

SIGNAL

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Nollaig fé shéan is
fé mhaise dár
Léightheóiri uilig.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

Irish Shipping — Palgrave Murphy

The biggest news since our last issue was the announcement of the link up between ourselves and Palgrave Murphy Ltd. The two companies have signed an agreement whereby Irish Shipping Ltd. will invest £150,000 in Palgrave Murphy Ltd. and secure a 40% interest in the firm.

Palgrave Murphy Ltd. is one of Ireland's leading private shipowning concerns and operates regular scheduled services between the major Irish and European Continental ports. The firm acts as Dublin Agents for a large number of shipowners and works an extensive stevedoring business along with providing customs clearance services and running a large road transport organisation.

The agreement, which has the blessing of the Minister for Transport & Power, represents a most important development in Irish maritime affairs and should work to the advantage of both companies. It will enable Palgrave Murphy Ltd. to plan for the future with fresh confidence. In recent years there has been a progressive increase in Irish-European trade, and Palgraves will be gearing their organisation to cope with the anticipated growth in traffic carried on their own vessels and on those of their German and Dutch associates. They operate in an area of growing importance to the Irish economy. The imposition of the 15% levy on imports by the British Government inevitably will spur exporters here to step up shipments to the Continent and it is reasonable to assume that in the foreseeable future Ireland will be a member of the Common Market.

For Irish Shipping Ltd. the new arrangement, while associating us with a branch of the home trades, enables us to concentrate on our principal activity which is the operation and maintenance of a deep sea cargo fleet. We will share in the successes which no doubt Palgrave Murphy Ltd. will continue to achieve in an area where they hold a long established tradition. To the Continental cargo business, Palgrave Murphy can bring to bear an intimate knowledge borne of long experience allied to a well proven operating skill.

The two companies will set up a joint working committee at management level to determine how best to harmonise activities common to both and to eliminate overlapping where practicable. In various directions it is hoped to work more efficiently and to reduce costs.

The existing management of Palgraves will remain unaltered but in future the Board of Directors will have two members nominated by Irish Shipping Ltd. Mrs. A. Gordon who succeeded the late Captain A. S. Gordon as Chairman in 1951 and Colonel J. B. Hollway who has been a Director since



Left to right: Mr. John Gordon, Mr. Stephen Mackenzie and Mr. Patrick Jameson.

1934, will both retire. The new Board will consist of:—

Mr. John M. Gordon, Chairman and Joint Managing Director.

Mr. Stephen Mackenzie, Vice-Chairman (I.S.L. Nominee).

Mr. J. P. Jameson, Joint Managing Director.

Mr. P. D. Young, Executive Director.

Mr. L. S. Furlong, Director (I.S.L. Nominee).

At a joint Irish Shipping Ltd./Palgrave Murphy Ltd. Press conference called to announce the new agreement Mr. John M. Gordon said:

"Palgrave Murphy Ltd. has always been an Irish company and, as such it can best serve the needs of Irish business and of the community as a whole. In the 1830's, the firm of W. B. & C. Palgrave & Co. was established and the Murphys joined the Company in the 1870's. By the beginning of the present century, a substantial fleet was operating on routes linking Ireland and Europe, and an unbroken service has been maintained since then. In particular, I must mention that during the Second World War our fleet were proud to contribute towards maintaining Ireland's lifeline with overseas sources of supply.

"Today we operate a modern fleet—augmented recently by the introduction of a new vessel on time charter. This investment by Irish Shipping Ltd. means that we can look forward to keeping in step in our shipowning operations with our partners, with whom we have operating agreements. There have been many developments as trade has increased and there will be substantial developments in the future. For example, we recently introduced the first Irish owned and operated refrigerated container service.

"I consider that the association represents a confident investment in the future of Palgrave Murphy by Irish Shipping Ltd. and this development

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“THE PARISH OF THE SEA”

By Rev. Sean O'Shea, Port Chaplain, Freemantle.

The Apostleship of the Sea is the official organisation of the Catholic Church for the spiritual and material welfare of seafarers. For seagoing members of the community mention of the Apostleship will occasion expressions of heartfelt gratitude and family pride that the Church has a special solicitude for the men afloat. For the majority of the folk ashore, call them landlubbers if you will, the Apostleship of the Sea has only the vaguest of meanings. That of course is a pity, and it is with the earnest intention of arousing your interest and maybe enthusiasm, that the following remarks are contributed.

Ireland is, of course, a maritime nation. Its merchant fleet sails the seven seas. The number of men manning those ships is quite considerable, and that of course would be much less than the Irishmen on board foreign registered ships. Let's look at the world scene, however, for a beginning.

It is generally agreed that there are approximately 1,000,000 men afloat on the world's ships. It is also generally accepted that about half that number are baptised Catholics. The net result of that is that the spiritual, social and material welfare of a considerable number of people must be undertaken by some responsible body. I do not wish to be misunderstood when I say that the social and material welfare is also in some way the responsibility of those who live ashore. The seafarer is no longer in material need as a rule, in fact, by reason of good rates of pay now obtaining, the seaman with too much money to spend is a problem to himself.

THE CHURCH AND THE SEAFARER

It is only right, however, to look at the spiritual aspect of things for a start. Rather than go into detail about the efforts of different bodies within the Church which have each, according to its capacity, undertaken the apostolate to the seafarer over the years, we now have since 1921 a central and all-embracing world-wide Catholic department within the Church especially geared and equipped to undertake the spiritual, social and material welfare of seafarers.

This organisation is officially entitled, “APOSTOLATUS MARIS,” or in English, “The Apostleship of the Sea”.

In most of the world's ports and in all those of any consequence in the free world, the Church has established centres of the Apostleship of the Sea.

It can be readily seen that the normal parish is not geared to serve the spiritual let alone the social or material needs of the passing seafarer. Ships are in port these days for very short periods only. Apart from berthing charges and competition in cargo handling, a big ship is too valuable a piece of machinery to have lying idle for very long

ENCOURAGEMENT

An Apostleship of the Sea Centre, A.O.S. for short, is so arranged, an artificial set-up one might say, whereby the Catholic seafarer is deliberately sought out on board his ship as soon as it arrives in port. In short, he becomes a parishioner for the time being of this particular parish of the sea. The shore members of the Apostleship of the Sea will be for him during his short stay what the normal parish and its association is for the shore-bound Catholic. The Christian community on board ship is encouraged, strengthened and renewed by association with the Christian community ashore.

An A.O.S. centre will include a chapel in which Mass is offered in the evenings, always on Sundays, and as a rule on one or two week evenings as well. The Mass time will be such that catering department personnel will be able to attend. I know personally of many centres where Mass is offered during the interval in the course of the evening social.

Much could be said about the varied programme to be found in various centres of the Apostleship of the Sea. Suffice it to say it must be something in which the Catholic atmosphere is genuinely experienced in the recreational as well as the social and purely religious aspects.

The programme must be such as will attract not only the good but also the lukewarm and indifferent Catholics. It must be worth their while coming along. It must be a sort of wedding of the seafarer's needs, spiritual, social and material under one roof. It must be a concrete expression of the solicitude of the Church for the whole man.

SPIRITUAL ADOPTION OF SHIPS

Much has been said of the Centres of Apostleship of the Sea as found in the world's ports. What of the Catholic Community at large? Should they become involved or can they become involved in any way in this apostolate?

The Holy Father has not hesitated to point out that the immediate families of those at sea have a special duty too, and are in a special way equipped to participate actively in the work of the A.O.S. In saying that they were especially equipped, the Holy Father had in mind the fact that relatives and close friends of those at sea will have a greater appreciation of the stresses and strains of life at sea.

All such relatives are then reminded of the appeal of the Holy Father. What of the Catholics who cannot become actively involved in or through an A.O.S. centre? All can certainly pray for the spiritual welfare of seafarers. In many countries, schools or pious groups are encouraged to undertake a sort of spiritual adoption of particular ships.

NIGHT TRAIN

by KEN HARDMAN

Reprinted from "The Seafarer"

The tall, spare man picks up his suitcase and moves slowly through the crowd toward the edge of the platform, his sea-blue eyes fixed on the plume of steam that marks the incoming train. It is a long time since he last did this, and his heart is heavy; for the hundredth time he is tempted to abandon the whole thing and return home to his family. But he is trapped, just as he was trapped years ago by the adventurous spirit of youth. There can be no turning back now.

Like an obligato to the thunder of the train, he hears again the voices of his friends: "Oh yes, the sea is in his blood . . ." "No, he can't stay in a shore job for long. Call of the sea you know . . ."

Hissing and snorting the train stops in front of him. The compartment is empty; he swings his suitcase up on to the rack and settles thankfully in a corner seat, staring sightlessly out of the window. What nonsense they thought up between them, though. He doesn't particularly like the sea any more than this engine-driver likes the tracks on which he drives.

If he thinks about the sea at all it is as an antagonist, something to fight from the first queaziness of the stomach to the last whitecrested storm-driven wave. Then what is it that drags him back, away from a comfortable home and a passably good job, back to the roaring uncertainties of the sea? The train jerks into motion, and in the suddenly darkened window he sees the reflection of his creased forehead and thoughtful eyes.

Could it be the way of life aboard ships that he has missed so much? In the mirror of the window his lips twist into a smile. The sailor's life: that unique combination of gaiety and boredom, peace and frustration, beauty and sordidness. Could it be that this is one of his reasons? He closes his eyes and begins to dissect the life of a sailor as a biologist might dissect a strange growth, looking for the cause of its strangeness.

There are the contrasts, of course; where else on the face of God's earth can one meet with such violent contrasts as those which occur in the length of a single voyage? In a matter of days the weather can change from freezing cold to searing heat. Jerseys and heavy clothes are abandoned like useless husks and a man steps forth in the near-forgotten boyish freedom of shorts, feeling the sweat channel down the browning skin of his bare chest. Now he curses the heat as a few days before he cursed the cold, for it is always vitally necessary to curse something. But the cursing goes no deeper than the mouth, no deeper than the delicately traced

patterns of flying-fish on the empty blue-silk sea.

And then there is the contrast in scene. For days on end the ship steams peaceful and alone, the men buried in the monotony of routine. Watch follows watch, starlit lookout follows thoughtful wheel, until the very soul is drugged and calm as a sunlit pool and a man might be content to sail on thus forever, divorced and apart from the troubles of the world.

But suddenly his quiet world explodes into the bustle of ports and harbours; the ship is invaded by screaming hordes of cargoworkers and businessmen; black, brown, yellow, olive faces crowd around him in splendid confusion, entreating him to buy this or that, to visit the Casablanca bar just up the street where English is spoken. At once he is fully alive again, awakening refreshed to the sights and sounds of a strange land.

It is now that the door of another watertight compartment in his life opens. The port lies on the doorstep before him in the soaring splendour of tall buildings or the pathetic squalor of clustered huts. For a few hours, a few days, it is his to do with as he chooses; he may drink its wine and savour its women, he may walk its wide tree-lined streets or twisting dirt tracks, or he may simply stand at the ship's rail and gaze across the waters of the harbour, content to know that he is here in a foreign land which is but a name in an atlas to most of his friends at home.

And all the time the work of the ship goes on: there are wires to drag and splice, blocks to rig, hatches to open, meals to cook, boilers to tend; all the thousand jobs that keep a working ship alive and well must be attended to though the sailor's head may throb from a wild night ashore and the heat of the sun hits his sweating back like a blow. But there is always tonight to live for, tonight and a host of other golden nights stretching away into the future like a bright string of fairy lights.

The sailor opens his eyes just in time to see the yellow gas-lights of a small station flash past the train window. His stomach tightens a little in anticipation. What will the rest of the crowd be like? Will sailors have changed at all in the last few years? He doubts it. Seamen have always been a special breed of men—they need to be, or the sea soon weeds them out and washes them ashore like so much driftwood. His eyes slowly close again, and he dreams of the homecoming, the time when he will be on a train—perhaps this very one—going in the opposite direction.

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NIGHT TRAIN—continued

To a sailor, homecoming is the essence of the voyage, a distilled pleasure that never palls in a lifetime at sea. Why go away at all then, if there is so much pleasure in the home? The logic is there, but the truth goes much deeper.

The dozing sailor remembers coming home to a starry-eyed wife, the freshness of long separation on them, and his pockets stuffed with money. He brings her gifts from the other side of the world and the gift of his love, and they are supremely happy. Life has a purpose, for each day is precious and must be savoured like a course of a gourmet's dinner.

In the street and in the pub his friends greet him with the strange mixture of interest and envy that so often marks the landsman's approach to anyone connected with the sea and ships. They listen quietly to his stories and confide in him that if it hadn't been for this or that they too would have gone to sea. For a time he is a king among men with only the shadowy spectre of the end of his leave to mar the perfection of life.

But wait! Does the fact that he must eventually go back really spoil the picture, or is it because of this sombre tint that the picture is so pleasing?

He dreams of the last homecoming: his wife jubilant because he is home to stay, his friends smilingly helpful about finding a job for him—although already there is a certain condescension in their manner. He is moving into their everyday world of office and factory and is no longer of particular interest to them; indeed, he must begin his shore life near the foot of the ladder that they have long since climbed, so it seems he is a pretty ordinary fellow after all.

As the months go by he sees his life begin to settle into the rut of mediocrity. He goes to work each morning and returns home each night, and his wife, unable to maintain the desperate gaiety of a brief leave, lapses into being a normal housewife.

Money is scarce, and he finds he has to make small, annoying economies; he could get a hundred cigarettes at sea for the price he now pays for twenty, and the long, money-saving weeks afloat are impossible to imitate among the tempting shops and pubs. He grows moody as the prospect of an infinity of grey days weighs down on him like a solid thing. But others do it, argues his wife. Yes, others do it. But they have not been to sea; they have not been hopelessly prejudiced by a life that teaches men to take their pleasures in short, intense interludes. And all at once the choice is there: does he want a life that flows on with the grey sameness of an inland river, or a life that floods and ebbs like the tides of the sea?

He awakes with a start. The train is drawing into a station, the one before the terminus. The carriage

door bangs open, letting in a gust of cold smoky air and an elderly red-faced man carrying a folded newspaper in his hand. He is an affable, talkative man, and soon the sailor is telling him that he is returning to sea after a long spell ashore. The stranger listens and nods.

"I was reading in a book the other day", he says tentatively, "that all seamen are escapists. Do you think so?"

The sailor is startled for a moment, then he smiles a little crookedly. "Perhaps", he says. "Maybe I am escaping now. I certainly feel as if I might be".

"Oh no". The stranger shakes his head profoundly. "It's the call of the sea, you know. It catches up with most seamen in the end. I had a friend who was just the same".

* * * *

NEW EXPORT CARGO

When the "Irish Pine" sailed from Cork at the end of October for Montreal she had on board 1200 tons, the largest single shipment of export goods ever to leave Ireland for Canada. The voyage also marked the beginning of an entirely new export trade. Included in the cargo was the initial order of 450 tons of Refractory Coating, a powder substance used to line chimney flues and manufactured in a factory opened recently in Cork city.

In future, the shippers hope to step up exports to the tune of 1,000 tons a month and, of course, we in Irish Shipping will make every effort to secure the traffic and have our ships in position at the right time.

It is most encouraging to note that trade with Canada continues to increase, in particular the movement of Irish exports, and every possible effort must be made to provide our customers on this North Atlantic run with the very best in cargo handling. The whole future of our trade to the U.S. and Canada depends on our giving to customers a service better than our competitors. We are not thinking of frequency in sailings but rather of efficiency and consideration in the caring, loading, stowing and discharging of cargo.

At every point of handling, our staff should seek to create a good impression and to have the goods delivered in first class condition. There is an enormous potential for Irish goods in North America. By getting our cargoes delivered in good condition we can contribute to the building up of trade between this country and the North American markets. This can lead to more of our ships being engaged on the North Atlantic, something which everyone in the organisation so ardently desires.



Photograph taken during the press conference called to mark the announcement of the new arrangement between Irish Shipping and Palgrave Murphy.

IRISH SHIPPING — PALGRAVE MURPHY (continued)

will enable us to further improve our services to meet the growing requirements of our customers”.

Speaking on behalf of Irish Shipping Ltd., Mr. Stephen Mackenzie said:

“We look upon this development as a positive response to the Taoiseach’s general exhortation in recent times to State-sponsored companies to extend their activities, either directly or in partnership with private firms. It represents one of the few occasions in this country on which a State-sponsored company has made an investment in an existing private company. It is also interesting to recall the link forged between our companies in the past. When Irish Shipping Ltd. was incorporated in 1941, Palgrave Murphy Ltd., Limerick Steamship Co. Ltd. and Wexford Steamships Co. Ltd. managed the wartime fleet acquired by Irish Shipping Ltd. until our own organisation was established in 1945. It has always been readily acknowledged that the wartime venture of creating an Irish deep-sea merchant fleet, which has developed into the company as we know it today, could not have been achieved

without the whole-hearted cooperation and assistance of these companies.

“Mr. John M. Gordon’s late father, Captain A. S. Gordon, was indeed a valued member of the board of Irish Shipping Ltd. from 1941 to 1945, a crucial stage in our company’s history.

“Our primary area of operation has always been in the deep-sea trades, and of the present fleet of 18 vessels, five trade on the North Atlantic, serving Irish, American and Canadian ports. The balance, both dry cargo and tanker, continuously engage in foreign trading.

“Palgrave Murphy have traditionally concentrated on the Continental routes and are specialised operators in the short sea trades. We consider that this link with them will prove to be of financial benefit to both participants”.

WELCOME BACK

We are very glad to report that Mr. L. S. Furlong, our General Manager, has recovered from his recent illness and has resumed duty.

Management Consultants

As part of the drive to improve fleet operation and also to seek out methods of improving conditions on the ships for our personnel, the Company has engaged a firm of management consultants, Personnel Administration Ltd., to make a detailed survey of existing procedures both in Head Office and on board our vessels.

In calling in experts to supplement our own efforts Irish Shipping are following the example set by a number of prominent United Kingdom shipping concerns. Firms who have employed Management Consultants in recent years include, J. J. Denholm Ltd., the P. & O. Line, Union Castle Line, John Holt Ltd.

The shipping industry is at present going through a period of cut throat competition; the situation adds up to a virtual war for survival. It is imperative at this stage for all traditional practices, customs and procedures to be rigorously examined and, if necessary, to be streamlined for modern conditions.

In an official statement from our Assistant General Manager, Mr. R. J. O'Halloran, circulated to all Masters, the following observations are made regarding "Management Consultants":

- "(a) They have a specialised and trained approach to solving problems in many different industries using the most modern techniques.
- (b) As neutral observers, they can take an objective and detached view of the Company's operations.
- (c) Being free from the daily worries and problems of running the Company, the department, or the ship, they can concentrate fully on this particular assignment".

The statement goes on:

"It is recognised that the Company executives and staff, both afloat and ashore, have acquired, over the years, an intimate knowledge of our operation problems, strengths and weaknesses. We consider we have made considerable progress in recent years in improving all-round efficiency but many of our problems are urgent and we have not sufficient trained staff to allocate full time to provide solutions. The combination of our staff working together with the Consultants will, we are convinced, provide the best results.

The survey will start in mid-November and initially these Consultants will be based in the office for about six to eight weeks, followed by a period of investigation on board suitably selected ships. Recommendations, by the Consultants will only be arrived at after much study and many discussions both in the office and on board ship. Its success will ultimately depend on the experience, ideas and advice particularly of our sea-going staff being made

willingly available to the survey team. Such co-operation with the Consultants will enable them to develop their recommendations and we are confidently depending on our Masters to ensure that this accurate picture of the operation is conveyed to our sea-going personnel.

We would also mention that we have written to the Secretaries of the Merchant & Airline Officers' Association and the Seamen's Union of Ireland, to inform them of the appointment of these Consultants and inviting the co-operation of their members during the survey".

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RELIEVING OF CREWS

In a letter to Masters the General Manager has clarified the Company's policy on the relief arrangements for crews who have been serving for extended periods on foreign trading. Apparently there was uncertainty in some people's minds giving rise to a certain amount of anxiety.

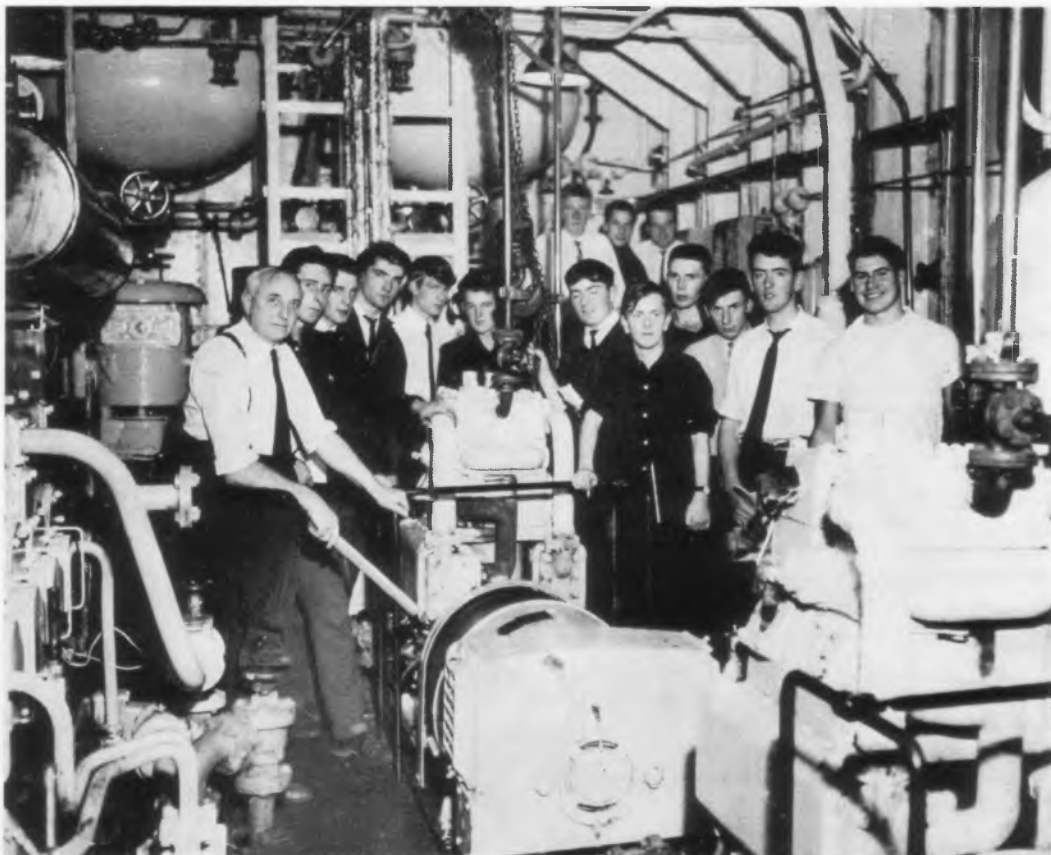
The Company's policy is to continue the signing of 2 year Articles but to change crews on foreign trading vessels, i.e. vessels not touching home ports, at the end of 12 months' service, on the understanding, however, that this rule must be flexible enough to take into account strictly economic considerations. Relief for a particular crew might go a little over the 12 month period or indeed it might take place before a year's service has been completed.

The General Manager's letter lists the arrangements for relieving crews as follows:

- (1) Where a ship has been on foreign trading for a year and has been fixed to remain abroad, e.g. the Far East, the crew will be brought home from the most convenient port on her itinerary.
- (2) Where a ship has been on foreign trading for a year and has been fixed homeward to an Irish, U.K. or near Continental port the crew will be relieved at the European port of arrival.
- (3) Where a ship, on foreign trading for a year, has been fixed to a destination which involves her passing near Europe, relief may have to be deferred until arrival at say Gibraltar or some port where it would be more economic to change crews.

In all cases the Master will be informed in advance and asked to give the information to the men on the ship.

It is earnestly hoped that this statement on the relieving of crews will remove from the minds of our seagoing staff any idea that they will be asked to serve the full period where they have signed 2 years' Articles.



Mr. J. Reed, Chief Engineer "Irish Pine," explains the working of the machinery to our Third Year Marine Engineering Students when they visited the ship at Cork recently.

MID-APPRENTICESHIP COURSE

A number of our Deck Officer Apprentices commenced a refresher course at the Irish Nautical College, Dun Laoghaire, on November 16th. The object of the course is to:

- (a) revise the studies conducted through the correspondence course with the Plymouth Technical College;
- (b) to go over the programme for the E.D.H. examination and, in particular, to assist those Apprentices who have not yet obtained this Certificate;
- (c) to prepare all those attending for the Lifeboat Certificate examination and to have the examination held if practicable.

Apprentices attending the course are:

Eamonn Brady, Dermot Kavanagh, Derek Leonard, Hugh Byrne, Robert Livingstone, James Goulding, Gavin Gillen.

CREW MEMBERS INJURED

When the IRISH ALDER ran into a heavy gale in the Atlantic on November 19th three of her crew, Mr. Malachy Bollard of Rush, Co. Dublin, Mr. Thomas Harmon of Annagassan, Dunleer, Co. Louth, and Mr. James Beausang of Ballymacoda, Co. Cork, were injured—fortunately none seriously—but the Master, Captain J. Onions, decided that Mr. Bollard should receive skilled medical attention as quickly as possible and diverted the vessel to Ponta Delgado in the Azores to land this injured seaman.

The IRISH ALDER had left New York on November 14th with 9,000 tons of maize and general cargo bound for Dublin and Cork.

CHRISTMAS PARTY

This year's annual Christmas staff party will be held in Jury's Hotel on Thursday, December 17th. It will be a formal dress affair. Ships' personnel wishing to obtain invitations should contact the Hon. Secretary, Mr. Maurice de Mangeat, Chartering Department.

REPORT ON THE "IRISH MAPLE"

By D. Rocca

On the 23rd day of June 1964 the 'Maple' let go her moorings in the port of Melbourne, Australia, and we sailed for the land of the rising sun. The old girl after her six week rest gave of her best and it wasn't long before we had a good view of Sydney harbour bridge from our port side. Four days after sailing we were in the Coral Sea. We had the Suamarez reef showing at a distance of 21 miles.

On June 30th, we passed through the New Ireland Straits and though some might be inclined to disagree with us, every man and jack of us would swear the Island and surrounding sea was the deepest shade of green.

While passing through the Hall Islands, dark dusky maidens lined the golden sands of Nomwin Island and waved what appeared to be grass skirts in greeting to us. Their menfolk were otherwise engaged in loading copra into a small coastal trader which lay inside the reefs. On we plowed until we sighted the Mariannas far off to port. After consultation with our Hurricane expert 2/O Kelly, we left the Mariannas group and finally after 17 days' steaming we arrived at Muroran on Japan's smaller island, Hokkaido.

Muroran is one of Japan's largest steel towns and the 'Maple' was no stranger to this port. For the first day in port everyone replenished themselves after the long haul, but on the second and all days following, transistor radios, record players, dolls and kimonos came very much into evidence as everyone invested their subs on presents for those they left behind. We trust, dear Editor, that no Customs Officer or Officers will come by the next issue of SIGNAL.

Next port was Iloilo, Phillipine Islands. While the deck officers were left to ward off the pirates (real live ones) most hands went ashore to test the local brew and what a brew it was too. Worthy of mention at this stage is the method of transport used in order to get ashore. First, one boards a long vessel with sails on it and after some 15 minutes sailing the boatman jumps out and carries each passenger ashore on his shoulders. There is no jetty and the thought of a five foot Filipino carrying us aloft didn't exactly appeal to us. However, when he nimbly trotted through the water with our Second Engineer, Mr. Brickley, and placed him safely on terra firma our fears were dispersed.

After some four months of silence we were once again conversing with fellow brethren of the Pacific

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The Pilot boards the "Irish Blackthorn" at Tupavouri, Finland.

THE MAPLE—continued

Ocean when we contacted the "Irish Cedar". Greetings were exchanged and after wishing the "Cedar" a bon voyage and a speedy return home we headed on.

On the 3rd of September, after some 30 days at sea, we sighted our first land which was the Isthmus of Panama. The following day we entered the canal and in the small hours of the 5th day we sailed from Panama—destination unknown. We headed towards U.S.N.H. It appears the sea ladies got the word from their China Sea chums that we were on our way and gathering all the force they could, Hurricanes Cleo, Dora and Ethel had a go at finding us out. We agree they put up a good struggle and at times (like their Japanese friends) had us really worried, but the 'Maple' once again emerged victorious, and by manoeuvring between Dora (which hammered Florida) and Ethel we arrived in New York harbour after 37 days at sea.

While in New York the "Irish Spruce" came in and several of our North Atlantic brethren paid us a visit. We entertained them in true 'Maple' fashion, and we feel they enjoyed themselves, but alas we'll have to wait a while longer before they can tell us so, because they appeared to lose their voices as they left us. Our ex 3rd Officer, Mr. Byrne, deserted us and left with them. No doubt Jack is lowering one of his much cherished pints right now. (Regards from all here Jack!).

Well the 'Spruce' sailed next day and a few days later on September 29th we also sailed to the Gulf.

We arrived in New Orleans on 27th September after an uneventful passage.

On the 9th October we left New Orleans bound for Houston where we arrived on October 11th. We sailed for New York the following day. On our way Hurricane Isabelle made one last desperate attempt to seek us out but she too was wasting her time.

We arrived in New York for the second time on October 19th and sailed the same day for Baltimore. We arrived in Baltimore on October 21st and sailed the same day for Las Palmas.

The voyage across was a pleasant one void of hurricanes and bad weather of any sort, and on Saturday, October 31st we arrived. Many fine gentlemen were there to greet us 'though I'm sure even Captain Langran doesn't know who half of them were. Anyway the glad rags were once again taken out freshly pressed from the closets and all who could went ashore to rub elbows with the tourists.

The next day we left, destination Algiers. Just as Las Palmas was fading below the horizon screams of 'Elephants, Elephants!' were heard emanating from the wheelhouse. We feared poor old Kelly



A special Christmas greeting for Alan Dillon, Electrical Engineer on the "Irish Hawthorn," from his mother, father and sister Moira. Also congratulations to him for his birthday which he celebrated on November 4th.

would be leaving us in a strait jacket at Barcelona, but further investigation showed that he was seeing elephants, and we saw them too. A ship loaded with Chipperfield's circus was passing quite close to us and we observed among other animals four large elephants. Our Chief Officer gazed in envy, wishing he too could have such power on deck.

Chipperfields went on its way and we headed for the Gibraltar straits. On November 4th we arrived at Algiers, and we left same for Barcelona early on the morning of November 6th. We arrived late on the evening of November 7th. Much to our regret we sailed the next day, so there was no time to explore this much talked about holiday resort. Our destination was Benghazi.

From here we are going to Marsa El Brega (an I.S.L. first I think), Tripoli and finally Tunis. After Tunis we'll be going on a grain run to USNH for the U.K. west coast. It may transpire that we'll be home for Christmas, but should it not may we of the 'Maple' take this opportunity of wishing all, ashore and afloat, a Merry Christmas and Prosperous New Year.

SOCIAL AND PERSONAL

PERSONNEL ON LEAVE

Masters: Captains J. A. Gleeson, M. McMahon, J. Onions, P. F. O'Seaghdha, J. Poole.

Chief Officers: Messrs. J. J. Devaney, M. Doyle, M.O'Connell.

2nd Officers: Messrs. T. O'Leary, C. Lavery, E. Greevy, D. Warner, J. Rickard.

3rd Officers: Messrs. G. Anderson, J. Gorman, J. A. Byrne, T. S. Joyce, J. Coady.

Chief Engineers: Messrs. J. Morgan, J. J. Reed, R. Tennent.

2nd Engineers: Messrs. J. Ennis, A. Calderwood, H. Lewsley, M. Kavanagh, J. D'Art, P. Walsh, R. Murdock, H. Dowdall, G. O'Brien.

3rd Engineers: Messrs. H. Shannon, J. Nangle, P. Shortall, D. Burke, S. Cox, J. Little, E. Hughes, J. Barron, T. O'Driscoll, W. Fitzgerald, J. Scott.

4th Engineers: Messrs. J. Waters, P. White, J. Long, N. Kinsella.

Junior Engineers: Messrs. M. Murphy, J. Fahey, P. Spillane, J. Kelly, S. Hennessy, N. Fitzgerald, D. Harrington, K. Kavanagh, S. McGarry.

Electrical Engineers: Messrs. M. Dumphy, P. Coffey, D. Rose, A. Dillon.

Apprentices: Messrs. E. Brady, D. Leonard, P. Keane, D. Kavanagh, J. Pett, H. Byrne, A. McRedmond, R. Livingstone, G. Gillen, J. Goulding, M. Courtney, P. Tyrrell, T. O'Brien, L. O'Duffy.

Chief Stewards: J. Clinton, G. Zachert, B. Dorgan.

SICK LEAVE

Masters: Captains C. A. Brennan, A. R. Evans.

Chief Officers: Mr. M. Carey.

4th Engineers: Mr. H. Caughey.

Apprentices: Messrs. M. Bowen, B. O'Flynn.

RECENT APPOINTMENTS

Electrical Engineer Officers:

Mr. B. McBride, Mr. A. Richards, Mr. D. Rose, Mr. J. Leonard, Mr. A. W. Read.

Junior Engineer Officers:

Mr. M. Kavanagh, Mr. B. McKevitt, Mr. J. J. Doyle, Mr. K. Draisey, Mr. T. Furlong, Mr. D. Dunne.

MR. P. OTTER, Second Engineer (1956 I.S.L. Apprentice Scholarship holder) obtained his First Class Steam Certificate at Dublin on 18th November, 1964, in the record minimum sea time of 3 years. This Officer is the first Apprentice to obtain his Chief Engineer's Certificate since the Scholarship Scheme was recommenced in 1955. Mr. Otter

studied at Crawford Technical Institute and obtained his practical workshop training at Verolme Cork Dockyard.

MR. D. BURKE, Third Engineer (1957 I.S.L. Apprentice Scholarship holder), obtained his Second Class Steam Certificate at Dublin on 18th November, 1964.

MR. J. ENNIS, Second Engineer, obtained his First Class Motor Certificate at Dublin on 18th November, 1964.

MR. M. KAVANAGH, Second Engineer, obtained Part 'A' First Class Steam Certificate at Dublin on 18th November, 1964.

MR. J. GORMAN passed the examination for Mate's Foreign Going Cert.

RECENT PROMOTIONS

Our congratulations to the following men promoted:—

A. HALL, 4th Engineer to 3rd Engineer.

A. BOLGER, 4th Engineer to 3rd Engineer.

E. FALVEY, 4th Engineer to 3rd Engineer.

D. HARRINGTON, Junior Engineer to 4th Engineer.

F. ROONEY, Junior Engineer to 4th Engineer.

G. DORGAN, Junior Engineer to 4th Engineer.



Engineer Michael Cassidy and his bride Pat Concannon who were married on September 5th at St. Vincent de Paul Church, Marino.

FLEET POSITIONS FOR CHRISTMAS

IN PORT:

"Irish Ash"	Due Dublin 21st December; sails 26th Dec.
"Irish Maple"	Due U.K. port about 22nd Dec.; sails 2nd January, 1965.
"Irish Poplar"	Expected arrive New York, Christmas Eve.
"Irish Plane"	Indications she will be at a U.K./Continental port.
"Irish Rose" and "Irish Willow"	Possibly at U.K. or Continental ports.
"Irish Sycamore"	Expected arrive Colombo, Ceylon, Christmas Eve.

AT SEA:

"Irish Cedar"	En route for Japan; due 31st December.
"Irish Larch"	Expects complete Bombay about 20th December. Possibly at sea.
"Irish Oak"	En route New York/Ireland.
"Irish Pine"	En route from Cork/St. John, N.B.
"Irish Rowan"	Possibly at sea, vicinity Japanese waters.
"Irish Spruce"	Due Dublin 27th December.

Movements not declared when going to press:

"Irish Alder", "Irish Blackthorn", "Irish Fir",
"Irish Hawthorn", "Irish Holly".

The Dublin Boy Scouts' Association

Looking over some records recently in the 1st Port of Dublin Sea Scouts I noticed that a good many of the boys in that Troop over the past years entered the service of Irish Shipping, making interesting and distinguished careers on the sea. Indeed, many Sea Scouts from the entire Port of Dublin received their training in seamanship with Irish Shipping, and those who did not remain with the Company had received a training that fitted them for service with any other shipping company in the world.

This reflects great credit on Irish Shipping Ltd., and they have earned the praise and thanks of the Sea Scouts of the Port of Dublin.

Recently Mr. Brian Daly of the 1st Port of Dublin entered Irish Shipping Ltd., and I know all the Sea Scouts in the Port of Dublin join me in wishing him every success in this Company which will give him every opportunity and encouragement for advancement.

I take this opportunity of personally thanking Irish Shipping Ltd. for the great work they have done and are doing for Sea Scouts, and wish them and Brian the compliments of the season.

C. A. JACKSON,
Assistant County Commissioner.
Dublin Boy Scouts' Association.

Personal

Congratulations to Mr. Mick McGowan, Irish Cedar, who secured his Chief Cook's ticket.

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Our congratulations to Mr. Joseph Maxwell, "Irish Maple", recently promoted from the Deck Department to a more senior position in the Engine Room.

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We congratulate Mr. Bernard Byrne who is now in our Liner Department, on his magnificent achievement in having 2 of his paintings accepted for the annual Oireachtas Exhibition.

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We express our sympathy with Mr. Eddie Murphy, 2nd Steward, on the death of his mother which took place last month.

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It is with deep regret that we report the death of Mr. Mervyn Griffith (Chief Officer) which occurred suddenly while on holiday last month. To his widow and relatives we extend our sympathy.

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Recent callers to the office were the Rev. Father F. D'Souza, Port Chaplain, Calcutta, and Rev. Father Robert Schmeer, Apostleship of the Sea, Kobe, Japan.

* * * *

Congratulations to Sean Buckley, Chief Cook, "Irish Ash" and to his wife Maureen on the birth of their baby daughter Julia last September.

Birthday Greetings

To Syl Cox, IRISH ASH—Loving good wishes for your 22nd birthday on November 27th. Hope you make it for Christmas. From Mam, Dad, Brothers and Sisters, also Joe and Dolores.

Greetings and best wishes on your 22nd birthday to Owen Keogh, Assistant Steward on the IRISH HAWTHORN from Mam, Liam, Pat, Ann, and with love from your little sister Terry.

Mrs. Gertrude Core sends birthday greetings for his 19th birthday to her son Brendan on the IRISH HAWTHORN. Best wishes also from Dad and the rest of the family.

From Querrin, Co. Clare, comes this message for Thomas Noel O'Connell on board the IRISH OAK: Best wishes for your 22nd birthday from Mother, Father, Sisters and all your friends at home. Also from your sister in London and her husband Michael and baby Marie Antoinette.

For Donal Buckley on the IRISH PINE: Best wishes and lots of love on your 19th birthday from your Mam, Dad, Brothers and sister Enda.

Congratulations to Joseph Geoghegan, 3rd Eng. IRISH PLANE on his 23rd birthday from his Father, Mother, Sisters and Brothers.

A Christmas Greeting from the General Manager



Approaching the end of 1964 I want to thank each and every one of you for your splendid cooperation during the past 12 months. The efforts put into our fleet operation both on board ship and in the office have been most encouraging and must surely guarantee our future success. Although it has been a difficult year for us all the outlook for our industry has brightened somewhat. I am confident that by working together we will make our enterprise of permanent value to the country and provide a satisfying way of life for every person who makes his career with us.

From the Directors and Management I am sending to you all, on the ships and in the office, our sincere good wishes for your enjoyment of Christmas and for your own and your families' health and happiness in 1965.

L. S. FURLONG.

CHARLES DICKENS ON CHRISTMAS

There is a proverb which talks about being merry and wise. There are some people who can be merry and can't be wise, and some who can be wise (or think they can) and can't be merry... If the proverb's a good 'un, I suppose it's better to keep to half of it than none; at all events I'd rather be merry and not wise, than... neither one nor t'other.

—*Old Curiosity Shop.*

It is good to be children sometimes, and never better than at Christmas, when its mighty Founder was a child himself.

—*A Christmas Carol.*

I have always thought of Christmas time when it has come round—apart from the veneration due to its sacred name and origin, if anything belonging to it can be apart from that—as a good time; a kind, forgiving, charitable, pleasant time; the only time I know of, in the long calendar of the year, when men and women seem by one consent to open their shut-up hearts freely, and to think of people below them as if they really were fellow-passengers to the grave, and not another race of creatures bound on other journeys. And... though it has never put a scrap of gold or silver in my pocket, I believe that it *has* done me good, and *will* do me good; and I say, God bless it!

—*A Christmas Carol.*

Christmas time! That man must be a misanthrope indeed in whose breast something like a jovial feeling is not aroused—in whose mind some pleasant associations are not awakened—by the recurrence of Christmas. There are people who will tell you that Christmas is not to them what it used to be; that each succeeding Christmas has found some cherished hope or happy prospect of the year before dimmed or passed away... Our life on it, but your Christmas shall be merry, and your new year a happy one.

RESIGNATION

Captain T. Donovan has resigned from the Company to take up an appointment as Master of a research vessel operated by the University of North Wales.

The vessel is to be built in Norway, under Captain Donovan's supervision, and when completed it will be based in the Menai Straits, between Anglesea and the mainland of Wales, and will be used for oceanography.

We wish Captain Donovan every success in his new post.

Vivian Mayland, Chief Steward, "Irish Hawthorn." Christmas Greetings from your wife and family, with all our love, and we will be thinking of you on Christmas Day.

Christmas Greetings from Home

Once again we have pleasure in printing messages from their families and friends to the men who will be on our ships during the Christmas Season.

"Signal" joins in these greetings, and sends best wishes to all our readers.

"IRISH BLACKTHORN"

Hugh O'Farrell, Bosun—Love and Good Wishes for a Happy Christmas from Mother, Father, Sisters and Brother.

William O'Toole, Jun. Engineer—Wishing you a very happy Christmas from Mum, Dad, Granny, sisters Kay and Olive, brothers Noel and Patrick, also his girl friend, Biddy.

James Hannah—Wishing you a merry Christmas and a very happy New Year. From Mam, Dad, Brothers, Sisters, the Pierce Family and the Donnelly Family; also your niece, Noleen. Christmas greetings also from Mr. & Mrs. Brazil and family at St. Mary's Road, East Wall.

Jim McCarthy—Wishing you a Happy Christmas—From your son, Jimmie, Vera, and grandchildren, Angela, Noeleen and Jimmie Jr.

Tim O'Sullivan—Best wishes for a Happy Christmas from all at 39 Clontarf.

Jim Whyte, Apprentice—Wishing you a very Happy Christmas and hoping to see you soon. From Mum, Dad, Joan, Joe and Nan, and all friends in Monkstown.

W. G. Lawlor—Christmas greetings and every good wish for the New Year from Mother, sister Gertrude, brothers Derrie, Christy, Dermot, Con, his married sister Marie, brother-in-law Pat, and nephews Anthony and Pat, also cousin Moira and pals John Long and Willie Halpin.

David Clark—Wishing you a very happy Christmas. Hope you and all the crew are keeping well. We are looking forward to seeing you soon. Love from Mam, Dad, sisters Julie, Pat, Betty, Deirdre, brothers Robert, John and sister-in-law Chris.

Brian Larkin—Christmas greetings and all kind wishes from Mother, Father, brothers Paddy and Anthony, his sister Kitty and her husband Pat, with love.

Gerard Redmond, Galley Boy—Wishing you a Happy Christmas and a Bright New Year from Mammy and Daddy and all at home.

John Kelleher—A very happy and holy Christmas from your loving wife and children.

George Molloy—Christmas greetings and every good wish for the New Year. From Mam, Dad and family, with love from all at home.

John Mullen, Deck Hand—This is to wish you a very happy Christmas and a happy and prosperous New Year. Also hope this finds you in good health. From your loving Mother, Father and little sister, Mary, looking forward to your homecoming.

William Graham—Our greetings and best wishes for a happy Christmas. God be with you now and always, also his Captain and crew. From Dad, Mam, sisters and brothers.

John Brady, Steward—To dear John, with all our love and best wishes for a very happy Christmas from Mother, Father, Francis, Bernard, David, June, baby Estella and Lawlor; also from all in Westfield, Dundrum and Templeogue.

Patrick O'Bryne—To my loving husband, Patrick, wishing you a very happy Christmas. We all miss you very much indeed, and wish you were here. From your loving wife, Patricia, sons Toirdealbhach, Eoghan, and little daughter Niamh.

Paddy Lyons—Our very best wishes for a happy Christmas from Kathy, Tom and Pat at home. Bridie, Alice and Eddie in Oxford, and Tony in East Africa.

James Voss, Elec. Eng.—Christmas greetings to you from the Voss family in Cobh.

Ted O'Connell, Ch. Steward—Best wishes for a happy Christmas Ted, from Maura, Mother, Mary and Deirdre, looking forward to seeing you in the New Year.

Chet Cox—Very best Christmas greetings to you from Mum and Diana, also from all your pals on the Burma Road.

John McGrath—Happy Christmas John from Mother, Oswald, Charles, Winifred, Mary, Anne, Margaret, Carmel, Teresa. Greetings and God's blessings for a happy Christmas from your loving Grandmother Murray, Uncle Eddie, aunts Gertie and Ann, and all your cousins at Ballymacanaghy, Warrenpoint.

Freddie Kirk—Happy Christmas and New Year to Freddie. Love from Mammie and sisters.

Dermot Dunne ("Wild Rover")—Christmas greetings to you from Mam, Dad, Jimmy, Brid, Claire, Pete, Collette, Betty, Nana and all the gang.

Thomas Kelly—A merry Christmas and happy New Year to you from Mam, Sally and all the family. We hope to see you soon. Also best wishes for a happy Christmas and greetings to all on board from your sister Mrs. Savage and family.

Bernard Moore—A very happy Christmas to you from your children, Lorraine and Brian, parents and sisters.

M. J. Henshaw, 2nd Off.—Wishing you all you would wish yourself at Christmas from all at home, with love.

Ronan Early—A happy Christmas and a happy birthday on the 26th. From Father, Mother and Family, Noel and Rita, Tom and Peg and Uncle Jack.

Eamonn Carberry—A very happy Christmas Eamonn and looking forward to seeing you in the New Year. All my love. Theresa.

Jim McCarthy—Wishing you, Jim, a very happy Christmas from Nan, Chrissie, Jimmie and all the family.

Sean Power—All good wishes for a happy and holy Christmas from your loving Mammy, Daddy, Beryl, Noel, Gerard and Antoinette. (Record will be played for you and all the crew from Radio Caroline).

James Hannah—Best wishes for a happy Christmas and New Year. From Mrs. Gilton, Michael and family.

M. J. Henshaw—Wishing you a merry Christmas and a happy New Year. Love, Maureen, Don and kiddies. Christmas greetings from the newly-weds Brendan and Therese.

"IRISH WILLOW"

Richard Reilly, 3rd Eng.—Greetings and all good wishes for Christmas from Mother and Brothers at Loyd, Kells, Co. Meath; also wishing all on board a very happy Christmas.

Peter Donegan—Wishing you a happy Christmas from Mam, Dad, Brothers and Sisters.

Camillus Healy—Best wishes for a happy Christmas from Mam, Dad, Reggie, Noeleen, Ciaran and Gerry, also Eithne, Brendan and Sharon. God bless you.

Gerald McGovern—Best wishes, Gerry, from us all. We are hoping maybe with good luck you will be with us. Love Mother.

Martin Lyons—Wishing you a very happy Christmas and a safe home-coming. From Liz and family, Rita, Martin and Paul,

Noel Roddis—To wish you and all the members of the crew a very happy Christmas. From Mam, Dad and Brothers.

Christmas Greetings—We have no ship or surname for the following but we are sure that the recipient will recognise it—To—My dear son, Ritchie: We wish you a very happy Christmas from your Father and Mother, Jack and Ann.



This is Margaret Scollay, daughter of Mr. Thomas Scollay, Chief Officer "Irish Blackthorn." Margaret is 21 on December 11th and joins her mother in wishing her father and all aboard the "Irish Blackthorn" a very happy and holy Christmas and a prosperous New Year.

"IRISH ASH"

Michael P. Duggan, App. Eng.—From Fairhill, Cork—Christmas greetings to you and all aboard. Dad, Marie, Jerry, Sheila, Aunty May, Tommy Catherine, Mary, Noreen, also David McGarry and Eddie King, all relatives and neighbours.

Thomas Kehoe—Greetings and very best wishes for Christmas and the New Year. From Mam, Ann, Liam, bat and a special greeting from your little sister, Terry.

Patrick McEvoy—Christmas greetings from Anne, Deirdre, Michael, and all relatives and friends in Cork.

Andrew Loughlin—Wishing you a very happy Christmas and a bright New Year. From Ma, Hugh, Suzie, May and Drew.

Noel Edwards, Jun. Eng.—Wishing you a very happy Christmas and a prosperous New Year from Mam, Dad, George, Mary, Betty, Nellie and Bob, also we wish you a very happy birthday on the 11th December.

Jerry Mahony—Loving wishes Jerry for a very happy and a merry Christmas. From Mammy, Mary and Richard.

Brian McBride, Elec. Eng.—Your Dad, Brothers and Sisters at 65 St. Mary's Park, also your married sisters, husbands and families at Lorcan Park, Dublin and Abbeylax Road, Portlaoise, wish you a very happy Christmas.

Denis Barry, App.—Christmas greetings and best wishes for the New Year from Mam, Dad, Brothers and Sister.

Bernard Cullen, Messman—Best wishes for a happy Christmas from Helena and family. Also from Andy and the Buckley family.

Charles Noel McCarthy—Greetings for Christmas and your birthday, with love from Rita.

Paddy Proctor—Wishing you a very happy Christmas, with love from Charlotte and baby Pat.

"IRISH ALDER"

Paddy Fennell, Deck Apprentice—Paddy, may the blessings of Christmas, Peace, Happiness and Love, be in your heart to-day. You and all on board will be remembered in my three Masses on Christmas Day. Love from Mother, Richard, Gregory, Lindy, Joseph and myself, Uncle Matt (Father Matthew Walsh, S.M.A.).

William Gleeson, Jun. Eng.—Wishing you a very happy Christmas and hoping to see you soon. From Mammy, Dad, Brothers and Sisters, Grandmothers, Uncles, Aunts and all your friends in Carlow.

Willie O'Brien, A.B.—Fond love and greetings for Christmas and always. Mam, Dad, Eileen, Justin, Ann, Shaun, Margaret, Ted and all your friends at home.

Thomas Harmon—Wishing you a very happy Christmas—from his loving wife Jane.

James M. Murphy, Chief Steward—Greetings and best wishes for Christmas and the New Year, from Father, Mother, John, Marie and Theresa.

Tony O'Toole, Jun. Eng.—Greetings and best wishes for a happy Christmas from Mam, Dad, Brothers and Sisters, Mary, John and the children, Joseph, Bernie and family.

Andy Moynihan—Season's greetings and much love. Mother, Father and sisters Ann and Eileen.

John O'Reilly—Cheers, good luck and a very happy Christmas from Mum, Dad, Brother and Sisters, friends Brian and Denis, and all the gang wish to be remembered in this greeting.

John Fleming—Christmas greetings with love and best wishes from all at home, and God's blessing for all the crew. Mrs. M. Fleming.

James O'Grady—Love and best wishes for a very happy Christmas from Mammy, Daddy, sisters, and Pat and Bernie.

Michael Smyth—Wishing you a very happy Christmas from Mam, Dad and James.

Bert Geaney, 4th Eng.—Wishing you a happy and holy Christmas from Mam, Dad and Sisters.

Ken Barry—Christmas greetings and love from all at home. Granma.

John Coffey—Happy Christmas and best wishes for the New Year. From Mam, Dad and all at home.

John J. McNelis—Greetings on your birthday on 15th December. Also wishing you a merry Christmas and a happy New Year from Mam, Dad, Peggy and Annie.

Eamonn Byrne—Best wishes for a very happy Christmas and the coming New Year. From the Byrne family, "Innisfail", Drogheda.

John Leonard, Elec. Eng.—A very happy Christmas Jackie from your Mother, Father, five brothers and seven sisters. We will be thinking of you.

Robert Broderick, Jr. Eng.—Wishing you a very happy Christmas and a prosperous New Year. From your Mam, Dad and all at home.

P. V. Flynn, 2/O.—A very happy Christmas to you from your wife and family, including son-in-law Eric and your daughter Mother Valerie.

Neil Loughrey—Christmas greetings to Neil from Daddy, Mammy, Margaret, Anne, Sheila, Ethna, Michael, Francis and Julia.

Philip Cowman—Love and best wishes on this, your first Christmas from home. Greetings also to our kind neighbour from "Laragh" and to all the boys of Wexford on Irish ships. Mum, Dad, Jimmy, Gerard and Willie.

Bernard Cullen—Greetings for Christmas from Imelda, Lorraine and Family.

"IRISH OAK"

Anthony Carty—Christmas and New Year greetings from all at South Shore, Rush. Greetings also come to you from Maisie and Kevin Fynes, wishing you all the best. Greetings from Daddy, Mammy, Sean, Jim, Pauline, Ciaran, Niall and Paul, also from the members of the Sailing Club. Marion.

James T. Scott—Fondest love and best wishes for a holy and happy Christmas from Mummy, Daddy, Brothers and Sisters.

A. T. Metcalf, Ch. Eng.—Wishing you a merry Christmas and the best of health, wealth and happiness for the New Year, with love from Gladys, Margaret, Sheila, Tom, Patrick and Mark.

Paul Carrol, Eng. App.—Christmas greetings from Mother, Dad, Barre, Frank and Bob; also to Peter, Michael and Liam.

Jackie O'Brien—Fond love and greetings for Christmas and always from Mam, Dad, Eileen, Justin, Ann, Shaun, Margaret, Ted and all your friends at home.

Erick Hensey—Wishing you and all the crew a very happy Christmas and a prosperous New Year. From Mammy, Daddy and Sisters.

Frank Chandler—Every good wish for Christmas and the New Year from Mother, Brothers and Sisters.

Martin Goulding—Christmas greetings and best wishes from the 4th Port of Dublin Sea Scouts. Our greetings for Christmas and the New Year from Mam, Dad, Mary and all your friends.

William Carroll—Greetings from Mammie, Daddy, Austin, also Tina, Edmund and children, Aunts, Uncles and Cousins. Special greetings from Evelyn and all your friends. Everyone wishes you a very happy Christmas and all the best.

Jimmy Teevan—All our love and good cheer, Jimmy. We are all thinking of you today. Keeping a big slice of "pud" for you. God bless. From Ina, Derek, Johnny, Tommy, Fred and Denis.

James Ahern—A very happy Christmas from Mother, Aunt Lily, Aunt Mary Joe and all at 22 Harbour View. Also, a happy birthday—21st—on the 17th November. Best wishes from your brother, Brian, who is at present in Bangkok.

Finbarr Perrott, App.—All my love and best wishes for a very happy and holy Christmas and choicest blessings be yours this Christmas Day and may the new year fill your life with joyousness and all the things you treasure. And to all aboard the "Irish Oak" wishing them all a happy and a holy Christmas. Mother. Also God's blessing and heartiest greetings for Christmas and may the New Year bring you every happiness and success. May I take the liberty of including the Captain and crew in my sincere wishes. God bless you Finbarr. The O'Hea Family.

Don Curtis, 3/O—All the best from all at home. Hope to see you early in 1965.

Patrick Redmond—Wishing you a very happy Christmas Pat and eve y happiness for the New Year. From your sister Ciss. Also to Uncle Pat, wishing you a happy Christmas and a bright New Year. From Eileen, Eugene, Patricia and Martha, and Maura, Liam and all the boys. Greetings also from Rosaleen, Matt and family, and Tom and Una.

James F. Teevan—We hope this little greeting will surprise. Thanks a lot for all messages received. All here send their sincere best wishes and hope that you are enjoying the life at sea. All the best James for now and hope to see you soon. Bon voyage. Joseph, Kevin, Pery and John.

Louis Robinson, Cook—Christmas greetings to Luke from Sheila and all at 15 Measc Road, Artane.

Tommy Teevan—Greetings and all good wishes for Christmas and the New Year. Hope you have found your sea legs. Uncle Frank and Aunt Maura.

Jimmy Teevan—Keep the flags up and the lights out and I wish you a very happy Christmas, Jimmy. Love Kathleen.

Bernard O'Leary, Jun. Eng.—Greetings Bernard, from all at home, and especially Mary. Wishing you a very happy Christmas and looking forward to seeing you early in the New Year.

Thos. O'Connell—Greetings for Christmas. We will be thinking of you over the Christmas. We miss you very much. The three children send all their love, Marion, Thomas and Kieran. Happy Christmas to all on board. Your Wife, Margaret.

"IRISH MAPLE"

George Kavanagh—Greetings from Father, Mother, Brothers and Sisters. Hoping to see you soon. God Bless. Also good wishes from your two pals, Anthony Mooney and Michael O'Rourke.

Francis B. Kelly, 2nd Officer—Best wishes for Christmas and the New Year from Mother, Father and Richard.

John Doran—Greetings and best wishes for a happy Christmas from Mam, Phil, Peter, Bud, Rita and family.

Peter B. Scott—Fondest love and best wishes for a holy and happy Christmas from Mummy, Daddy, Brothers and Sisters.

Joseph Maxwell—Christmas greetings from Dad, Mam, Bridie, Marie, Bernie, Monica, Pauline, Margaret, Carolanne and Auntie Annie, and all your many friends in Howth.

Jemmie Cousins—A happy Christmas, Jemmie, from Mam, Dad, Mary and John, also Grannie and Granda, Uncle Jem and Aunt Nan at St. Margarets.

Kenneth Edwards—Greetings for Christmas from Father, Mother and sister at Cabra, your brother and wife and the baby at Santry, Aunt and family at Cabra, and cousin Eileen in England.

David O'Keefe Jr., 4th Eng.—Your parents, brother and sisters send you best wishes for a very happy and holy Christmas. Your photo taken at Muroran, Japan, was very nice and we were pleased to see it in SIGNAL.

David McDowell, A.B.—A very happy Christmas to you from your wife and family.

Brendan Hearne—Wishing you a very happy Christmas and success in 1965. From Mam, Dad and brothers Patrick and Kieran. Also a merry Christmas and plenty of "Turkey and Cadbury's" from Eddie and Josephine.

Thomas Kinsella—Greetings from Aunt Lizzie, Billy, Kathleen, Christine, Ann, Gerard, Michael, Nevelle, Frannie and all in Castlebridge.

Jim O'Connor—Greetings Jim for a very happy Christmas from us all and looking forward to seeing you in the not too distant future. Mother.

John A. Kehoe, App.—Wishing John a very happy and holy Christmas from Mammy, Patty, Thomas and Gretta, from May, Kevin and children and John, Nancy and children, and from all in Enniscorthy. We all hope to see you soon.

Tommy Molloy—
As Christmas day draws nearer and nearer,
Your home-coming we can see clearer and clearer,
"The Maple" that keeps you far away
Please God will send you home for Christmas Day.
Lots of love and good wishes from Mam, Dad, Harry, Lillian, Caroline, Jimmy, Rita, Dessy, Kevin, Leslie, both Grans, Jack, Neill, John Wall, Smith family and all other relatives and, of course, all at the Green Lounge.

Donal Rocca, R.O.—Greetings for a very happy Christmas. From Mammy, Daddy and all the family. Looking forward to seeing you soon. Love and best wishes for Christmas and the New Year. From Rita, Mam, Dad, Linda, Mr. & Mrs. Tomlin.

Gerry McDonnell, 3rd Eng.—Best wishes for a very happy Christmas and God bless. From Mam, Dad, Joan and all the family.

Tom Kinsella—Christmas greetings from Dick, Josephine, Mary and Joe.

"IRISH HOLLY"

Ed. Roche, A.B.—Merry Christmas to Dad from his wife and family, also from John, Mary, Martina and baby John (XX). Christmas greetings also the Captain and crew.

Richard Leonard—A very happy Christmas to you from your wife Molly and Jimmy, Richard and Joan, also Emily and Liam.

"IRISH SYCAMORE"

Noel Dunne—Your Mother wishes you a very happy birthday (12th Dec.) and all the family everywhere, especially your sisters in the U.S.A., Evelyn and Pat, and Pat's husband, Bill LeWarne. We all wish you a very happy Christmas and looking forward to seeing you in the New Year.

P. J. Quinn, Engineer—Best wishes for a very happy Christmas and a bright New Year. From Mammy, Daddy, Brothers and Sisters, Auntie Ann, Uncle Jim and from all your old friends.

Dermot Murphy, 3rd Officer—A very happy Christmas and all the best throughout the New Year from Brian, Betty and the children.

Eamonn Swan—Wishing you a happy Christmas. Hoping to see you for the New Year. Love from all at 36 Clonronald Road.

John Sullivan, 2nd Engineer—Best wishes for a happy and holy Christmas and looking forward to seeing you early in the New Year. From Mam, Dad, Eily, Maureen, Jerry, and all relations and friends in Barryroe.

Michael F. Kelly, 2nd Officer—Happy Christmas, Michael, and the best of luck for the New Year to you and all on board. All at the Dev. send their best wishes. Lots of love. Mammy.

Peter D. Kelly, Apprentice—Best wishes for Christmas and the New Year from Mother, Father and Richard.

Tommy Breen—Love, best wishes and remembrance for a very happy Christmas and New Year from Mam, Dad, and Sisters, also Jerry in Canada.

James G. Carter—May you have that peace, love and hope which is Christmas. To you and all on board from your loving Mum, Dad, Brothers and Sister, Anna, also Valerie, Jack, Bridie and Margaret. God bless.

Eric Byrne—Birthday greetings for the 7th December, and Christmas and New Year greetings from Mam, Dad and all the family.

Brian Warren, Asst. Steward—A "God bless and merry Christmas, Brian" from Mam, Dad, Raidy and Peter at home, and all the rest of the family here in Ireland.

Richard Gaffney, Chief Steward—Your Parents and all at home wish you a very happy Christmas and a bright New Year. We will be thinking of you. God bless.

Hugh Moore, 2nd Steward—Christmas greetings and best wishes to you and all your companions on the ship. Looking forward to seeing you in the New Year. Best love from Mam, Dad, Mervyn, Grandad and Aunties.

Barry Tallon, App.—Mum, Dad, Maeve, Helen, Godmother Eileen and various Aunties and Uncles at home all wish you a very happy Christmas, Barry. Helen says that if you do meet Santa Claus, tell him she doesn't believe in him any more as she is all "growed" up this year. How about you? Christmas greetings—Hoping to see you in March—Dermot Kavanagh. Happy Christmas—Love, Therese.

P. O'Connor—Every good wish for a happy Christmas and prosperous New Year. From all at home.

Aidan O'Reilly, A.B.—Christmas greetings, with love and best wishes from Mam, Dad, Ita, Brendan, Declan, Madge and children, Kieran, Pam and children, Eithne, Joe and children, Siobhan, Olivia, Breda and Auntie Kitty in London, Enda Kyros and children in Cyprus. God bless you, Aidan.

Donald Nolan, Electrician—Daddy, Dolly and Sam send love and best wishes for Christmas and the New Year.

Henry Kent—Christmas greetings from Nora, and children, Mary, Ann, Pat, Eileen, Henry Jr., and all at home. Christmas greetings also from Mam, Dad, Garrett, and to all on board.

Standish O'Grady—Christmas greetings from all at home.

Michael Curley, 4th Eng.—All best wishes, Michael, for Christmas and a happy New Year. Looking forward to seeing you soon. From Mam, Dad, Brothers and Sister.

Ronan Dunne—Best wishes for a very happy Christmas from Mam, Dad, Aedamar, Ciaran and Darina.

Seamus McNally—A very happy Christmas to you from Mam, Sean and Patricia, Maire and Don, Conor, Sheila and Nanna, also from the Bolgers, Hallions, John Barron and all your friends in Dublin.

Paul Boland—Happy Christmas, Son. Hope to see you soon. From Mam, Dad, Peter, Anto, Anita, Rohna and Carmel.

Colin Grey, Radio Officer—Love and best wishes for Christmas and best of luck for 1965. Mam, Dad, relations and friends.

Jemmy O'Neill, 2nd Cook—Best wishes for a happy Christmas. From Margaret, Michael and Anthony. Loving greetings from Mammy for a happy Christmas, and looking forward to seeing you in the New Year.

Michael Treacy, E.D.H.—Wishing you a very happy Christmas and a bright New Year. From Dad, Mam and Patrick.

Aidan Kehoe, App.—Best wishes for a happy Christmas to yourself, Aidan, and all aboard. From Mam, Dad, Declan, Catherine, Eithne and Moira.

Barry Tallon—A special greeting from Eileen. Hope you enjoy your first Christmas away from home. Will miss you. Anne, Stephanie, Valerie, Julia, Stella, Madeline, Carol, Rosemary, Joan, Mairead, Siobhan and Joan

Tommy Breen, 4th Eng.—Seasonal greetings to my very good friend, and to all aboard. Wishing them a very happy Christmas and a homecoming in the New Year. From your fond friend, Paddy Ahern.

Jemmy O'Neill—Greetings for a happy Christmas and God bless. From Nancy, Eamonn and baby Deirdre, Ferrybank, Arklow.

"IRISH PLANE"

Mossie Hurley—Dear Mossie, this is to wish you a very happy Christmas. We will be thinking of you on Christmas Day and will drink your very good health. With love from Moni, Pop and family.

James Nangle—To Uncle James and the crew of the IRISH PLANE—wishing you all a very happy Christmas. From your loving niece and all at 36. Wishing you and all the crew a very happy Christmas—From your loving Parents. Also from your sisters and brother in England and at home. Cheerio and God bless.

Daire Brunicardi—A happy and a holy Christmas from Mum, Dad and the girls.

John Bradshaw—Wishing you a very happy Christmas and all the best for the New Year. From Mam, Dad, and all at Curragh, Gower, and a very special greeting from Ailish.

Richard Corbally—Wishing you a very happy Christmas and New Year. All my love from Mother, Sisters and Brothers. Greetings for Christmas and all the best for the New Year. We miss you. Aunt Maura, Daddy Whelan, Tommy, Phyllis, Gerrard and Michael.

Peter Byrne, Bosun—Greetings and best wishes to my very dear husband for a very happy Christmas from his loving wife, Frances, and children. Hoping to see you soon as we all miss you very much.

Michael Byrne—A very happy Christmas, Michael. Hope to see you soon. Also, greetings to the Bosun. From Mam, Dad, Brian, Jimmy, Noel, Gerard and Sean (21A Pearse House, Dublin).

Patrick J. Walker, Ch. Eng.—Christmas greetings, Pat, from your loving wife, Doreen and son Michael, also from Mam, Eileen, Cyril, Edwards family, all friends and neighbours. Looking forward to seeing you. Christmas greetings Dad, Jackie, Rita and family.

Thomas Nalty—Wishing you a very happy Christmas and all the best for the New Year. With love from Mammy, Sisters and Brother.

Martin Kennedy, 4th Eng.—May the peace of Christmas be with you wherever you are on land or sea. God bless and Mary protect you always. From Daddy, Mammy, Brother and Uncle.

Andreas Minihan—Greetings for a very happy Christmas from all the family.

Gerald Hayes—Wishing you a very happy Christmas from Mam, Dad, Timothy and Kevin.

Garvan M. Kyne, 3/Off.—To the Captain, Officers and Crew—wishing them a happy Christmas and a bright New Year, fair weather and safe return. From Father and Mother, Brothers and Sisters, Aunts and Uncles and all your friends in Dungarvan and London.

"IRISH LARCH"

Jim Doyle—Happy Christmas, Jim from Mum, Noel, Aunties and Uncles. Will miss you very much but looking forward to your return. Best wishes to all aboard.

James F. Kelly, Ch. Officer—Best wishes for Christmas and the New Year from Mother, Father and Richard.

Patrick Hannah—Wishing you a merry Christmas and a happy New Year. From Mam, Dad, Sister, Brothers, Pierce and Donnelly families, and niece Noleen.

John Lee—Greetings and every good wish for a happy Christmas and all the best for the New Year. Stephen Hannah.

Jim Doyle, Jun. Eng.—Happy Christmas from the gang at "45"; hope to see you soon. Jim, have a very happy Christmas. I will be thinking of you here. Looking forward to being with you in January. All my love, Dolores.

H. Clinton—Christmas greetings and a very happy New Year to you from Mrs. Clinton.

Brian Daly—Wishing you a very happy Christmas from the Skipper, Mates and Scouts of 4th Port Sea Scouts, Dodder Bank, Dublin.
Nollaig fe shona agus fe mhaise dhuit agus slan abhaile. 5u Calafort Atha Cliath, Gasoga Mara agus "Grainne Maebh". Merry Christmas to you, and all your shipmates. From Mam, Sheila and Pop.

Harry Crowley—Christmas greetings from Paddy, Agnes, Gerry, Patsy, May and Cully, and also from the MacSweeneyys of Galway.

Jim Corrigan—Christmas greetings and best wishes from Dad, Mam, Neil, Brian and Eileen.

John Anthony Cashman—Christmas greetings and best wishes from Mam, Dad, Clare, Alice and Therese.

Kevin Buckley, 2nd Steward—Happy Christmas and a bright New Year from Mum, Dad, and all the family, also from the Jackson family, and Eric Cullen and family.

John Ormond—Christmas greetings and every good wish for the New Year from all at 46 Hazel Road.

C. L. Ladbroke, Asst. Steward—Hope you have a happy Christmas. All our love, from your wife Rita and son David.

James Madigan, A.B.—A very happy Christmas and a bright and prosperous New Year from Mother, Father, Brothers and Sisters.

Bernard Carroll—Sincere good wishes for a happy Christmas and the New Year. From Mum and Dad. Greetings also from Stephen Hannah.

James O'Keeffe, Jun. Eng.—Loving Christmas wishes and God bless. From Mam, Dad, Sister, Brothers, Grandmother, Chris and Jack, and all your pals at home.

Michael Dillon—Best wishes and blessings from Mammy, Sisters, Brothers and Sister-in-law, Brother-in-law, Nephew, Grandad Keeling and relatives—to Michael and all aboard.

Michael McCarthy—Wishing you a happy Christmas and all the best for the New Year. With love from Pa, the baby and all the family.

Patrick Tierney—All our love and best wishes for a very happy Christmas from your loving wife and baby Vivian. Also wishing you a very happy Christmas from all in No. 14 and Mr. and Mrs. Chester.

Sean Hamilton—Christmas greetings to you Sean from Mammy, Daddy, Marto, Maura and all at 21. Also from Nanna, Sarah, Joseph and all at 40 North Summer Street. We will be remembering you on your birthday January 16th. Also Christmas greetings to you from Barry, William, Helen, Pat and Barbara. We sure would like to have you home for Christmas.

Liam Lee—A very happy Christmas and prosperous New Year to Liam from his Mother, Father, Brothers and Sisters and Nephew.

Denis Kirk—A happy Christmas and New Year to Denis from Mammie and Sisters.

Seamus O'Neill—Nollaigh Shona Dhuit. Clann O'Dalaigh, Baile Gaolach, B.A.C.

Eamonn Coleman, App.—Greetings to you Eamonn for your birthday on the 1st December from Mammy, Daddy, Eoin, Tadgh and especially Mary and Fran. Also a very happy Christmas to you. We will miss you but we'll keep you some pudding.

Thomas Egan, 2nd Cook—A very happy Christmas to you and best wishes for your 21st birthday on January 21st. Love from all at home.

Christopher Doolin—Happy Christmas and God bless. From Mammy, Andy, Willie, Sandra, Darlene, Andrew Jr., Anne, Patrick and family.

"IRISH ROSE"

Brian Byrne—Greetings for a very happy Christmas and New Year from Mother and family.

William J. King—Wishing you a very happy Christmas and a happy and prosperous New Year. Hoping to see you soon. From Daddie, Mammie, Margaret and all the family.

Michael Murphy, A.B.—Wishing you and all the crew a very happy Christmas and all the best for the New Year. From Father (an old seaman) and all at home.

Desmond Hynes—Love and best wishes for a very happy Christmas from Mam and Dad, Peadar, Sean, Thomas, Breda, Patsy and Baby, also Maisie, Cora and Jackie. Hoping to see you soon. Thomas sends greetings to Ginger, also of the IRISH ROSE.

Paul Lannin—Greetings, Paul. Wishing the Captain, Officers and Crew a merry Christmas and a bright and happy New Year. From The Lannin Family.

Bunny O'Haier—Best wishes for Christmas and the New Year from Anne Darcy, Galway.



Pat Cosgrave says "Hello and a Happy Christmas" to his Uncle Tommy on the "Irish Hawthorn" and his Uncle Michael on the "Irish Larch."

"IRISH ROWAN"

Jack Doyle, A.B.—Christmas greetings from your loving Wife and children, Johnnie, Bridget, Ann, Liam, Moill, also his Mother.

Paul O'Reilly, Galley Boy—Greetings for a very happy Christmas and all the best for the New Year from Mum, sisters and brothers.

John McArdle, Jun. Eng.—Christmas greetings and best wishes for the New Year. Glad you are happy. We will be thinking of you on Christmas Day. From Mr. & Mrs. Onions and Evan.

Paddy Beggs—Wishing you a happy Christmas from Ma, Da and all the family. A big kiss from little Gerard.

John King—Sincerest greetings for a happy Christmas from Parents, brothers George, Laurence and Alan, also your sisters and families, Anne and Una; and for the New Year that follows—God bless, good health, good fortune.

Leo Whooley, Chief Eng.—Christmas greetings and best wishes from your loving Mam, Pauline and all the rest of the family who are always anxious to learn of your whereabouts. God bless.

John Hardy—Very best wishes for a happy Christmas. Will be with you in spirit. Love from Mary, Cora and Dad.

Brian Enright—Wishing you a very happy Christmas and a happy New Year from Dad, Mam, Breda, Josephine, Tony, Auntie Nellie and Bridie Barry and all at the Forge-Marian Terrace.

Thomas Coombes—Greetings for Christmas and the New Year from Mammy, Dad, Brothers and Sisters, Nieces and Nephew.

Patrick Frawley—Wishing you a very happy Christmas and all the best for the New Year. From Mammy, Daddy, Etna, Terry, Gerard, John, Tommy and Grannie.

Tom O'Donovan, Jun. Eng.—Very best wishes for a happy Christmas. We will miss you very much at that time. From Mammy, Daddy, Michael and all at Court Square, also Pauline and Seamus McEvoy and baby Helen, Gus, Laura and family at 21 Lower Kimmage Road, Rita and Tommy Mulhall and family, Kilmurry.

Thomas Bartley, Carpenter—Greetings for your birthday and Christmas from Chrissie, Frank and the children.

J. Atcheson—Wishing you a happy Christmas and greetings on St. Stephen's Day on the occasion of our wedding anniversary. Also Peter and Annie send their best regards.

John McArdle, Jun. Eng.—A very happy Christmas to you from your Mother, Sister Eileen, Henry, Mary and Baby Marie, and from all in Springhill.

Bernard Culligan—Best wishes for a happy Christmas and may God be with you throughout the New Year. Mrs. Burke, May, Lily, Margaret, Eileen, Bridie, Treasa, Matt, Dennie, John, Michael. From your girl-friend, Lily: Wishing you a very happy Christmas, and I am looking forward to seeing you in the New Year. Love.

Oliver Grace—A very happy Christmas from your Fiancee, Kathleen, also Mr. & Mrs. Hart, Noel, Vera, John, Marion, Leisa, Evelin, Patrick, Eddie, Paddy, also Vera, Jack and the children.

Thomas Fay—A very happy Christmas and a bright New Year. We will all be thinking of you. Uncle Peter, Auntie Liz and cousins Breda Betty and May. Wishing you a very happy Christmas and a bright New Year, and may God bless you always. We, too, will all be thinking of you on Christmas Day. Happy Christmas to all the crew. From Dad, Mam, brothers Patrick and Bernard, sisters Treasa, Betty, Maeve, Grandmother and Uncle Pat. A merry Christmas from the Hannah family.

Patrick Slevin—Best wishes for Christmas from Mam, Claude and Derek. Christmas greetings also from Martin, Kay and all at 659.

John Dillon, Chief Steward—Best wishes for Christmas and the New Year. From your loving wife, Vera and family, Francis, Joan, Vera and John.

N. A. Dillon—Best wishes for Christmas and the New Year. We wish you a very happy birthday also, which is on Christmas Eve. God bless you always, Tony. From your brother, Jack, Rose and all the O'Sullivan's, also all the Enright's.

Richard Dornan—To my dear husband, Richard, with kind and best wishes for a happy Christmas and a bright New Year. From your ever loving wife, Caroline, and son Gerard, also from your Mother, and Father-in-law, Mr. and Mrs. Quinn and family, and Laurence, Carmel and baby Annette.

P. F. Noonan—Heartiest greetings and best wishes for a very happy Christmas. From your parents, brothers, cousins, etc.

Joseph Smyth and Paddy Beggs—Greetings and best wishes for a merry Christmas from Mam, Dad, Maureen, Joan, Bernie and Patricia, also to Joseph from Carol, Carmen and Ceceline.

Brendan Kehoe—Wishing our brother a very happy Christmas. We will pray for you and all the men on the ship. Love, Michael and Eleanor.

Oliver Grace—Season's greetings and best wishes from Dad, Mam, Myra, Larry and the children, also from Kathleen and family in Dublin.

William Croft—My dear Bill, greetings and good wishes to you for a very happy Christmas, not forgetting your birthday on the 29th January, 1965. From Dad, Mam and all the family.

William D. McCarthy, Jun. Eng.—Best wishes for Christmas and the New Year—From all at home.

Sean O'Neill, 4th Eng.—Wishing you all the best for Christmas. We will be thinking of you. God bless. Daddy, Nora and Pat.

Harold Caughey, 3rd Eng.—Best Christmas wishes from Mother, Father, Sean, Maurice, Rita, Pat, Rosemary, Brendan, Agnes and Martin, also Aunt Peg, your cousins in Comber and all the neighbours from Ballycasborr. Hoping you will get home soon.

Thomas Delaney, Sailor—Greetings and good wishes for Christmas and the New Year. Mother, Father and family.

John B. Young, 2nd Eng.—Greetings and a very happy, Christmas. Remember the waistline. From all at home, with love.

William Carroll, A/B.—Christmas greetings from your wife, Nuala, also from your two children, Derrick and Ann, Mam and family at Maudlinton, Mam-in-law and family at Ferrycarrig.

"IRISH POPLAR"

Jimmy Gaul, 3rd Mate—Greetings for Christmas and the New Year with love from Mammy, Dick, Mary, Margot and Carol.

Kevin McLoughlin, Eng. Dept.—Best wishes and Christmas greetings from Mother, Father, Brothers, Sisters, Aunt and Uncle.

Jerry Desmond—A very happy and holy Christmas from Mam, Dad, Brothers and Sisters.

Michael Corcoran—Just to let you know that we are all thinking of you, and wish you a very happy Christmas wherever you may be. God bless you. Love from Mum, Dad and family.

John P. Shelton—Christmas greetings and best wishes for the New Year. Also birthday greetings for December 30th. From Mammy, Daddy and all the family.

David Crone, 2nd Radio Officer—A very happy Christmas and New Year from Ma and Da and all at No. 17 Wisley Road.

Brendan Stockdale, App.—Best wishes for a happy and a holy Christmas from Dad, Mam and all your brothers and sisters, and to all your shipmates.

Jimmy Rickard, 2nd Off.—Christmas, Birthday and New Year greetings come to you from your wife, Mary, relatives and friends.

Richard Smith, Pantry Boy—Wishing you a very happy Christmas and all the very best throughout the New Year. With love from Mam, Dad, Paddy, John and David.

Bernard Dorgan—Wishing you a very happy Christmas and a bright New Year from Mam and all the family.

Thomas Furlong, Jun. Eng.—Best wishes for a happy Christmas. From your wife and all in Fairview and Wexford.

Raymond Clarke, R/O.—Happy Christmas and New Year, darling. From your loving wife, Christine, Marian, Ursula, Kathleen and Ray.

Andrew Buckley—Greetings for Christmas and the New Year from Lorraine and all at 132.

"IRISH CEDAR"

Captain T. Glanville—Greetings and best wishes for Christmas and the New Year—From Mother, Sisters and relatives.

John Gilmartin, Jun. Eng.—Loving Christmas wishes and God bless from Mam, Dad and all the family.

Robert Carrick—Christmas and New Year greetings from Mother, Father, Patrick, Eugene, Kitser and Michael; Marie and children; also from his aunt Mrs. Margaret Carrick, Andy, Maggie and family. Greetings also from Maisie and Kevin Fynes. Christmas and birthday greetings from the Carthy family and from Anthony aboard the "IRISH OAK".

Ted O'Connor—Wishing you a very happy Christmas and a bright and prosperous New Year.

Thomas Flynn—Wishing you and all the boys a very happy Christmas and New Year. Love from Mum, Dad, Sean, Francis, John, Josie and Grandad.

Terry Bell, Deck Apprentice—Every good wish from Dad, Mammy, Eileen, Brendan and Brian.

Gerry Broderick Although you are across the seas,
It doesn't seem so far
When happy greetings such as these
Can reach you where you are.
Merry Christmas from your wife, Frances, John Michael, Gerrard, Ellen, Linda and baby Gerrard. Wishing you a very happy Christmas, from your daughter Vera, Jimmie and grandchildren Angela, Noeleen and Jimmie Jr.

Thomas Fullam—A very happy Christmas from Mum, Dad, Brothers, Sisters, and Aunt Molly.

Bill Fleming—Greetings and best wishes for Christmas and the New Year. Love from Mum, Dad and all the family.
Christmas greetings from The Dillon Family, 26 Conquer Hill Rd. (including Michael aboard "IRISH LARCH"), also Willie and Lily.

Paddy Murphy, 2nd Cook—Wishing you, Paddy, and all your mates a very happy Christmas. From Mum, Dad and all at Artane.

J. A. (Der) Moynihan—Season's greetings and much love. Mother, Father, Sisters Ann and Eileen.

Frank Murphy—Best wishes for Christmas and God bless from your loving wife Julia and family. xxxxx.

Jim McNally—We send our Christmas wishes and greetings for your birthday, December 30th. God bless from the McNallys and the "Fenns". Love Maw.

Kevin Flynn—Hello Kevin, sorry to hear that you won't be home for Christmas. We are all just as you left us. Wishing you and all your comrades a safe journey and a very happy Christmas. Love from Ma, James Mouse and Rebel. "Same again" Moose.

M. J. O'Mara—Best wishes for a happy Christmas from Mam and Dad.

Jimmy McEvoy—Hope you have a very happy Christmas Jimmy. We will be thinking of you. From your loving wife Sheila and daughter Anita. Also happy Christmas Jimmy, will leave a "small one" in the Top House for you—Syl and Hilda. And hope you have a very happy Christmas. God Bless. From all at 32 O'Malley Road.

Michael Doyle—Shall be thinking of you although many miles divide us and hope you have a very pleasant Christmas and a happy New Year. Mammy, Daddy, Eamonn, Vera and Josephine.

Edward Devlin—Best wishes Edward for a happy Christmas and bright New Year from Mum, Dad, Grandad, Lily, Terence, Sally, Mary and Patricia. Also from Aunt Brio and family, Aunt Eileen, Uncle Alfie and Family, Mrs. Flood, Paul and McGrath family, Mrs. Collins and family and all in Deans Grange, not forgetting Prudence.

Michael McGowan, Ch. Cook—We all join in congratulating you on receiving your Chief Cook's ticket. Merry Christmas and happy New Year to you. From Dad, Mam, Uncle Seamus and Aunt Mary.

Kieran F. Dooley, Ch. Off.—Greetings, love and good wishes to you from your parents and sisters and from the McInerney family. If you are not with us for Christmas we will "splice the mainbrace" in a toast in your honour so that you will be with us in the right kind of "spirit".

Jack Johnson, Ch. Eng.—Christmas greetings and sincere good wishes for 1965 from all at home.

Harry Loughrey—Christmas greetings to Harry from Daddy, Mammy, Margaret, Anne, Sheila, Ethna, Michael, Francis and Julia.

Richard Egan—Greetings for a very happy Christmas, with love from all at home.

Frederick Cairnson—Happy Christmas, Darling. With every good wish from your loving wife, Alice.

Barry O'Meara—Greetings for a very happy Christmas from some of your "Enterprising" friends in New Ross "Bar" none: also from Mother, Father, Sisters and Brothers.

"IRISH PINE"

Johnny McGroarty—Hello, Johnny. Here's wishing you a very happy Christmas and a bright New Year. Love from Mam, Dad, Brothers—Damien, Neil, Desmond, Paul and Jimmy, Sisters—Peggy and Carmel.

James Goucher—Wishing you a happy Christmas and all the best for the New Year. From your Wife and Daughters, Josie and Bella, and all the family.

Gene Currivan—Christmas greetings and best wishes on your first Christmas afloat. The Carroll family.
Greetings for Christmas and the New Year. May God bless you wherever you are. From Mam, Dad, Marie and Hilary.

Jerry McCann—Every good wish for Christmas and the New Year from the Lawlor family.

Evan Onions, 4th Eng.—All our love, my dear. God bless and a very happy Christmas. Our thoughts are with you. Mum, Dad, Olwyn and Ann.

Patrick Chandler—Birthday greetings for the 29th Nov. (20 years), also Christmas greetings from Mother, Brothers and Sisters.

Kenneth McKenzie, 2nd Off.—Best wishes for Christmas and the New Year from all at 31. Dad.

Brian Fitzsimons and His Wife, Aileen—all the blessings of "The First Christmas" from your friends at Dawson's.

Hugh O'Reilly—Greetings to you and all aboard. Hope you have a nice Christmas and hope to see you soon after if not before. Fondest love from Mum, Angela, Esther and Jim, Eileen and Chris, and of course, Kenneth and Verona.



"Jimmie Junior" who sends greetings to Gerry Broderick and Jimmie McCarthy.

"IRISH HAWTHORN"

Dermot Buckley—All our love and best wishes for a holy and happy Christmas. We will miss you very much on Christmas Day. From Dad, Mam and Sisters Brid, Loreto and Finnoula.

Andrew Kehoe—Wishing you a very happy Christmas and every good wish for the New Year. From all the family at home in Cork. Mrs. Marie Jolly (Sister). Best wishes to Andrew from the Byrne family, St. Lawrence Road, Wicklow.

Samuel McGarry, Jun. Eng.—A very happy and holy Christmas to you and all the crew from Mam, Dad, Phill, Mornie, Pat, Lulu, Noel, Brendan, Jim, Vera, Bernie and all the gang at Drimnagh. God bless you all. Hoping to see you soon.

Michael Gilton—Greetings and best wishes for Christmas and the New Year from the Hannah family.

Noel Fitzsimons—Wishing you a very happy Christmas from Mother, Dad, sisters Ann and Joan, and brothers Paddy, Jerry, Dermot, Tony, Tommie, Bernard, Joe and Jack. Hoping to see you in the New Year. Also love from Carmel.

Henry Bradshaw—Greetings and happy birthday from Mother Father, Liam, Paddy and gang.

Anthony Hall—Wishing you a very happy Christmas and New Year from Mother, Father, Brothers and Sister, Nieces and Nephews.

Owen Kehoe—Greetings and very best wishes for Christmas from Mam, Ann, Liam, Bat and a special greeting from your little sister, Terry.

Andrew Myler—Love and best wishes for Christmas and the New Year from your wife, Ann, daughter Elizabeth and sons Michael and Andrew.

Patrick Franky Walsh—Merry Christmas and a happy New Year. From your Father, sister Eileen, aunts Kitty and Briddie, Mrs. Cullinane and Mrs. Vaughton, aunt Monica Walsh. Christmas greetings and best wishes for the New Year, and to all aboard—Bridie D'Arcy. Christmas greetings and best wishes for the New Year. Love from Annie. Also happy Christmas to Frank from Mum, Pop and Gabriel.

Anthony and Donal McCarthy—Christmas greetings and all good wishes from Main, Dad and May O'Diarmuid.

Richard J. Needham, 2nd Officer—Best wishes for Christmas and 1965 from Dad, Thelma, Kay, Joan, Rodney, Jimmy, Philip, Noel, Tommy and Steven.

Seamus Clinton—Greetings and best wishes for Christmas and the New Year from Mother, Father and all at home. God bless you. Also greetings and God bless on Christmas and New Year from Peter, Cepta, Mary, Tony, Noel and Barry. And greetings and best wishes for a happy Christmas and a bright and prosperous New Year from your wife and all the boys.

Patrick Corcoran—Just to let you know that we are all thinking of you, and wish you a very happy Christmas wherever you may be. God bless you. Love from Mum, Dad and family.

Tommy McCarthy—Wishing you a happy birthday on the 6th December, and Christmas and New Year greetings from all the family and the babies, with love.

John Corbally—A very happy Christmas John from your wife Eileen and sons and daughters who send you all their love.

Michael Byrne, App.—Love and best wishes to Michael for a very happy Christmas. From Mam, Dad, Annette, Michael and all his friends at home.

Edward Russell—Wishing you a very happy Christmas and also a happy birthday on the 25th November. From Mammy, Daddy, Rena, James, Patricia and Grandad. Also best wishes to you for a very happy Christmas from the Byrne family, St. Lawrence Road, Wicklow.

Thomas Finnin—A very happy Christmas from your loving wife Nora, daughters Noreen, Brenda, Caroline and Joan in England. Sons Junior, Martin, Jerry, daughter-in-law Kitty and Ann, grandchildren Brenda, Caron and Gerrard and sister Brigid and Nana Allen. We would all love to have you with us for Christmas.

Brendan Core—A very happy Christmas to Brendan from Mother, Father, Brothers and Sisters, Aunts and Uncles.

K. Kavanagh, Jun. Eng.—Greetings for Christmas from Mam, Dad, Brothers and Sisters. We will miss you on Christmas Day for a song, but will sing "The Shoals of Herring" for you around 8 p.m., so join in and have a happy Christmas.

Michael Gilton—Wishing you a very happy Christmas and prosperous New Year, with love from Mam, Frank & Ann, Joe & Dagmar (in Norway), Mary and children, Jack and Bridie, Kathleen, Granda and Tony, Mr. & Mrs. Gribben, and all at Lyle Road.

Frank Walsh—Greetings and best wishes for Christmas and the New Year from Peter and Teresa Cubbard.

"IRISH SPRUCE"

Noel Fynes—Christmas and New Year greetings from all at South Shore, Rush. Birthday greetings for the 9th December and every happiness at Christmas and in the New Year from Mum and Dad. Christmas greetings to you from the Carthy family, Hayestown, and from Anthony aboard the IRISH OAK.

Denis Falvey—Christmas greetings and a very happy New Year from Mum, Dad, Kay and all your girl friends at the B.A.H.

Pat Moriarty—A very happy Christmas and all the best for the New Year. From Mam, Dad, Kitty and Helen.

Michael Brophy, App.—Christmas greetings and every good wish for the New Year to you and all aboard. From Mum, Dad, Tom, Shelah, Ann, Cathryn, Helen and Mary.

Donald Carroll—Christmas greetings and all the very best for the New Year. From your wife, Nuala, Derrick, Ann.

Michael Larkin, App.—Christmas greetings and best wishes from Mam, Pop, John, George, Brendan and Pat, also Mary, Pat and baby Thomas, Freshford.

Patrick Redmond—Christmas greetings and every good wish for the New Year from Mother, sisters and brothers.

Gerrard Dorgan—Christmas greetings and best wishes for the New Year from Mam and all at home.

Patrick Dignam, Jun. Eng.—Greetings, Patrick, and wishing you a very happy Christmas and God's blessing, with all our love. Father, Mother, Brothers and Sisters. Wishing you a very happy Christmas, with love. Adrian.

Eamonn Doyle, 3rd Off.—Birthday greetings and Christmas wishes from Mammy, Daddy, Michael, Vera and Josephine.

Eddie Melia—Wishing you a very happy Christmas. Sorry you couldn't get home for Christmas. All the best from Mum, Dad, Brothers, Sisters and Grandmother.

John Doyle—Greetings and every good wish for Christmas and the New Year from your wife, Josie and baby daughter, Mary.

Thomas Mahoney—Wishing you a very happy Christmas. Greetings from Mr. & Mrs. Walsh and family, Cape Clear, Baltimore, Co. Cork.

"IRISH FIR"

Noel O'Neill, 3rd Eng.—Wishing you a happy birthday on the 21st December, and a very happy Christmas. Love from Nancy, the children and all at home.

John McDonald, Cook—Wishing you a very happy Christmas, and all the members of the crew. From Mother, Brothers, Uncles and Aunts.

Turlough MacMahon—Greetings for Christmas to Turlough from Mam, Dad, Fionnuala, MacDara and Morragh.

John Hall—Wishing you a very merry Christmas and a bright and happy New Year. With best love from all at home. Also a very happy birthday on the 15th January.

Sean Fagan—To wish you a very happy and holy Christmas, and I want you to know that we will all be thinking of you. God bless you my dear son, Sean. From your loving Mother, Father, Brothers and Sisters, Granny and Granda—we all send our love to you.

Thomas McGuire—Christmas greetings from Maisie, Rosemary, Anita and John, your Mother, Kay and the 3 Ds and all at 36 Westland Row.

OFFICE NEWS

BY JOHN HIGGINS

Since our last issue went to press two of our male staff have left us for pastures new. They are Fergus Burke of the Accounts Dept. and Donal Kennedy of the Cargo Dept. We wish both these young men every success in their future careers.

To Jimmy Simmons of the Accounts Dept. we extend our congratulations on the recent birth of a daughter. Our best wishes also to Olive, Jimmy's wife, who was formerly on the staff of I.S.L.

Recent additions to our ranks have been Matthew Ward and Peter Tiernan, to both of whom we say 'Cead Mile Failte'.

A number of inter-departmental transfers have taken place since our last issue. Bernard Byrne has gone to Liner Dept. from Accounts and from the same Dept. Eddie Shaw has moved to our Dock Office. Two further transfers have been Bryan Shepherd from Dock Office to Cargo Dept. and Frank Cheevers from Services to Accounts. Finally Charles Doyle has also moved to Accounts from the Services Dept.

A welcome visitor to Head Office recently has been Miss Rita Barrett who looks after the Accounts in our Cork Office. Rita was having a look over our new Punched Card System as well as other aspects of Head Office accounting.

SPORTS NEWS

G.A.A.

Dublin Senior footballers were beaten by New York in the final of the National League which took place in New York last October.

On their return from America Dublin were again out of luck when they were defeated by All-Ireland champions Galway in the final of the Grounds Tournament. Meath actually qualified to meet Galway in this decider but they refused to play owing to the appointment of the same referee who officiated in the Championship semi-final meeting of the same sides.

SOCCER

Shelbourne defeated Belenenses of Portugal in the first round of the Inter-Cities Fairs' Cup. After both sides finished their home and away games on level terms they had to play a third match in Dalymount Park to decide the issue.

Five teams have finished level in the L.O.I. Shield Competition and they are Dundalk, Drumcondra, Cork Celtic, Limerick, Shamrock Rovers. There will now be a play-off to decide the winners.



Mr. John Higgins of the Accounts Department photographed writing a libellous article.

RESIDENTIAL COURSE

Another Residential Course for seagoing and shore executives was held at the Woodlands Hotel, Greystones, Co. Wicklow, from November 25th to 28th. The attendance included:

Seagoing Personnel

Capt. I. H. Tyrrell
Capt. J. Gleeson
Capt. J. Lee
Capt. F. W. Kirk
Mr. H. J. Mooney
Chief Engineer.
Mr. J. J. Martin
Chief Officer.
Mr. A. Calderwood
2nd Engineer.
Mr. P. G. Walsh
2nd Engineer.
Mr. M. Kavanagh
2nd Engineer.
M. J. Ennis
2nd Engineer.

Shore Personnel

Mr. A. McElhatton
Asst. Accountant.
Mr. W. Mullen
Liner Department.
Mr. K. Dixon
Naval Architect.
Mr. N. J. Healy
Superintendent Engr.

OBSERVER:

Mr. P. P. English,
Secretary.

CONSULTANT:

Mr. M. Cobby
of O.T.M.A.

LATE NEWS

Female calf born on "Irish Spruce" in North Atlantic, 29th November. Mother and daughter doing well.

ROOM AT THE TOP

By Yards na h-Asaleen

A large and fully representative audience gave a wildly enthusiastic reception to Mr. A. W. C. Breeze, Fellow, when he read a paper on "The Shipping Executive of the Future" to junior members of the Institute of Shipping Executives at the Institute headquarters.

The speaker was introduced by the Chairman, Lord D. E. D. Wate, who paid tribute to the work done by Mr. Breeze in the field of research and improved techniques as applied to the problems of the shipping executive. Mr. Breeze would long be remembered for his comprehensive book, "The Complete Shipping Executive," which was already an invaluable work of reference in the revised vest-pocket edition.

The old formula for success, said Mr. Breeze, was to start at the bottom and work your way up, but as every junior knew, the place to start was at the top. He had often been asked to define Executive material. In his opinion one essential feature must be the overwhelming sense of loyalty and devotion to duty. Such a man would prefer a simple pat on the back from his Managing Director to any monetary

reward. Such men were scarce, said Mr. Breeze, and a damn good job too.

Well informed management today realised the importance of delegation and the most successful adopted a policy of maximum delegation. He would however, sound a warning note here. He was personally aware of one unfortunate case of over-delegation where the final act of delegation involved a non staff member. As a result the entire head office of the Company was burned to the ground without the Fire Brigade having been informed.

Old fashioned methods and out-of-date practice had no place in modern business and it was now hard to believe that in former times companies were wholly unable to apportion large profits on a proper departmental basis. Today, thanks to the use of computers and other scientific methods, annual deficits were correctly allocated under appropriate headings. This in turn greatly assisted management in the important task of planning for the future.

(continued on page 25)

J. Atcheson, "Irish Rowan" hospitalised at Seattle.

M. Bollard, "Irish Alder" hospitalised at Azores.



"Our new computer is going to save a million a year and we're starting with you."

SUGGESTOMANIA — By NED

The Suggestion Scheme has brought to light, amongst other things, the presence amongst the office staff of a surprising number of budding inventors. Indeed, budding is an understatement, it would be nearer the mark to call it an effervescence of invention, and oddly enough, a great number of these weird proposals wander into the field of engineering. Some of the brightest efforts we will examine here.

High in endeavour we put the “self-propulsion” scheme suggested by cyclestein Mulally: A powerful shaft should be run throughout the length of the vessel, fitted at intervals with gear-wheels, cranks, pedals and seats above. In this way quite a lot of fuel could be saved by having, say, about 12 office staff pedalling furiously in calm weather when the engines would be shut down. The shaft of course, would be geared to the screw by a helical differential ball sprocket of reciprocating energy values. This engine to be known as the screw-ball auxiliary.

Not far behind in inventiveness, and even further advanced in the frantic effort to save the company money, no matter what the expense, is the “instant-cargo-filling” auxiliary. A source of constant anxiety to management are the long ballast voyages vessels sometimes require to make to reach the loading port of a new fixture. The obvious answer, says Jules Verne Fitzpatrick, is to have a complete deep-sea trawling equipment fitted, and on the ballast voyage, trawl, trawl and trawl again, till the hatches are oozing with fish. This lucrative cargo can be immediately sold upon arrival for a substantial sum. A shrewd ulterior intention is hidden in this subtle scheme for lo; the lazy staff are again compelled to pull their weight, and so keep them from the sin of idleness. However, it is not intended that the screw-ball auxiliary be used at the same time, as it might frighten the fish.

Perhaps it has never sufficiently been brought home to Management the dire straits a vessel would be in if her engines broke down, her fuel ran out, her provisions went bad, and the radio folded up, all at the same time. It will be argued that such a concomitance is unlikely, but has provision been made against it? No, says Bud Wright, another forgotten engineer in the attic, and what would happen to the crew in such an eventuality? How would they have the strength to man the new auxiliaries? What would they eat? And even more important, what would they drink? “Seagulls’ blood”, cries Bud triumphantly, and from his lore of surviving mariners in open boats, has devised the

“Seagull-catcher”, a long, articulated steel arm fitted to the prow, with a claw-like attachment, for scooping up the unsuspecting gulls. A diabolically clever scheme, when it is remembered that as the vessel is likely to be overflowing with rotten fish, there would be more than enough gulls to go round.

Then there is the de-grounding apparatus. A series of steel tubes, about six feet long, should be fitted to the hull. Inside each tube is a strong bar fitted with a powerful spring. Should a ship run aground a button is pressed (it is important that the ship be not permitted to run aground in the event of a power failure) and with terrific velocity out shoot the “pushers” with a jolt guaranteed to drive the vessel back into deep water, where she should have stayed anyway.

These are but a few of the many engineering marvels which old Father Time, if he lives long enough, may yet see fitted to the fleet. What an insignificant thing is even the nuclear-powered merchantman, almost a throwback by comparison. Perhaps, in the light of these hidden talents amongst the battery-hens in the office, some effort may be made to institute a series of courses for budding clerical engineers, that may bring the buds to full development. The mind boggles at the possibilities which may then be attained. Alternatively, of course, someone in the fleet may devise a de-budding machine; but then you can’t please everybody.

* * * *

THE IRISH “SCRIPTO” By “Tugboat Annie”

The “Scripto” which you sent to me
Is writing this for all to see,
In “Signal” for the folks at home
And all away across the foam.

To advertise the Irish Ships
More than words upon our lips
This little pen is like a key
To unlock praises of the sea.

Were I to travel all the world
With Irish Shipping’s flag unfurled,
When I would reach each foreign part
Your pen would lie right next my heart.

And send back cards to Ireland’s shore
(Where letters cost just twopence more) !
Much better than telegraphy
Your pen is truly loved by me !

Room at the Top—contd.

In the planning for the future a major role is played by the executive. A real executive must lead his subordinates and inspire his colleagues. His day begins when the sun rises and he takes a short walk before breakfast which should consist of a slice of black toast, half a glass of cucumber juice and a shredded leaf of spinach for vitality. After breakfast he will read a short treatise on Executive Motivation while standing on his head. Then a five minute period of mental seclusion to rest the perceptory senses in preparation for a full day's Executive Effectiveness. He will scan selectively over the pages of his copy of the Financial Times as his chauffeur drives him to the office.

On arrival at the office, half an hour before the general staff, he will immediately consult his diary and plan his work in accordance with that day's business commitments. Checking the time, he will then inspect the attendance book, noting latecomers. If he should encounter a staff member with more than twenty years' service he will acknowledge the latter's "Good morning, Sir" with the reply "Good morning, Murphy". This will promote good human relations by rewarding the loyal servant while at the same time it will encourage younger staff to remain with the company in anticipation of similar future reward.

After supervising the daily Objective Chart he will take a five minute break at mid-morning to partake of a glass of yoghurt. He will subsequently plan his discussion for his luncheon engagement. Prior to the actual appointment he may read "How to win friends and influence people".

The luncheon should not be permitted to drag out past three hours at most.

On returning to the office the Executive should get his secretary to take notes of the salient points discussed. After this a supervisory inspection should be made, pausing to make a brief enquiry as to the health of the oldest staff member. The latter must have at least thirty-five years' service and the privilege granted will serve as an incentive to the member with only twenty years' service. Such incentives are absolutely necessary to obtain the maximum return and they have the added advantages over monetary incentives by restricting costs while at the same time preventing the staff from being greedy and self-centred.

The incentive for the eldest staff member is the fear of dismissal.

At the end of the day the executive should put in at least two hours overtime as an example to his staff. On leaving the office he should indulge in a brisk walk along the sea shore. With a light evening meal of unsweetened vegetable marrow extract and

BLOOD AND SAND

PLAZA DE TOROS MONUMENTAL

BARCELONA, ESPAÑA

EXTRAORDINARIA CORRIDA



Con superior permiso y a su tiempo se le impondrá, se picarán banderillas y se le morirá a estoque

6 HERMOSOS Y BRAVOS TOROS, 6

con divisa rosa y verde, de la renombrada ganadería de

D. BALTASAR IBAN

de Madrid, para los grandes ESPADAS

JOAQUÍN BERNADÓ PADRAIC ENGLISH 'EL CORDOBES'

con sus correspondientes cuadrillas

Amenizará el espectáculo una brillante banda de música

Señales de vapor laterales en disposiciones dadas para cada clase de espectadores

**DRAMATIC PICTURES
ON NEXT PAGE**

rye bread consumed slowly to aid the digestion, the day's food intake will have been completed.

Some light reading on a commercial subject or attendance at a suitable lecture before retiring is advisable. And so to the end of a perfect day.

Mr. Breeze concluded by thanking his hosts for their heartwarming reception which, he said, almost prompted him to waive his fee.

Sitges is a famous Spanish holiday resort where bull merchants may be found in abundance. Attracted by the town's distinctive old Spanish atmosphere, our Secretary and Assistant Accountant, this year spent a vacation there, each arriving unknown to the other, and both just clearing Dublin airport two steps ahead of the posse of Auditors who had sized the petty cash box. People who lived through the last war will remember the consequences of drinking Iberian brandy. P. P. English describes here what it did to him. No reports were received on our Assistant Accountant after he arrived in Spain.

DEATH AT MIDNIGHT By P. P. English

Having read Hemingway on bull-fighters, and having seen both good and bad bull-fights in many years' holidays in Spain, I couldn't resist the attraction of unlimited champagne, flamenco-dancing and an entertaining evening watching optimistic amateurs trying their skill against small bulls at midnight.

Several cognacs and a half-bottle of champagne later, I found myself awkwardly holding a red cape and trying to avoid the attentions of an earnest little bull.

Hemingway writes "A good bull-fighter has the rare control of his reflexes to stand in a fixed position and coolly meet and control the charge of an enraged wild beast. He tempts the bull's horns past his exposed body as close as his bravery dictates".

According to all the best writers, the bull is supposed to attack the moving object. So I stood in a fixed position and coolly moved my cape.

Unfortunately, the bull was either a poor scholar or couldn't read in the first place. To the delighted "Ole" of the audience, he ignored the quivering cape and charged me.

Naturally, in the circumstances, I also felt free to break the rules, so I moved. Pronto !

Now I know what Hemingway was talking about. He wasn't talking about me !

From now I'll stick to beagling. Who ever heard of anyone being gored by a hare?

DICKENS ON SECRETARIES

"Matrimony is proverbially a serious undertaking. Like an overweening predilection for brandy-and-water, it is a misfortune into which a man easily falls, and from which he finds it remarkably difficult to extricate himself. It is no use telling a man who is timorous on these points, that it is but one plunge and all is over".

EL TOREIRO



A special greeting for Christmas to their Uncle Jimmy who is Master of the "Irish Blackthorn" and to their Uncle Michael who is Chief Officer on the "Irish Rose," comes from Catherine and David O'Doherty photographed here outside their home in Leeson Park, Dublin.



INSIDE POLITICS

By Backbencher

The annual Ard Fheis of the Clann na Mara Party was held last week in McBirney's basement after armed guards were placed along the shelving which houses the stores of soap powders and dusters.

The Minister for Coarse Beef (Blackrock East) presented his 25th Plan for Uneconomic Expansion—and asked the delegates to have a run through it, to kick it around and jot down a few thousand ideas. Even a good idea would do but there was no hurry—they could drop them up to him after the coffee break. He was, he said, taking the bull by the horns (*cries of 'Ole'*). They wouldn't know what the plan was all about, but that didn't matter because he hadn't the foggiest notion what it was all about either. If anyone wanted to discuss it with him he was always available. They would find him in bed any morning or in Bewleys in the forenoon. He would be in the Dolphin at lunchtime or in Jurys or the Moira around 8 o'clock in the evening. He might even fit in a caller at his office, where he took his afternoon nap. He spent the Wintertime lying in ditches, and they could locate him in the Summer-time by contacting Interpol in Madrid. The delegates would understand he wanted people to live the simple life; a little brandy, a spot of smoked salmon, a turn at beagling. He believed in good example. He was even prepared to get married (*wild shrieks from the lady delegates*). If the delegates wished he could elaborate on a few further points which occurred to him . . . (*cries of "we give in"*).

The Chairman at this stage placed a sack over the Minister's head and called for the next speaker. This was the member for Stillorgan who said he wanted to record an emphatic protest at the disgraceful size of widows and orphans and old age pensions. These were far too big and the money should be transferred to the poor of Stillorgan—in particular to Sick and Indigent Charterers. He had no objection to an expanding economy provided it was his own. He was proud to be completely anti-social he said. He was no Sinn Feiner. He was a Me-Feiner. He was putting one motion to the Ard Fheis—it was to have an extended residential course for the organisers of residential courses. This would last about 10 years and be located, perhaps, on the Tuskar Rock. He could supply the necessary transport.

(*the speaker was howled down*).

The delegate from Sandycove protested at the morbid preoccupation with expansion. His problem was to arrest expansion. He was also calling for a return to the 7 day week. The 5 day week, he said, was a savage act of barbarism. It had him jaded.

Why couldn't we live the glorious heritage bequeathed us by our saintly forefathers who worked if they felt like it. The crowd that dragged him in at 9 a.m. every morning had a black sin on their consciences. He was willing to lead a protest march on Liberty Hall and would even promise to keep shouting slogans the whole way. On a show of hands the motion was lost by 105 votes to 1.

A resolution was then put on behalf of the Raheny Cumann (defeated) calling for the setting up of a rest centre at Killester. The Chairman pointed out that the Raheny Cumann already enjoyed a well appointed rest centre near O'Connell Bridge.

The member for Ballymun deplored the unemployment situation and advocated the wider use of machinery to counter it. People often feared that machines would replace the man. He could assure them this was not his experience. He was not saying that machines led to more work, but they certainly did create more employment; and what's more they created problems which led in turn to bigger machines being needed to discover what went wrong with the other machines. More people would be needed to check on the machines because even though they were fool-proof they sometimes made mistakes, and it was on the cards that if expertly handled they would produce complications never before envisaged (*cries of "punch drunk" machines*). He was confident that given the right machines he could find enough jobs to solve the entire unemployment problem—(*loud cheers from the cushioned seats*).

A delegate from the North Atlantic said he now had the answer to all the problems that used to worry him. He could assure his colleagues back in his constituency that they lived in the safest place on earth.

Winding up the Ard Fheis, the President (Terenure West) thanked all those delegates who had not spoken. He admitted to feeling uneasy at the beginning when he thought someone would say something worthwhile but happily his fears proved groundless. He recommended them to study carefully whatever plan was kicking around but on no account to produce any ideas as he had enough problems already. However, it would give them something to pass the time. They had arrived at the cross roads and faced a one-way street which meant they must go sideways. He called for an end to organisation and methods and a return to the working day. There were many difficult tasks ahead, but knowing the delegates, he felt confident they would successfully delegate them all. He would conclude by asking all present to join him in singing "Rocked in the Cradle of the Deep".

LETTERS—FACT AND FICTION

In this modern age radio and telegraph keep the shipowner in daily contact with his vessel. In the days of sailing ships the owner took greater risks. A simple faith in nature and humanity was essential to his business success. To illustrate the point we print here an authentic letter received by an English shipowner when one day he came down the docks looking out for his ship which had left on a voyage about 8 months previously. Perhaps the letter was headed "More Tomorrow".

Baltimore,
December 15, 1823.

Good Sirs,

Today we have a most unpleasant duty to fulfil towards you: painful to inform you that your vessel, the "Antelope," surprised last night by a gale of wind, ran aground this morning at 4 o'clock upon a beach. Being no longer able to withstand the storm, which was driving the vessel towards the reefs, the captain resolved to run her aground. She has suffered greatly. Nevertheless, the hope of getting her afloat again is not abandoned—all will depend upon the state of the sea, which, however, promises to subside, but it is impossible to say as yet what is the gravity or the extent of the damage to the ship. At the same time, it is the opinion of nautical men that her position thus far is not entirely alarming, for the ship holds out well where she is grounded upon a shingly beach, visible all over at low water, and in a word, her situation is deemed as favourable as possible. Professional opinion further attests it not improbable that, with the weather continuing fair, the floating off is assured by taking advantage of the spring tides. Active measures are already in hand to set about the lightening of the vessel, but it would appear an unfortunate circumstance that the cargo has suffered greatly, and certain portions must be considered a total loss. Since the commencement of this epistle, painful intelligence has reached us that a heavy sea has swept away her mast and caused much damage to all parts which remain on deck. Already some boxes and casks belonging to the cargo have been picked up on the beach and the sea has penetrated the holds, but the work of salvage is actively proceeding under the direction of the Maritime Authorities, but one may adduce that contact with sea water will hardly enhance the value of the goods. The crew, who are worn out with fatigue and overcome with anxiety, are objects of the most assiduous care. Be assured Good Sirs that you may in all tranquility confide in our uniform

attention to carefully protect your interests and in every contingency to press for the greatest activity.

I enclose, good sir, a detailed return confirmed by legalized documents under Consular Authority of all expenses and disbursements expended up to the present date.

We remain, etc.

THE LADIES LETTER WRITER

This is the title of a little book published about 70 years ago in London and described as "A guide to correspondence on all subjects"—in other words it helped ladies to write letters by giving model letters for a wide range of situations. The book appears to have enjoyed a good circulation and is in fact mentioned in James Joyce's 'Ulysses'. Harmless as the book is it serves up a very neat commentary on the class distinctions of the nineteenth century. It assumes the social order to be very clearly defined. A lady was a lady and a servant was a servant and each knew her own place. A lady, too, lived the good life.

Here is an extract from a model letter entitled "From a lady Replying to Questions as to Household Management":

"... We do not allow our servant money for beer thinking it much more economical to provide her with it from our own cask of ale at one shilling a gallon, of which we allow her one pint a day. We make our own bread, which we find cheaper. We allow no dripping whatever to be sold—it encourages petty robberies, we imagine..."

A girl seeking a position as a housemaid is recommended to write her prospective employer as follows:

"Madam,

With respect I venture to apply for the situation. May I venture to say that I think I could suit you, having been accustomed to service from a little child. My wages are £12 a year.

*Your humble servant,
Mary Ann Marsh".*

The lady of the house is told to reply to the applicant in a different tone. Note the kindly human approach of the employer:

"Mary Ann Marsh,

Bring your character tomorrow. I think very likely you would suit me. Early rising and personal neatness are two things which I expect of those in my service; and if you are not in the habit of practising both, it is needless for you to come.

Emily Mordaunt".

(continued on opposite page)

The Ladies Letter Writer—contd.

We think this last example will be of particular interest to readers of SIGNAL. The model letter is entitled "YOUNG WOMAN'S REPLY TO HER LOVER'S (A SAILOR) LETTER":

"Dear William,

With what pleasure I received your loving and truly welcome letter, no one in the world can tell but myself. Ah, dear William (my mother says that I may call you so now), nothing in the world shall ever make me break my promise to you when you sailed from Chatham. Heavy hearts we had both of us—had we not? and sad enough have I been since you left. Young H——, the son of John H——, the pawnbroker, has been for the last few weeks trying to persuade me to walk with him, but I steadily refuse. Knowing how true you are to me, I will, like a sailor's intended wife, be "true blue" too. He writes to me and says that perhaps you will never return, or that you will marry abroad. I do not answer him, but hope and trust you may return safely. As for your marrying another, I know you are too good a man to break a girl's heart. I only hope, dear, your ship will soon be ordered home. It is an anxious life for me while you are away. What a happy meeting it will be when you return! I always said I would marry a sailor; I can't bear landlubbers. What use are they? Do they defend us from our foreign foes? Do they protect our shores? No, William, no; the sailors, the pride of the ocean, protect Old England, as they ever have and will do!

Mother sends her kindest love to you, and father has been very busy indeed, and has made a very good thing of his last contract. He desires me to say he shall be very glad to call you his son; so you see, dear Will, when you come home all will be very glad to see you, but none more so than

Your ever loving

Fanny".

We were asked to publish this letter written to Sean Hamilton on the "Irish Larch" by his 8 year old brother William:—

Dear Shean,

I know you are stain away for tow years. I wish you luck, how are you I am grand. And will you bring me a souviner home.

The kids would like to write to you, but they are to small.

From William.

LETTERS TO THE EDITOR

The article in the October issue of "Signal" on our very eminent Captain John Poole has some errors which cannot go past me without correction.

His first new ship was "Irish Willow" No. 2, built in 1948.

Captain Poole was, in fact, appointed to the "Irish Oak" and stood by her during fitting out. However, before this vessel was completed, he was transferred to the "Irish Cedar" to relieve the late Captain D. Foley.

Captain T. Glanville was the Master who took the "Irish Oak" on her maiden voyage.

MEMORY MAN.

I wish to thank you for sending me Signal. I enjoy it very much and read it from cover to cover. It always brings back memories to me, and as the "Irish Ash" was the last ship I had been on I take particular interest in it.

You will be glad to know I have been fitted out with my two artificial limbs and I am now able to walk again. After two years of hospitals and being in a wheel chair I am really delighted to be on my "feet" again.

JOHN LUMSDEN.

From An Officer's Wife

A few weeks ago I saw my husband off from Cork Airport to join the "Irish Plane" at Mauritius. It brought me back a while—to 1944 in fact—to the time when we were first married. He left then to join the first "Irish Plane", only he travelled on a bicycle. We were living in Dublin not far from the docks where the old ship was berthed.

As I watched his plane taking off I thought that we had come a long way since those days when Irish Shipping was a very young company. Although they were exciting times they were in ways very anxious ones for some of us. When we said goodbye we wondered if we would ever see them again because we knew the dangers through which they sailed and every day we read about all the ships that were lost.

This year I made a trip to Canada on the "Irish Ash" and as I stood at the rails while the ship was going up the Welland Canal I felt very proud. The Irish Shipping colours and the Irish tricolour attracted great attention from the many holiday-makers on the platforms. It was very gratifying to know that our own vessels were carrying Irish trade to North America. Great credit is due to our seamen for the wonderful job they are doing.

Would you please print an appreciation to the Management for granting leave to my husband in time for our daughter Margaret's wedding.

MRS. MARGARET FLYNN,
WEST DERBY.

MRS. MENACE SOLVES YOUR PROBLEM

My boyfriend went to sea three years ago and although I have written to him everyday I have not heard from him even once. Do you think he is losing interest in me?

Nonsense my dear. Of course he still loves you. You must not be impatient. Your letters no doubt were sent through your boy friend's shipping company and they do want a little time to get them there. Do hang on another three years before you start to worry.

I am a shipping clerk. For years I was happy and loved my work. Some years ago I fell in love and got married and settled down in Raheny. Life was just idyllic. Then one of my colleagues got married and settled down in Raheny. Then came a third and another and another until finally the entire staff came to live in Raheny. Now when I leave the office a whole squad leaves with me and marches to Amiens St. Station. People stare at us. One day I heard an old lady tell another that we looked like inmates of some institution.

If I go out at night I run into droves of staff, the result—I do not go out at all, it's not safe. Last week my wife left me. I would like to shoot myself. Please help me.

Your case is a sad one. I am mailing you a Colt .45 and 6 rounds of ammunition.

Here in the office I love my boss and I am sure that he loves me too. I want to get married this year but there is one slight snag. His wife and 8 children threaten to come between us and our happiness. How can I persuade them that nothing matters but our future?

My dear, in this situation you must be firm. Wives can be so unreasonable. Why not talk to her. Offer to compromise. If you take himself and the 8 children I am sure she won't mind.

I am engaged to a nice boy who loves me but my brother, who is a prominent member of Fianna Fail, has been sentenced to seven years' penal servitude for armed robbery. My mother is going out with the man next door and as a result, my father has run away with his girlfriend. My poor sister's restaurant has been closed by the police. Now my problem is this: should I tell my boyfriend that my brother is a member of the Fianna Fail party?

My dear, there are problems which I cannot solve.

I recently attended a dance with my boyfriend but my pal threatens to tell my husband because she is jealous of the way his girlfriend was flirting with my pal's fiancée and blames me for introducing her husband to my husband's former fiancée whose brother is doing a line with my fiancée's sister. My boyfriend's wife was also at the dance with my sister's husband and she is also jealous of me because I was once engaged to her first husband who is now going out with my brother's fiancée and she has threatened to tell his wife that her brother's latest girlfriend was also at the dance flirting with my husband which I know not to be true because on that evening he was actually out with my pal's sister who was once married to my husband's sister's brother. How can I persuade my boyfriend that I still love him?

My dear you need to meet people. Do get away from the rut. You should marry an engineer.

I have been asked out by an accountant in a shipping office . . .

Definitely NO.

* * * *

A letter to the Editor from the Rev. Paul W. Alvin, D.D.

Perhaps you have heard of me and my nationwide campaign in the cause of temperance. Each year for the past fourteen years I have made a tour of Ireland, and delivered a series of lectures on the evils of drinking.

On these tours I have been accompanied by my assistant, Norman Fortesque. Norman was a pathetic case, a young man of good family and excellent background, whose life was ruined by excessive indulgence in whisky, gin and other strong drinks. How much better it would have been had he spent his life in a more worthy cause.

Norman would appear with me at my lectures and sit on the platform drooling at the mouth and staring at the audience through bleary bloodshot eyes, whilst I would point him out as an example of what drinking would do.

Unfortunately, last Winter poor Norman died.

A mutual friend has given me your name and I wonder if you would care to accompany me on my next Autumn tour, and take poor Norman's place.

"SLOP CHESTS"

By Liam O'Meara, Assistant Manager, Stores Dept.



"Why don't Irish Shipping supply Slop Chests?", is a question that has been asked many times over the years. Well, we are happy to announce that we have at long last introduced them to our fleet.

Four ships have been supplied to date—"Irish Blackthorn" at Kiel, "Irish Cedar" at Mersey, "Irish Larch" at Rotterdam and the "Irish Plane" at Montreal.

It is hoped in time to extend this service to all our vessels on long voyages but the extension of the scheme depends on its reception on the four ships now supplied. Meantime, we would welcome suggestions, particularly from the men on the "Irish Blackthorn", "Irish Larch", "Irish Cedar" and "Irish Plane".

There are now forty items on our supply list, including sweets, chewing gum, underwear, work clothing, tropical gear, writing material and the necessities for a shave, a shampoo, or a shine. We thought of the morning after and included Alka Seltzer and Andrews. The Chest will have shirts, socks and even suntan.

We hope that the selection of items will be suitable to most of the men and that all will avail of the goods on offer. We regret very much that we can not provide a wide range of sizes or large stocks of any product or garment but when we have a better idea of the demand for Chests, we will endeavour to please all.

* * * *

FOR IRISH POPLAR

"To the Officers and Crew, Captain and Mrs. John Poole would like to join in sending best wishes for a very happy Christmas to you all. Little Michael, who is a loyal "fan" of SIGNAL, is unfortunately seriously ill in Ward 15, Wexford Hospital, but hopes to be home again soon and sends best wishes for all his "shipmates" all over the fleet for a happy Christmas and safe return of you all".

LECKY'S LAMENT

by

Stanley Smith and Associates, "Irish Oak"

A beautiful morning the sun is aglow
Good grief it'll surely be bedlam below
They're hosing the decks the Klidos and plugs
They've knocked down the floodlights and
broken the lugs.

The Second's in form he's striding the plates
With a tear in his eye he sadly relates
There's an earth on the board and two pumps
on the blink
And the light just blew up next the engine
room sink.

There was someone in here I know by me box
Someway or other they're picking the locks
There's a screwdriver missing, the pliers and
punch
Oh! why did I ever sign on with this bunch.

The cook begins crying and his face isn't
bright
He says "I'm afraid the stove it won't light"
The motor he tells me just went up in smoke
Now what do you think of that for a joke?

I talk of "power factors" and "Selsyn
repeaters"
"Inductive-reactance" and "polyphase
meters"
The "wattless component" wipes out their
"resistance"
And "fall of potential" kills off all
insistance.

The switchboard's a sight its all covered in
dust
The breakers are permanently welded with
rust
The meters are bust and the fuses are blown
I'd get some of it fixed if they'd leave me
alone

The link tester's gone and the Avo won't read
But someway or another these things I
won't need
You should hear the loud rave the rant and
the shout
When I go for a snooze in me little hideout

Now the Chief is insisting I must be a jinx
He sits there all day with a smile like the
Sphinx
The job is a wreck but why should I grieve
At the end of this trip I'll be off home on
leave.

PERSONNEL OF THE FLEET

(Deck Officers and Engineers in order of Rank)

"IRISH ROSE", Captain J. Walsh. Deck Officers: M. Devine, J. P. Lannin, P. Kearney. Engineers: E. Ivimey (Chief), T. Carroll, J. Twomey, S. Langran. R.O.: J. Dempsey. Ch. Steward: W. King. D ck Dept.: P. Douglas, M. Murphy, M. Casey, G. Knight, T. Kennedy, C. O'Driscoll. Engine Dept.: P. Cowhey, J. Cochrane. Catering: J. O'Haier, J. Manley, B. Byrne, D. Hynes.

"IRISH ROWAN", Captain T. Hughes. Deck Officers: C. Ball, B. Kehoe, J. Harding. Engineers: M. Whooley (Chief), J. Young, A. Bolger, S. O'Neill, T. O'Donovan, J. McArdle, W. McCarthy, P. Slevin. Ch. Steward: J. Dillon. Apprentices: P. Noonan, C. O'Connell, N. A. Dillon. Deck Dept.: J. Barclay, J. Smith, T. Delaney, J. Doyle, W. Carroll, J. Crowley, B. Enright, O. Grace, P. Beggs, T. Coombes, P. Frawley. Engine Dept.: J. Brady, R. Dornan. Catering: J. Mulligan, D. Murphy, T. Fay, W. Croft, P. O'Reilly, B. Culligan.

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

"IRISH BLACKTHORN", Captain J. H. Devine. Deck Officers: T. Scollay, M. Henshaw, P. O'Byrne. Engineers: J. Moynihan (Chief), M. O'Connell, F. Kirwan, M. Cassidy, F. Murphy, B. Larkin, W. O'Toole, D. Dunne, T. O'Sullivan, J. Voss. Ch. Steward: T. O'Connell. Apprentices: F. Kirk, J. Whyte. Deck Dept.: H. O'Farrell, R. Early, J. Mullan, T. Kelly, K. Henrick, W. Fleiner, T. Deiter, V. Garcia, D. Clarke, D. Murphy, P. Lyons, J. McGrath. Engine: E. Carberry, J. Hannah, J. McCarthy, W. Gahan, E. Moore, T. Kelleher. Catering: B. Crilly, G. Lawlor, J. Brady, S. Power, B. Molloy, G. Redmond, C. Cox.

"IRISH HAWTHORN", Captain G. Blaney. Deck Officers: D. Toohar, R. Needham, P. Donoghue. Engineers: K. Roche (Chief), P. Otter, E. Hughes, A. Richards, A. Hall, J. Kelly, T. Furlong, J. Fahey. Chief Steward: V. Mayland. Apprentices: R. Gordon, M. Byrne. Deck Dept.: T. Rowan, D. McCarthy, P. Corcoran, J. Corbally, H. Bradshaw. Engine Dept.: M. Gilton, A. Myler, T. Finnin. Catering: P. Walsh, E. Russell, C. Cashion, W. O'Brien, O. Kehoe, B. Core.

"IRISH CEDAR", Captain T. Glanville. Deck Officers: K. Dooley, J. Weston, D. O'Neill. Engineers: J. Johnston (Chief), K. O'Galligan, T. Flynn, H. Loughrey, W. Scott, W. Fleming, J. Gilmartin, R. Clothier. Chief Steward: N. Curran. Apprentices: M. Doyle, T. Bell, B. O'Meara, J. Moynihan. R.O.: T. O'Neill. Deck Dept.: P. Balmaine, T. Perle, J. McNally, T. Meaney, F. Cairns, R. Carrick, D. Murphy, J. McEvoy, T. Fullam, A. Argynopoloyos, G. Bougioukas. Engine Dept.: G. Broderick, K. Flynn, D. Gallagher, F. Murphy. Catering: M. McGowan, P. Murphy, M. O'Mara, E. Devlin, R. Egan, W. Kelly.

"IRISH PLANE", Captain E. C. G. Horne. Deck Officers: M. Willoughby, P. V. Buckley, G. Kyne. Engineers: P. Walker (Chief), N. Whitfield, J. Geoghegan, M. Kennedy, J. Bradshaw, J. J. Gaul, J. O'Donoghue, J. Dunne. Chief Steward: J. Rogan. Apprentices: R. Grant, G. Collins, A. Muihian, D. Brunicardi. Deck Dept.: J. Nangle, P. Byrne, J. Nalty, M. Byrne, A. Vilas, P. Chapela, J. Carrera, B. Martinez, F. Queiruga, S. Sampedro, D. Fernandez. Engine Dept.: M. Hurley, G. Hayes, W. Forde, J. Buckley. Catering: T. Mason, J. Corbally, F. Atkins, J. Bernalnegrin, A. McHugh.

"IRISH HOLLY", Captain R. Greene. Deck Officers: H. Fidler, M. Blaney, W. Kirwan. Engineers: T. Barry (Chief), A. O'Mahoney, M. Lyons. Deck Dept.: P. Hearne, J. Murphy, J. Carroll, R. Leonard, T. Roche. Engine Dept.: C. Cavanagh, W. Haddock, P. McGrath, S. McCarthy, P. O'Brien, W. McCarthy. Catering: B. Fay, M. Enright, J. Enright.

"IRISH SYCAMORE", Captain R. M. Woolfenden. Deck Officers: C. Mahon, M. Kelly, D. Murphy. Engineers: W. Irvine (Chief), J. Sullivan, W. Cleary, M. Curley, P. Quinn, T. Breen, J. Carter, N. Nolan. R/O: C. Grey. Ch. Steward: R. Gaffney. Apprentices: M. O'Shea, P. Kelly, J. Tallon, A. Kehoe. Deck Dept.: E. Swan, H. Kent, H. O'Sullivan, A. O'Reilly, R. Dunne, M. Tracy, T. Fitzhugh, G. de Villa, Costa Lago, P. Boland, S. O'Grady, J. Cortazer. Engine Dept.: W. Brown, P. Leonard, P. O'Connor, J. Maneiro. Catering: E. Byrne, J. O'Neill, H. Moore, B. Warren, J. McNally, R. Dunne.

"IRISH POPLAR", Captain I. Tyrrell. Deck Officers: W. Garvey, A. McMahon, J. Gaul. Engineers: R. Murray (Chief), M. Gillen, T. J. Wren, W. Maher, J. Mulreid, K. Draisey, F. Rooney, S. Smith. Chief Steward: V. Thorne. Apprentices: J. Shelton, B. Stockdale, J. A. Desmond, J. Kennedy. Deck Dept.: P. Purdy, J. Ellis, J. Donnelly, J. Higgins, P. Kearns, G. Daly, P. Hanlon, M. Lennon, P. Sinnott, M. Corcoran, N. Scanlon, T. Keegan. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, M. Early, K. McLoughlin. Catering: J. Cullen, D. Barry, O. Plunkett, B. L'Estrange, J. Smith, K. Edwards.

"IRISH ASH", Captain J. Flanagan. Deck Officers: D. P. Byrne, P. Murphy, C. McCarthy. Engineers: W. Howie (Chief), I. Stuart, S. O'Geran, A. Bolger, S. Mahon, B. McKevitt, B. McBride. Ch. Steward: C. O'Donovan. Apprentices: F. Healy, J. O'Mahoney. Eng. Apprentices: M. Duggan, D. Barry. Deck Dept.: D. O'Neill, N. Murphy, J. O'Connor, S. Smith, C. Maguire, T. Dillon, A. Loughlin, D. Healy, F. McArdle, G. Pullen, W. Kavanagh, J. Cullen, J. Kelly. Engine Dept.: J. Harford, M. Daly, R. Proctor, P. Freeman. Catering: J. Buckley, W. Fanning, R. Carr, N. Masterson, P. Caffrey, T. Kehoe.

"IRISH OAK", Captain J. Shiel. Deck Officers: J. J. Martin, G. Burgum, D. Curtis. Engineers: A. Metcalf (Chief), G. O. Hughes, J. G. Barron, D. Hoey, D. O'Leary, J. Carroll, W. Lewis. Chief Steward: J. Moynihan. Apprentices: F. Teevan, F. Perrott. Eng. Apprentices: P. Bardon, P. Carroll, M. Kennedy. Deck Dept.: W. McCann, T. O'Connell, J. O'Brien, M. McCarthy, P. Coyle, P. Redmond, T. O'Connell, J. Ahern, F. Chandler, J. Mahon, J. McCarthy, E. Hensley. Engine: J. Gibbons, J. Cullen, P. Walsh, W. Martin. Catering: L. Robinson, J. Chaney, E. Murphy, M. Goulding, J. Malone.

"IRISH PINE", Captain C. Raftery. Deck Officers: J. Mitchell, K. McKenzie, N. Foley. Engineers: J. F. Troy (Chief), D. Hamilton, T. Murphy, T. Onions, J. Moloney, M. Kavanagh, A. Read. Chief Steward: W. Gouldson. Apprentices: P. Gordon, P. Malone. Eng. Apprentices: D. McLaughlin, D. Buckley, E. Currihan. Deck Dept.: H. O'Reilly, J. Twomey, J. Hurley, B. Sharkey, P. Chandler, T. Grennell, R. Byrne, J. McGroarty, B. Lahive, J. Goucher, D. Ahern, R. Cooke. Engine Dept.: M. McCabe, G. O'Hara, H. Egan, C. Donovan.

"IRISH LARCH", Captain B. Reilly. Deck Officers: J. Kelly, C. Morrissey, C. Kelly. Engineers: G. H. Rowe (Chief), J. J. King, M. Dillon, J. Corrigan, J. Doyle, P. Byrne, J. O'Keefe, J. Lee. Ch. Stew rd: P. Farrelly. Apprentices: D. Kirk, E. Coleman, J. J. Neill, B. Daly. Deck Dept.: B. Carroll, J. Cadogan, D. Borg, M. Finlay, J. Madigan, P. Craine, R. Laten, P. Sinnott, C. Doolin, J. Thatcher, P. Tierney, A. Cashman. Engine Dept.: P. Hannah, H. Clinton, J. Ormond, H. Crowley. Catering: N. Murphy, T. Egan, K. Buckley, T. Ladbroke, J. Hamilton, M. McCarthy.

H. Howard, hospitalised Portugal, ex "IRISH LARCH".

"IRISH FIR", Captain J. S. Kerr. Deck Officers: J. St. John, K. K. Laniyan, T. McKenna. Engineers: R. Harrison (Chief), P. Kavanagh, M. O'Neill, G. Elder. Ch. Steward: R. Heapes. Deck Dept.: J. Hall, M. Kavanagh, J. Donnelly, D. Scanlon, T. McMahon, P. Wilde, T. Doyle. Engine: T. McGuire, N. Moynihan. Catering: J. McDonald, J. Fagan, P. Ryan, J. Daly.

"IRISH ALDER", Captain F. Kirk. Deck Officers: J. Cullen, P. V. Flynn, J. Whelan. Engineers: T. Loughran (Chief), E. Byrne, J. McNelis, B. Geaney, W. Gleeson, N. Edwards, A. O'Toole, P. Lalor and J. Leonard. Chief Steward: J. Murphy. Apprentices: P. Cowman, M. Coleman, A. Moynihan, P. Fennell. Deck Dept.: J. Kelly, J. Coffey, R. Markowski, G. O'Gorman, J. Maher, W. O'Brien, T. Harmon, G. Derham, J. O'Grady, J. Beausang, J. Latimour, J. Reilly. Engine: N. Loughrey, C. Curley, R. Barry, M. Smith. Catering: C. Cunningham, J. Fleming, W. Haddock, P. McClean, J. Dowling, T. Ward.

"IRISH WILLOW", Captain M. O'Dwyer. Deck Officers: F. Leigh, D. Daly, L. McLaughlin. Engineers: R. McHaffy (Chief), A. Hughes, R. Reilly, D. O'Connell. Chief Steward: H. Bond. Deck Dept.: W. Doyle, P. Donegan, J. Murphy, H. Kane, D. Brown, C. Healy, N. Roddis. Engine Dept.: M. Lyons, M. Cogan. Catering: R. Moylan, G. McGovern, D. Cronin, E. Hanlon.

"IRISH SPRUCE", Captain J. A. Caird. Deck Officers: P. Kelly, F. Raftery, E. J. Doyle. Engineers: G. Cunningham (Chief), J. Lyons, D. Falvey, G. Dorgan, F. Barry, P. Dignan, J. J. Doyle, D. Bloomer. Chief Steward: T. Forde. Apprentices: D. Collins, M. Brophy, D. O'Doherty, M. Larkin. Deck Dept.: P. Moriarty, J. Tallon, P. Fleming, J. Farrell, A. McCluskey, R. Power, R. Fox, R. Stacey, V. Moynihan, N. Fynes. Engine Dept.: T. Maloney, R. Proctor, J. Doyle, T. Kernan. Catering: D. Rooney, T. Masterson, P. Reddy, V. Joyce, A. O'Brien, J. Melia.