing him good luck we have pleasure in adding "loving birthday wishes from Mother, brothers, sister and Emely".



At Wilmington, St. Patrick's Day Mass was offered on "Irish Spruce" by Rev. Gervase Glaser, Port Chaplain. Serving are John Fleming, Bob Gunning and Mick Brophy. After dinner on board, the crew were entertained at the Parochial Hall.

SPORTS NEWS

SOCCER

In the European Nations Cup, Spain beat Ireland 5-1 at Seville and 2-nil in the second leg at Dalymount. The Final of the F.A.I. Cup will be between Shamrock Rovers and Cork Celtic. Shamrock Rovers are at present heading for the League and Cup Double.

RUGBY

Ireland have only one more game to play in this season's international series and this match will be against France in Paris on Saturday, 11th April. In the first game the New Zealand touring team beat us by 6 points to 5 points, while we followed up this promising start with a great win over England at Twickenham. However, our two next matches at Lansdowne Road proved a very disappointing anti-climax as we were well beaten by both Scotland and Wales.

G.A.A.—HURLING

At a meeting of the Central Council of the G.A.A. it was decided that the 'Home' Final of the National League as well as the Final will be played in New York if the bodies concerned can reach agreement on the matter. Already the Semi-Finalists are known; Tipperary meet Limerick and Wexford will play Cork.

FOOTBALL

In the first Semi-final of the National League, Down beat Cavan, while Dublin meet Kerry in the second Semi-final on Sunday, 12th April, at Croke Park.

Former Armagh and Ulster footballer, Alf Murray has been elected President of the G.A.A. for the coming year.

RACING

The only Irish connection with this year's Grand National winner was the successful jockey, Willie Robinson, who rode a great race on Team Spirit. Shortly before his big triumph Willie had to give best to Pat Taaffe in the Cheltenham Gold Cup when the latter steered Arkle home in front of the hot favourite Mill House, ridden by Robinson. Already being spoken of as one of the best steeplechasers of all time, Arkle has since won the Irish Grand National with Pat Taaffe in the saddle once again.



Going, going but not quite—this eight ton lift which burst its lashings on the deck of the "Irish Rose" in heavy seas off Newfoundland was saved by the skill of the crew.
—Photo by A. Gibson.

Congratulations to Mr. James Grennan of the "IRISH BLACKTHORN" who was 21 on April 12th. From Mother, Father, sisters and friends—"best wishes and all our love to James on his 21st birthday and we wish him every happiness".

A special message for Paddy Crowley, Engineer, "IRISH ROWAN":
Although you are across the Seas,
It doesn't seem so far
When happy greetings such as these
Can reach you where you are.

Happy birthday Paddy from all your friends at Derryduff.

MR. MICHAEL GILTON BEREAVED

We extend our sincerest sympathy to Mr. Michael Gilton of the "IRISH HAWTHORN" on the recent death of his father. Mrs. M. Gilton has asked us to print this message addressed to Captain T. Donovan and the men of the "IRISH HAWTHORN":—"My sincere thanks for all the expressions of sympathy and floral tributes in my sad bereavement. A special word of thanks to Jim Hanna".

ENGAGEMENT:

Our congratulations to Dick Needham on his recent engagement to Miss Ross, of Dalkey, Co. Dublin.

ST. PATRICK'S DAY

We sent out shamrock to our vessels in port for St. Patrick's Day. A complaint has come in from some crew members that they did not receive a portion and we are having it investigated. At the time of going to press we are not in a position to say what went wrong, and it would be unfair to pass comment until we know the facts. We do assure all our personnel who were in port on that day that it was our intention to supply every man with a sprig of shamrock.



Captain J. Walsh took this picture on a cold morning on the "Irish Heather" at Leixoes. Left to right: J. P. Lannin, P. Carr, W. Foy and J. Madigan.

Personnel

The following personnel are on sick leave:—Captain Cyril Brennan; Mr. J. H. Duffy, Chief Officer; Mr. B. Dorgan, Chief Steward; Mr. J. T. Morgan, Chief Engineer; Mr. G. Elder, Fourth Engineer; Mr. N. Ward, Junior Engineer, Mr. I. Stuart, 2nd Engineer.

Masters on leave:—Captain J. H. Devine; Captain A. R. Evans; Captain E. C. G. Horne; Captain T. R. Hughes, Captain P. F. O'Shea, Captain C. Raftery, Captain R. Woolfenden.

Chief Officers on leave:—Mr. M. Carey, Mr. J. Cullen, Mr. M. Doyle, Mr. P. Kelly, Mr. C. J. Ball, Mr. T. Scollay, Mr. I. A. Shiel, Mr. C. McDevitt.

Second Officers on leave:—Mr. M. Devine, Mr. P. Donohoe, Mr. F. Henderson, Mr. J. F. Kelly, Mr. R. Needham, Mr. D. Turner, Mr. J. Whelan, Mr. P. A. Murray, Mr. G. Burgum, Mr. K. K. Lanigan.

Chief Stewards on leave:—Mr. P. Fay, Mr. E. Fricker, Mr. C. O'Donovan.

Third Officers on leave:—Mr. P. Doyle, Mr. M. Kelly, Mr. C. Morrissey, Mr. B. Murphy, Mr. K. McKenzie, Mr. D. O'Neill, Mr. F. G. Raftery.

APPRENTICES

Mr. M. Bowen is on sick leave.

Our best congratulations to the following apprentices who passed their E.D.H. Examinations:—E. Brady, N. Dillon, H. Byrne, D. Buckley.

The following apprentices are on leave:—Mr. T. J. Byrne, Mr. L. McLoughlin, Mr. M. Coleman, Mr. N. A. Dillon, Mr. A. Kehoe, Mr. D. Kavanagh, Mr. D. Brunicardi, Mr. A. Minihan, Mr. P. J. O'Reilly.

Chief Engineers on leave:—Mr. J. Johnson, Mr. J. J. Reed, Mr. M. Whooley, Mr. W. Irvine, Mr. S. Jolley.

Electrical Engineers on leave:—Mr. R. Clothier, Mr. P. J. Lalor, Mr. David Rose.

Second Engineers on leave:—Mr. J. Ennis, Mr. M. Littlejohn, Mr. T. Loughran, Mr. G. O'Brien, Mr. P. Otter, Mr. F. O'Reilly, Mr. K. O'Galligan, Mr. J. J. Lynch.

Third Engineers on leave:—Mr. J. G. Barron, Mr. T. Flynn, Mr. D. Hamilton, Mr. J. McNelis, Mr. J. Nangle, Mr. T. O'Driscoll, Mr. A. R. Rose, Mr. S. Smith, Mr. T. J. Wren, Mr. J. T. Bird, Mr. B. Hale, Mr. J. Scott, Mr. M. Dillon.

Fourth Engineers on leave:—Mr. T. Dillon, Mr. A. Nevin, Mr. T. Geraghty, Mr. E. Lynn.

Junior Engineers on leave:—Mr. A. Bolger, Mr. J. Bradshaw, Mr. E. Byrne, Mr. J. J. Condon, Mr. J. Corrigan, Mr. D. R. Dineen, Mr. P. J. Kelly, Mr. H. Loughrey, Mr. D. O'Connell, Mr. T. Onions, Mr. M. Slevin, Mr. S. O'Neill.

PROMOTIONS

Congratulations:

to **Captain J. S. Gleeson** on his appointment as Master of the "IRISH FERN".

to **Mr. C. Brazier** promoted Chief Officer.

to **Mr. E. J. Doyle** on obtaining his Second Mate's Foreign-going Certificate and on his appointment as Third Officer on the "IRISH PLANE".

to **Mr. H. Mehaffy** promoted from Second to Chief Engineer on the "IRISH WILLOW".

to **Mr. J. J. Sullivan** promoted from Third Engineer to Second Engineer on the "IRISH SYCAMORE".

to **Mr. I. Stuart** who obtained his Second Engineer's Motor Certificate on his promotion to Second Engineer.

to **Mr. J. B. Young** who also obtained his Second Engineer's Motor Certificate—his promotion to Second Engineer, now serving on "IRISH ROSE".

to the brothers, **B. O'Geran** and **S. O'Geran**, both promoted from Fourth Engineer to Third Engineer.

to **Mr. B. McCann** promoted to Third Engineer.

to **Mr. M. Kennedy**, Junior Engineer, promoted to Fourth Engineer on the "IRISH PLANE".

to **Mr. W. Maher** promoted to Fourth Engineer on the "IRISH SPRUCE".

to **Mr. J. Twomey** promoted to Fourth Engineer on the "IRISH WILLOW".

to **Mr. P. White** on his appointment as Fourth Engineer on the "IRISH CEDAR".

to **Mr. J. A. Lyons** on his promotion to Second Engineer, "IRISH BLACKTHORN".

to **Mr. D. Hamilton** who obtained his Second Engineer's motor certificate.

to **Mr. M. Dillon** on his promotion to 3rd Engineer.

Mr. G. Williams of the "IRISH LARCH" suffered a leg injury at Karachi on March 21st. He was treated in hospital and rejoined the vessel a few days later.

Mr. Anthony Hall of the "IRISH HAWTHORN" was taken ill at Trinidad in February and underwent an operation in hospital. He has since recovered and has arrived home to recuperate.

PERSONNEL OF THE FLEET

(Deck Officers and Engineers in order of rank)

"IRISH ROSE": Captain J. S. Kerr; Deck Officers: V. Chaubal, J. O'Leary, P. Kearney. Engineers: R. Harrison (Chief), J. Young, P. Sparling, S. Langan. R.O.: James Dempsey. Chief Steward: W. King. Deck Dept.: P. Smith, M. Casey, P. Douglas, C. O'Driscoll, M. Murphy, T. Kennedy, J. Byrne. Engine Dept.: F. Schmidt, P. Cowhey. Catering: J. O'Haier, A. Manley, B. Byrne, D. Hynes.

"IRISH SPRUCE": Captain J. Caird. Deck Officers: D. Byrne, P. Corcoran, E. J. Doyle. Engineers: G. Cunningham (Chief), M. Kavanagh, F. Kirwin, J. D'Art, P. O'Toole, S. McGarry, R. Gunning, D. Bloomer. R.O.: Arthur Davy. Chief Steward: V. Mayland. Apprentices: C. Gillen, J. Harford, P. Keane, M. Brophy. Deck Dept.: D. O'Neill, J. Tallon, C. Maguire, E. Jameson, G. Rooney, M. Brazil, G. Elliott, D. Rogan, T. Perle, J. Fleming, C. Cody, G. Howard, N. Fynes. Engine Dept.: C. Donovan, F. Murphy, H. Crowley, H. Murphy, J. Brady. Catering: J. Reddy, V. Joyce, N. Murphy, M. McGowan, J. Smith, J. Fleming.

"IRISH ALDER": Captain J. H. Onions. Deck Officers: D. Whitford, A. McMahan, J. Gaul. Engineers: E. Flanagan (Chief), A. Caulderwood, W. Fitzgerald, T. Murphy, B. O'Leary, J. Gaul, J. M. Long, J. Toner. R.O.: George Gannon. Chief Steward: V. Thorne. Apprentices: E. Brady, B. O'Flynn. Deck Dept.: E. Montaine, P. Kearns, J. Byrne, P. O'Neill, G. Murphy, M. Bolland, J. Cadogan, C. Chmberlain, R. Markowski, D. Clarke, J. Tallant, R. Saunders, J. Broderick. Engine Dept.: P. Freeman, N. Loughrey, S. Kilbride. Catering: J. Carolan, J. Dunne, J. Fallon, A. Hudson, J. Kavanagh, E. Martin.

"IRISH POPLAR": Captain J. Poole. Deck Officers: J. Devaney, E. Greevey, C. McCarthy. Engineers: J. Moynihan (Chief), M. Gillen, G. O'Geran, R. Tennant, J. J. O'Rourke, T. Ringrose, P. O'Neill, T. McMeekin. R.O.: R. Clarke, A. Ruddock. Chief Steward: J. Rogan. Apprentices: M. J. Doyle, H. Byrne, C. O'Connell, J. A. Desmond. Deck Dept.: B. Carroll, J. Donnelly, P. Sharkey, J. Ellis, M. Lennon, D. Rankin, D. McCarthy, E. McGrane, J. Stubbs, M. Corcoran, N. Daly. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, J. Early, N. Moynihan, T. Keegan. Catering: J. Cullen, D. Barry, O. Plunkett, B. L'Estrange, K. Edwards, G. Byrne.

"IRISH FERN": Captain J. A. Gleeson. Deck Officers: G. Brazier, C. Lavery. Engineers: N. S. Richardson (Chief), A. M. Engler, N. O'Neill. Deck Dept.: C. Fox, S. Bolton, G. McNeill, J. Driscoll, G. Brannock, H. Darcy. Engine Dept.: T. O'Regan. Catering: P. McSweeney, A. Buckley, T. Kiernan.

"IRISH MAPLE": Captain M. Langran. Deck Officers: J. Small, F. Kelly, J. A. Byrne. Engineers: M. Byrne (Chief), W. Brickley, G. McDonald, D. O'Keefe, K. Edwards, T. J. Molloy, W. Hynes, W. O'Connor. R.O.: Donal Rocca. Chief Steward: J. Doran. Apprentices: N. Hearne, P. Scott, P. Kehoe, J. A. Kehoe. Deck Dept.: P. McDonnell, J. Ryder, D. McDowell, D. McQuillan, M. Toban, W. Boone, J. Fleming, J. Forde, J. Cousins, J. Nealon, G. Leech, G. Kavanagh, J. Maxwell. Engine Dept.: T. Kinsella, P. O'Brien, J. McCarthy, A. Burns. Catering: M. Joyce, A. Mooney, J. Walsh, M. O'Rourke, B. Delaney, W. Wiltshire.

"IRISH LARCH": Captain B. Reilly. Deck Officers: C. O'Kirwan, E. Kavanagh, N. Foley. Engineers: G. H. Rowe (Chief), R. Murdoch, J. Little, B. Geaney, T. O'Donovan, S. Mahon, C. J. Crowley, W. Jackson. R.O.: G. Wade. Chief Steward: T. Dillon. Apprentices: D. O'Doherty, D. Leonard, T. O'Brien, F. Coleman. Deck Dept.: C. Louth, P. Tallon, J. Levins, L. Wadden, T. Mahoney, F. Stubbs, J. Lynch, P. Chandler, T. McClean, W. Brady, E. Byrne, P. Rossi. Engine Dept.: S. McCluskey, N. Tobin, J. Tone, P. O'Brien. Catering: R. Heapes, J. Kavanagh, J. Martin, J. McEvoy, B. Byrne, G. Williams.

"IRISH ROWAN": Captain I. H. Tyrrell. Deck Officers: W. Garvey, J. McPartland, G. Anderson. Engineers: R. Pye (Chief), T. M. O'Leary, B. Scalzo, P. D. Crowley, M. Kilcline, P. Spillane. Electrician—P. J. Connaughton. Chief Steward: J. Moynihan. Apprentices: T. P. McKenna, P. D. Gordon, D. Corish, J. Shelton. Deck Dept.: K. Healy, J. O'Driscoll, M. Twomey, M. Price, R. Kinsella, J. Fenton, D. O'Neill, J. Logue. Engine Dept.: J. Fox, W. Mahoney, J. Redmond, J. Caffrey, F. Keenan. Catering: L. Hanley, B. Fay, K. Histon, N. Sheridan, B. Kiernan.

"IRISH HAWTHORN": Captain T. Donovan. Deck Officers: E. Longmore, J. Rickard, C. Kelly. Engineers: K. Roche (Chief), H. Dowdall, S. Scully, M. O'Connell, M. Furey, E. Doyle, M. Lyons. Electrician: F. Mulhern. R.O.: T. Burke. Chief Steward: T. Forde. Apprentices: R. Gordon, M. Byrne. Deck Dept.: T. Rowan, P. Collins, P. Hawkins, G. Daly, C. McGauley, T. McCarthy, M. Doyle, L. Hanlon. Engine Dept.: D. Keogan, J. Kelleher, J. Hannah, M. Gilton, M. Fleming, R. McNamara. Catering: M. O'Donnell, R. Cullen, K. Buckley, S. Lattin, E. Russell, P. Walsh.

"IRISH OAK"—In dry dock at Dublin.

"IRISH PINE": Captain F. Kirk. Deck Officers: J. Mitchell, W. Kimberley, L. O'Duffy. Engineers: F. Richardson (Chief), H. Lewsley, R. Quinlan, S. Cox, B. Larkin, A. P. O'Sullivan, P. Hennessy, A. Dillon. R.O.: David Glass, Patrick Neilan. Chief Steward: G. Zacherl. Apprentices: P. J. Tyrrell, A. Moynihan, T. Bell, P. D. Kelly. Deck Dept.: G. White, J. Twomey, T. Rickard, C. Doolin, P. Kelly, E. O'Neill, P. Kavanagh, J. Gougher, D. Scanlon, J. Davis, B. Farren, J. Byrne. Engine Dept.: P. Proctor, F. Macken, M. McCabe, W. Martin. Catering: T. Mason, R. Whelan, W. Murphy, D. Glynn, J. Fagan, R. Hempenstall.

"IRISH WILLOW": Captain M. O'Dwyer. Deck Officers: F. Leigh, D. Daly, J. B. Ryan. Engineers: R. Mahaffy (Chief), T. J. Carroll, A. Hughes, J. Twomey, R.O.: S. Walker. Chief Steward: H. Bond. Deck Dept.: D. Brown, J. Murphy, W. Doyle, H. Kane, P. Donegan, N. Roddis. Engine Dept.: M. Lyons. Catering: R. Moylan, G. McGovern, D. Cronin, E. Hanlon.

"IRISH CEDAR": Captain T. Glanville. Deck Officers: M. McMahon, K. Dooley, V. Kenny. Engineers: H. Mooney (Chief), P. Walsh, P. O'Shea, P. White, N. Kinsella, W. McCarthy, P. J. Kehoe, P. Browne. R.O.: R. Stopford. Chief Steward: N. Curran. Apprentices: R. G. Livingstone, F. Perrott, G. Thompson, A. McRedmond. Deck Dept.: J. McEvoy, L. Owens, A. Hulme, R. Carrick, E. McFadden. Catering: B. Crilly, W. Rogan, M. Goulding, J. Lyons.

"IRISH HEATHER": Captain J. J. Walsh. Deck Officers: J. St. John, J. P. Lannin. Engineers: W. Meagher (Chief), P. Kavanagh, J. Speight. Deck Dept.: J. Farrell, T. Sweeney, A. Loughlin, P. Carr, J. Madigan, K. McCormac. Engine Dept.: B. Malone. Catering: W. Foy, P. Murphy, D. Murphy.

"IRISH BLACKTHORN": Captain R. Patterson. Deck Officers: S. Boyd, M. Henshaw, T. Joyce. Engineers: H. Wright (Chief), P. Shortall, E. Hughes, J. Lyons, M. Doyle, T. Murphy, J. Kelly, D. Harrington, D. Maloney. R.O.: L. Martin. Chief Steward: P. Farrelly. Apprentices: H. Courtney, J. Whyte. Deck Dept.: P. Dempsey, J. Dillon, E. Gavin, P. Enright, M. Allen, T. McMahon, M. Duffy, J. Smyth, P. Beggs, R. Egan, G. Nolan. Engine Dept.: J. Grennan, J. Murphy, R. Proctor, W. Wiltshire, H. Clinton, J. Nooney, R. Cromwell. Catering: C. Cunningham, T. Masterson, N. Blake, S. Power, J. Kelly, T. Nolan, G. Molloy.

"IRISH SYCAMORE": Captain J. P. Kelly. Deck Officers: C. Mahon, D. Warner, D. Murphy. Engineers: W. Holliday (Chief), J. Sullivan, W. Cleary, M. Curley, P. Quinn, J. Carter, J. Breen, P. Coffey. R.O.: C. Grey. Chief Steward: J. Bennett. Apprentices: J. Pett, M. O'Shea, J. F. Tilton. Deck Dept.: H. Kent, F. Sullivan, M. Trescy, E. Fitzhugh, A. O'Reilly, P. Dunne, J. Costa, P. Boland, S. O'Grady, S. Cortazar. Engine Dept.: W. Brown, P. O'Connor, P. Leonard, J. Manede. Catering: E. Byrne, H. Moore, B. Warren, R. Dunne, J. McNally.



On the "Irish Fir", T. McGuire, Liam Nolan, Gerry Derham and Billy O'Neill.



The four Nigerian students training at Cork under our Marine Engineering Scheme were received recently by the Lord Mayor. Our photo left to right shows: Mr. Samuel Igwegebe, Mr. J. Adelbayo Awarun, Mr. L. St. J. Devlin, Director, Mr. Nnamju Nnamju, Alderman Sean McCarthy, T.D.—the Lord Mayor, Mr. P. J. Crowley, Manager, Cork Office and seated Mr. Francis Fagbule.

FLEET PERSONNEL—continued

"IRISH ASH": Captain J. Flanagan. Deck Officers: M. Willoughby, J. J. Martin, W. Kirwin. Engineers: W. Howie (Chief), J. McGuinness, S. O'Geran, J. Waters, M. Murphy, M. Lawlor, J. McLaughlin, P. Allison. R.O.: Patrick O'Shea. Chief Steward: J. Murphy. Apprentices: K. Geoghegan, D. Buckley, J. O'Mahoney, P. Noonan. Deck Dept.: J. Galvin, F. McArdle, O. Grace, N. Murphy, R. Early, J. McNally, P. Bradshaw, M. Whelan, G. Pullen, N. Hart, P. Lyons. Engine Dept.: W. Coote, J. Tobin, M. Daly, P. McEvoy. Catering: W. Lyons, M. Moody, B. Culligan, E. Waters, J. Buckley, W. Haddock.

"IRISH HOLLY": Captain G. Blaney. Deck Officers: H. Fidler, P. O'Byrne, B. Keane. Engineers: T. Barry (Chief), M. Cassidy, A. J. O'Mahoney. R.O.: Kevin Murphy. Deck Dept.: P. Hearne, J. Maher, J. Murphy, R. Leonard, A. Kehoe, J. L'Estrange, M. Maher. Engine Dept.: P. Walsh, E. Kinney, C. Cavanagh, J. Lang, K. Flynn, S. McCarthy. Catering: F. O'Neill, M. Enright, D. Byrne.

"IRISH FIR": Captain J. Lee. Deck Officers: M. Griffiths, J. Weston, T. O'Brien. Engineers: J. Troy (Chief), T. Carroll, H. Shannon, D. Hoey. R.O.: D. Stoodley. Chief Steward: W. Gouldson. Deck Dept.: J. Hall, J. Lawless, Wm. O'Neill, L. Kearns, G. Derham, P. Redmond, J. Austin. Engine Dept.: J. Doyle, J. Haiford. Catering: D. Rooney, H. Howard, H. Lennon, P. O'Brien.

"IRISH PLANE": Captain R. H. Greene. Deck Officers: M. Carey, P. V. Buckley, M. O'Mahoney. Engineers: P. Walker (Chief), N. Whitfield, J. Geoghegan, M. Kennedy, J. Bradshaw, G. Dorgan, D. Walshe. Electrician: J. Dunne. Chief Steward: J. Clinton. Apprentices: R. Grant, G. Collins.



Pat Sweeney at leisure on the "Irish Oak"

TIM FINNEGAN'S WAKE

1. Tim Finnegan lived in Walker Street,
A gentleman, Irishman—Mighty odd,
He'd a beautiful brogue, so rich and sweet,
And to rise in the world he carried the hod,
But you see he'd a sort of tipling way,
With a love for the liquor poor Tim was born,
To help him through his work each day,
He'd a drop of the creature every morn'.

Chorus

Whack fol dela, dance to your partner,
Round the floor your trotters shake,
Isn't it the truth I tell you
Lots of fun at Finnegan's wake.

2. One morning Tim was rather full,
His head felt heavy, which made him shake,
He fell from the ladder and broke his skull
So they carried him home a corpse to wake.
They rolled him up in a nice clean sheet,
And laid him out upon the bed,
With a gallon of whiskey at his feet,
And a bucket of porter at his head.

Chorus . . .

3. His friends assembled at his wake,
Missus Finnegan called out for lunch,
First they laid in tea and cake,
Then pipes and tabacky and whiskey punch,
The widow Malone began to cry,
Such a nice young corpse she did never see,
Ah Tim mavoureen why did you die,
Arrah hold your gob, says Paddy McGee.

Chorus . . .

4. Then Peggy O'Connor took up the job,
Arrah Biddy says she ye're wrong I'm shure,
But Biddy then gave her a belt in the gob,
and left her sprawlin' on the flure,
Each side — war did soon engage,
'twas woman to woman and man to man,
Shillelah law was all the rage,
And a row and ruction soon began.

Chorus . . .

5. Mickey Mulvanny raised his head,
Then a gallon of whiskey flew at him,
It missed him—fallin' on the bed,
The liquor scattered over Tim,
Bedad he revives, see how he raised,
And Timothy jumpin' from the bed,
Cries while he lathered around like blazes
De t'anam an diathall, do you think I'm dead.

Chorus . . .

Christmas Day of 1963 being a day of planning for many ships and the dismal outlook of the ships ready to sail, Irish Blackthorn due to arrive, dame rumour predicted late arrival. We are happy to toss dame rumour around the jetty. Our anxiously and hopefully arrival of the Irish Blackthorn was fulfilled, there she was at Jetty 1 and Christmas invitations sent aboard to join the Christmas celebration.

The Irish Blackthorn and German crew of Cuyama Valley, Bulk Oil, mixed crew, last but not least Polaire, French crew. All members not on duty participated.

May we of United Seamen's Service of Banda Mashur express our sincere thanks to the crew members of the Irish Blackthorn for their contribution to assist in entertaining and mixing with guests and seamen of other nations. We shall always remember the crew of the Irish ship. Their wit and friendliness and conduct made our Christmas Day. We shall look forward to the return of the Irish Blackthorn.

We wish you good crews and full ships for the year of 1964.

Jane Gallagher,
Port Director,
U.S.S. Banda Mashur.

The latest "SIGNAL" was enjoyed by all and I especially was most interested in the Greystones account and how so much effort is now being made to reduce the gap between those ashore and afloat by all now working on the theme of closer co-operation for the common good and overall general advancement of the Company.

With best wishes and regards from self and all on board to shore staff.

I. H. Tyrrell,
Master.

We feel we cannot allow the Sycamore's claim to go unchallenged. As long as the tankers are recognised as part of I.S.L.'s fleet, although this sometimes appears doubtful, then it is far from safe to claim to be the first Irish ship to visit the Philippines. The "Irish Hawthorn" visited Manilla as long ago as February 1959.

Other Hawthorn "Firsts" were Trinidad in March 1958 and New Zealand in June 1959. We are sure a little research would disclose such others as Bahrein, Venezuela and Malta.

In conclusion, congratulations to SIGNAL, particularly for items such as Personnel movements. We often hear remarks such as "When do we get the next Signal" and this is surely a measure of its popularity.

Kenneth O'Galligan, Second Engineer.
Edward Hughes, Third Engineer.