

SIGNAL

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↑
"Irish Maple" crew leaving
Dublin for Amsterdam.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

Mr. Ollie Foley, Engine Room, "Irish Ash".



Mr. P. J. Lalor, Electrician, "Irish Plane".



Mr. Michael O'Connell, Chief Officer, "Irish Plane".



Mr. T. O'Brien, 3rd Officer, "Irish Fir".



THESE MEN GRANTED INITIAL AWARDS

Suggestions Committee—continued

Suggestions ranged over a wide field, taking in such subjects as cargo revenue, turnaround in port, engine room working, office routine, public relations, staff relations, cargo working, ships' gear, crew welfare, ships' maintenance and catering.

We have pleasure in announcing that the committee have decided to make a number of initial awards at this stage. These awards, each consisting of £10 0 0 go to:

MR. M. O'CONNELL, Chief Officer, "Irish Plane" for his suggestion on cargo gear.

MR. P. J. LALOR, Electrician, "Irish Plane" for comprehensive proposals on electrical gear.

MR. T. O'BRIEN, Apprentice, for his ideas on ship design and warning systems.

MR. P. SMITH, Checker, Dock Department, for his suggestions on the loading and stowing of export cargo.

MR. O. J. FOLEY, Donkeyman Greaser, for his suggestion on engine room painting.

MR. P. PENSTON, Bosun, "Irish Willow", for his proposal about guy ropes and blocks.

MR. M. PRICE, A.B., "Irish Rowan" for his proposal on ropes.

MR. T. FORDE, Chief Steward, for his contribution on catering problems.

We offer to these men our sincerest congratulations.

The Committee wish to sound a note of caution at this stage. The fact that initial awards have been given does not necessarily mean that the suggestions involved will be workable. The awards have been made because in the opinion of the committee the suggestions look attractive and might be put to a test and are too, a recognition of the thought and effort put into the proposals by the personnel concerned. When time permits these proposals will

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Mr. Michael Price, A.B. "Irish Rowan".



Mr. T. Forde, Chief Steward.



Mr. P. Smith, Checker, Dock Department, awarded £10 0 0 in the Suggestion Scheme.

Suggestions Committee Hard at Work



Captain J. McPolin



Mr. J. P. Hamilton

The Management team charged with the task of examining and appraising the suggestions anticipated from the Suggestion Scheme did not bargain for the volume and wealth of the material which has come in from the seagoing and shore staff. It was a most encouraging response, which reflected a widespread desire to contribute to the success of the company's activities.

Suggestions continued to arrive in up to Christmas. When all were copied and recorded they were forwarded under number only to the committee who were quite taken aback at the magnitude of the task that lay before them. They were intrigued with the extent of the subjects presented and very impressed by the well informed background knowledge underlining the very carefully prepared and detailed proposals. Every section was well represented from the shore staff to the deck and engine departments of the seagoing staff, and it was not uncommon to have 20 to 30 suggestions from the same person.

The committee are dealing with the suggestions in the order they were received by the Secretary, and have already given a number of them a preliminary examination. The members are extremely busy men and are devoting as much time as is humanly possible to the suggestion scheme.

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Mr. R. J. O'Halloran

FIRST SHIP TO PHILIPPINES

By Captain R. Woolfender

We have recently completed a very interesting and, perhaps for some of us a rather arduous charter. Most of us have been used to loading cargo through a spout in one port and then off for a long passage, but this meant several ports in two weeks and working night and day.

The charter was with States Marine Lines and we sailed from Yokohama in July for the Philippines to load general cargo for the States, this also included Hong Kong and four ports in Japan. I think it is safe to say we were the first Irish ship to visit the Philippines, and for most of us it was completely new territory.

After receiving the list of ports we were to call at, there was a great deal of activity in the chartroom; charts and sailing directions were feverishly consulted as we had never even heard of the places, Cagayan, Kalambugan, Bugo, Cebu, Nato and Claveria.

Kalambugan was our first loading port and we arrived off there at night in a blinding thunder storm. The pier was a very ramshackle affair which swayed rather crazily when we addressed it. It is a collection of huts bounded on one side by the sea and on the other side the jungle. The Philipinos were extremely friendly and it was astonishing the number who could speak English.

Lying ahead of us was a small inter-island cargo ship of about 1,000 tons and the smell from her was atrocious, but what intrigued us was the queer sounds of lowing and grunts, so we went to investigate. To begin with she was lying over on the pier with a 12° list; her upper deck, which was all covered in, was jammed tight with humanity; there must have been at least a hundred people with all their baggage

packed into this confined area, but on her main deck and around the accommodation was just a solid mass of water buffalo and huge pigs—hence the lowing, the grunts and the smell. She sailed later in the morning with her hatches wide open and still with the heavy list. If one of those animals had slipped, the whole lot would have slipped to the low side and nothing on earth could have saved that ship.

Bugo was our next port and again we arrived at night with very few lights to help us. The town was very much larger and, judging by the solid pier and few well built warehouses, the American influence was obvious.

Cebu was next, this was more of a port, stone buildings in evidence favouring the Spanish architecture, a relic of the Spanish occupation, and relic in the true sense of the word, dirt, refuse, dogs and smells. A word of advice if any of our ships should go there: be careful of the Customs. We were

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SUGGESTIONS COMMITTEE—*contd. from page 3*

receive a more searching examination and, if considered practicable, will be tried out. It is stressed again that supplementary awards will depend on the ultimate success of any suggestion which goes on trial. It will be understood, too, we hope, that awards cannot be granted for suggestions which should have been carried out already as part of a person's job.

The Committee are pressing on with the job in hand. They will carefully consider each proposal before them and will announce further awards at the earliest opportunity.



Thoughts of sunny skies and holiday cruises are evoked by this photograph taken on the "Irish Sycamore" in October last. Left to right: Mr. Michael Lawler, Mr. Noel Ward, Mr. Eamonn Lynn, Mr. P. Kelly, Mr. and Mrs. Holliday and their daughter, and Mr. M. Littlejohn.



Left to right: Mr. Paddy Byrne, Mr. Pat Penston, Bosun "Irish Willow" and his daughter Nuala, and Mr. Brendan Byrne, all of Arklow, photographed on Christmas morning. Mr. Penston has been awarded £10 under the Suggestion Scheme.



Group photo of the people who assisted at the party on the "Irish Pine" for the children of Stewarts Hospital, Palmerstown, on December 29th. This party is now an annual affair and is a joint effort by the Dock Department, Ships' Personnel, Head Office and Customs, Alexandra Quay. It was a wonderful success.

SYCAMORE IN PHILIPPINES—continued

boarded by a search party and we had to go ashore to clear the ship and were kept waiting in a smelly and red hot custom house for the best part of an hour.

The pilot hadn't even heard of Nato but we found it, a single small warehouse at the entrance of a river; the village was somewhere behind in the jungle. We loaded bales of hemp and bundles of mahogany planks, brought down the river in lighters. There was nothing to be seen but dense jungle and tremendously high and forbidding looking mountains, but the beaches were white and the sea blue, and strangely enough, safe to swim in; no sharks had ever been seen in those waters.

Then came Claveria which was a bit of a headache, situated on the north coast of Luzon Island, the only anchorage we could find was in forty fathoms and twelve hundred feet off the beach. The weather was watched very carefully and the Supercargo warned that if the wind increased over moderate from the north we would leave.

Most of the ports were anchorages and the people came out to view the ship in canoes, a real south sea setting, but in case anyone gets the wrong idea, the females of the species were clad.

Radar certainly came into its own during that fortnight round the islands, navigational aids were few and in most cases unreliable and most of our navigation was done at night. It was a tight schedule and we are glad to say it was maintained, thanks to the ship's company from the top to the bottom.

Hong Kong was certainly a bright spot after our 'back to nature' two weeks and I think we all enjoyed our brief stay there, and we were glad to renew acquaintance with Father Cunningham and the Rev. J. Lawlor of The Flying Angel. After sailing it was obvious that the Chinese tailors had reaped a good harvest, dazzling white shirts and shorts appeared in place of others of a delicate shade of yellow, which gave the lie to "Tide's" whiter than white.

Then back to Japan after getting mixed up with typhoon "Bess". A ship on the other side of her was in trouble and had asked us for immediate assistance.

PROGRESS IN STAFF RELATIONS

Years ago visitors to Co. Wicklow were greeted by a well meaning poster at the Railway Stations which proclaimed "Come to Greystones and add years to your life". In wintertime it definitely would put years on you even if it is a most pleasant seaside resort on a fine summer's day. Situated 18 miles from Dublin at the South side of Bray Head, it is a pretty little town, usually avoided by the lighter spirits who bring gaiety to places like Ballybunion.

Greystones ardently clings to remnants of the good life. Most of the population live behind tall graceful hedges which hide the exquisitely laid out gardens. They boast the least number of licensed premises and the greatest number of poodles in all Ireland, and they still order "kitchen meat" for the domestic staff and lambs liver for the dog. It is a quiet town.

GATHERING AT WOODLANDS HOTEL

Perhaps the two Chief Engineers who alighted from the No. 84 bus at the Greystones Woodlands Hotel early on November 21st were struck by the restful atmosphere of the scene. They were joined there by a number of other Irish Shipping senior staff which included the General Manager, the Secretary, and a number of Masters ashore on leave. The whole party had come together for a three day residential course under the guidance of Mr. John Drake of O.T.M.A., Management and Training Consultants, London, to study Human Relations in Shipping and to talk over common problems.

THE NEED TO GET TOGETHER

It would be idle to pretend that our office and seagoing staff have always fully understood each other. Operations involving voyage routing and crew management have been marred by misunderstandings both on the ships and in the office. Ships personnel have declared that the Head Office people often lacked an appreciation of the many difficulties faced by the men at sea.

Misconceptions about each other can be cleared away by more contacts, more discussions and, to use a much laboured term, good communications. Whatever problems exist can be tackled and remedied to the best of everyone's ability. If conditions exist which adversely affect people's personal feelings or their ability to complete a satisfying day's work, the source of the trouble can be eliminated if it is brought to the surface.

For these reasons the Company hit upon the idea of running a number of special courses which would be attended jointly by senior staff from the ships and from the office. They would remain

together for a number of days in pleasant surroundings away from the familiar working atmosphere, take a few exercises on modern management techniques under the guidance of Mr. Drake and debate the different points of view. They would study the principles of good human relations, learn how to get on better with people, and discuss problems that arise in the different departments of the Company.

This was the first course of the series and it appeared to be very successful.

LEARNING TO GET ON WITH PEOPLE

The members heard Mr. Drake lecture on the principles of modern management and on the vital importance of good human relations in the shipping industry. They were told that the officers of today—and this meant office executives and ships' officers—need a better understanding of people than their predecessors of years ago. They could no longer rely on their own experience but must be guided by the specialists who have undertaken a study of management problems.

WHY MEN GO TO SEA

Mr. Drake explored this question with the course members who discussed the needs which seagoing personnel were seeking to satisfy. The members were reminded that executives should develop qualities which would lead people to give of their best. Senior staff ashore and afloat would have to possess a mature understanding of human nature and to make allowances for the many personal problems which affect people in their daily work. Every superior should train his subordinates to carry out their jobs, give them the means of doing their work properly and should train them for promotion later on.

COMMUNICATIONS

All employees should be fully informed of what's going on in the Company. Mr. Drake stressed the importance of communication up and down the line. Top level decisions affecting the work should be passed on from one manager to his subordinates and so on. As an example, decisions of special interest to the crew should be given by the Personnel Manager to the ship's Captain, who in turn should instruct the officers under his command to see to it that the whole crew are fully informed. In a similar way if there is something that a crew member wishes to pass on to senior management in Head Office his superior should see to it that it is passed up along the line to the proper quarters.

continued opposite



This is the group who attended the three day residential course at the Woodlands Hotel, Greystones, November 21st-23rd. Captain T. Byrne, Stores Manager, Mr. M. Byrne, Chief Engineer, Mr. P. Shanahan, Services Manager, Captain J. Caird, Mr. L. S. Furlong, General Manager, Captain J. D. McPolin, Personnel Manager, Captain B. Reilly, Mr. K. Roche, Chief Engineer, Mr. J. P. Hamilton, Technical Manager, Mr. John Drake, Course Director, Mr. P. P. English, Secretary, Mr. E. Flanagan, Chief Engineer, and Captain M. Langran.

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Mr. Drake reminded the members of the special need to give a man credit where it was due and to report accordingly to the staff department.

LIVELY DISCUSSIONS

The course director had the advantage of former seagoing experience, being at one time an Engineer in the British Navy. While he developed his ideas on the handling of men and the way to approach superiors, the course members were invited to examine how these ideas fitted in to their own jobs. Not all the course director's theories were accepted—he was, in fact, disputed all along the line. The differences of opinion provoked very lively and valuable discussions. It emerged, and it was freely admitted, that some shortcomings existed in the methods of Head Office management. Similarly, certain attitudes long taken for granted by the seagoing executives were admitted to be wrong. The members could see that top management had very definite problems which were difficult for seagoing staff to fully appreciate and that there were many difficulties besetting people in charge of vessels at sea which were not always apparent to the people ashore.

Opinions were voiced with complete candour and the whole tone of the discussions was marked by vigour and good humour. From a couple of ships masters the members heard about the traditional reasons why seafarers preferred to avoid Head Office as much as possible. They learned in turn why it was very desirable to keep in close contact with the people ashore and on all possible occasions to come in and discuss the ships business with the people who were vitally interested.

INFORMAL CHATS

The lectures finished each evening at 6.30 p.m.' and after dinner everybody got down to a fire-side chat on the points which arose during the day's programme. These evening discussions were probably the most valuable part of the course. Members introduced their opinions on specific problems. For instance, catering at sea was discussed at length, and people stressed that it was the duty of managers ashore and officers at sea to take a lively interest in ensuring that we had properly trained cooks and that food was served in a satisfying manner.

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In a discussion on human relations, it was contended that it was never right to judge anybody on his past record alone—people were entitled to be judged on their recent performances. A man's domestic circumstances played a very important role in the special conditions of life at sea, and it was agreed that a Master of a ship should know his men very intimately, one Master declaring that on his vessel he knew the names of most of the crew's children. Perhaps for the first time the ships personnel present heard about certain facts relating to senior management; difficulties connected with the operation of policies laid down by the Board of Directors; provision of sufficient finances to carry out operations and the rising cost of materials. Opinions were freely aired, and the success of the course was largely due to the refreshing and good humoured exchange of views by the people present.

To illustrate the healthy atmosphere enlivening the proceedings we print a little story told by one of the people who attended. It appears that everybody had gathered around the lounge for a talk. Mr. English was arranging for some refreshments. Our friend was asked by the General Manager what he would like to have. "I'll have a small one, thank you" he replied. "That is a bad approach to productivity" said the General Manager, "we don't want the unfortunate Secretary on his feet every five minutes—have a large one".



IRISH SPRUCE RECEPTIONS

The Company entertained the principal exporters of cargo from Ireland to North America in November last on the "Irish Spruce" and the chief importers of cargo on January 13th last, again on the "Irish Spruce" at Dublin. These receptions are very important because they enable us to meet our customers and discuss mutual problems connected with the movement of cargo to and from America. They also afford opportunities for the business people to meet each other. There is intense competition to secure cargo freight moving between Ireland, U.S. and Canada and, therefore, it is all important that we present a favourable image of our own Company.

The catering for both the Receptions was arranged by Mr. Liam O'Meara, Assistant Stores Manager, and very ably carried out by Mr. Vivian Mayland, Chief Steward, and his Assistants—Mr. Joe Fallon, 2nd Steward, Mr. Frank Atkins, 2nd Steward, Mr. Paddy O'Keeffe, 2nd Steward and Mr. Cowhey, Assistant Steward.

The Reception on January 13th was attended by Mr. E. H. Childers, Minister for Transport & Power, and senior officials of the Dept. of Industry & Commerce. Also present were Mr. J. J. Stafford, Chairman, Irish Shipping Ltd., Mr. L. S. Furlong, General Manager, Mr. R. J. O'Halloran, Assistant General Manager, and Mr. P. P. English, Secretary. The ships' officers also attended and explained to the guests the working of the vessel and the various stages in cargo handling and stowing.



Photograph taken at the "Irish Spruce" Reception for Importers, January 13th. Left to right: Mr. D. Byrne, Chief Officer, Mr. M. Brophy, Apprentice, Mr. P. Shanahan, Mr. V. Mayland, Chief Steward, Mr. P. O'Reilly, Apprentice

LEFT. Mr. Andy Myler arrived from Amsterdam with a few parcels.

IRISH MAPLE CREW FLIES IN FROM AMSTERDAM



MAPLE CREW ARRIVE HOME

When the crew of the "Irish Maple" arrived home on January 15th by special plane from Amsterdam, Michael Treacy of Fairview related how he took part in the million-in-one chance rescue of a Japanese sailor in the Persian Gulf.

It was about midnight when he heard a cry coming from the water; he ran to the bridge and told the Master, Captain M. O'Dwyer, who ordered the ship to be turned round. Illuminated lifebouys were thrown overboard and a boat was lowered from the starboard side. By this time the ship's searchlight was sweeping the water. After a short time the lifeboat crew picked up a swimmer who turned out to be a Japanese sailor. He told them he had fallen overboard from his ship and had been swimming in the water for many hours. His name was Hiroyuki Yarmazaka, aged 22. His ship was a Japanese freighter, the "Ohminesan Maru".

He remained on board the "Irish Maple" for five days until she reached Marmagoa, in India, where he joined another Japanese ship.

In charge of the rescue boat was Chief Officer Mr. Desmond Tooher, of Youghal. Among those with him in the boat was Andrias Minahan, whose father Mr. Andy Minahan, is Chairman of New Ross Urban Council. Mr. and Mrs. Minahan were at the Airport to meet their son.



*Mr. and Mrs. Pat Crowley, Mr. and Mrs. B. Lynch
and Mr. and Mrs. C. P. Kinsella.*

The Christmas Party

It can fairly be said about the Christmas party held on the 17th December last that it was in some way "different". Even Mr. Dermot O'Neill and Mr. Niall McGovern both commented that one detected a subtle departure from tradition.

But, nevertheless, it was a very happy and lively occasion, attended by about 180 of the staff and their guests. Some minor inconveniences did not intrude upon the enjoyment of the function. True that dinner was late commencing; there were insufficient waiters and some food was served cold but those things only heightened the good humour of the gathering.

The loudspeaker equipment ran amok a few times and even if the noise was a little hard on the hearing it must be admitted that the lads on the stage blowing the tormented instruments were giving of their best and were with it. They even attempted to play a few tunes during the evening.

The dance floor was never meant to hold so numerous a party but the overcrowding led to an atmosphere of informality much appreciated by the younger people.

Among our guests were Mr. and Mrs. F. Robbins; Mr. and Mrs. D. Barnes and Miss S. Barnes; Mr. and Mrs. P. Greer; Mr. and Mrs. S. O'Flaherty, Esso Ltd.; Mr. J. O'Brien, Esso Ltd., and Mr. A. Metcalfe, Chief Engineer.

To emphasise once again that this party was different, Rory O'Connor surprised us all by singing a song, "Dublin Bay", before he danced the hornpipe. Community singing was led by Audrey Graham, Marie Cooper, Paddy Fitzpatrick, Kerry Bray and Enda Mullally. Mr. Michael Cassidy, 2nd Engineer, "Irish Holly", rendered some popular numbers. The topical song by the office poet was sung by Sean O'Reilly and Eddie Shaw.



TOP RIGHT: Mr. and Mrs. Frank Robbins, Mrs. F. Robbins junior, Mr. P. Greer, Mrs. D. Barnes, Mr. A. S. Whitehead, Miss Rosemary Daly, Mr. P. P. English.

CENTRE RIGHT: Mr. J. O'Brien, Mr. R. J. O'Halloran, Mrs. S. O'Flaherty, Mrs. A. S. Whitehead, Mrs. R. J. O'Halloran.

LOWER RIGHT: Laurie O'Leary meets a bashful partner during a Paul Jones.



Silent Night.



Tenors and baritones from the Dock Department.



TOP RIGHT: Maureen Grogan, Mr. and Mrs. J. P. Hamilton and Mr. Dermot Barnes are enjoying a joke.

CENTRE RIGHT: Mr. A. T. Metcalfe, Chief Engineer, joins a playful group from the Technical, Personnel and Accounts Departments.

LOWER RIGHT: Margaret McGivern and rugby star Dave Kiely are in a very happy mood.

YOU TOO CAN CLIMB

Some people prosper through education and hard work. Others lead society because the bearded founder whose portrait broods over the mahogany table in the boardroom happened to be their grandfather. I owe my success in life to Telefís Eireann.

It happened like this. For months I had been slipping downhill. There came a day when I hit the bottom of depression and despair. In desperation I rented a T.V. set with free valves, free insurance and free installation. That was the same day the boss and I had a painful interview.

He was sympathetic but frank. His summing up was brief and to the point. "You're a disappointment", he said gravely, "you won't do. You have that tired, worn out look; you are rudderless, inadequate, ineffectual and moribund. You lack motivation and your I.Q. is nil. You are as flotsam tossed up after a storm".

I did not protest, but muttered feebly "Sir, I am truly sorry, I feel anaemic, seedy, despondent and dejected"—and with a note of supplication I bleated "But sir, I have been here a long time". "We are acutely aware of that" said the boss grimly. "It is one of our more serious problems". He went on in a sharper tone "Find a bright, energetic young man and quickly train him as your successor—and by the way one question: how *do* you get your shirt that colour?" "It went that way sir" I answered. "You might try washing it" he said dryly, "Good morning".



"Captain, the men are worried. They want to know does this count for Sundays at sea".

At home that evening, crushed with apprehensions, I was darkly pondering that bit in Hamlet about to be or not and figuring out the least painful way when I absently turned on the T.V. Six shots were fired and Richard Boone walked away from six corpses. There was troubled music. A leaden voice intoned a sermon: "*Have you bags under the eyes; do you feel listless, fatigued, depressed; are you slow, stultified, stymied, impecunious, broke; are you a failure*".

My interest quickened. This was me exactly. I was spellbound by the insistent message. The sonorous voice gathered volume. It spoke from the cavernous depths of Telefís. "**You are suffering from NIGHT STARVATION: You need Horlicks**".

This was it. I got it immediately and I never looked back. It changed everything. Some days later the boss asked me to call. He met me smiling at the door, shook hands and conducted me to the distinguished visitor's chair. As we lit up cigars he studied me with admiration and said "You look so refreshed, alert and invigorated. You are an inspiration to us all. We are promoting you. We find you proficient, resourceful, capable, competent, endowed and inventive. You are a man who is goint places". "Thank you sir" I answered.

"Tell me" said the boss "purely out of curiosity, why do you wait until noon every day to come in?" "Ah!" I smiled "it's a secret but it's comfortable and it's creamy". "Good for you" he laughed, and filled up the glasses. We were on our third brandy when his gaze fixed on my collar. His eyes widening in wonder, he gasped out: "I say, how *do* you manage to get that whiteness?" This time I was ready for him. I put my hand in my breast pocket and whipped out a package. My eyes shining, I held it forward triumphantly "Look sir, it's DAZ—the only powder for my new super multimatic which washes, rinses and spindries in one operation, merely by pressing a switch—and oh! I nearly forgot—empties itself". He was stunned. "Why" he declared "it even surpasses the new double action blue star Omo".

The typists are regarding me with tender expressions; they sigh as they render me those flattering blinks of the eyes. Not a hair have I astray and I can laugh out loud now with perfect confidence because my false teeth no longer depend on ordinary toothpaste. I smoke a man's tobacco. My vacation has been booked at Butlin's, Mosney, Co. Meath.

I am a little sorry for the boss these days. He betrays unmistakable little bags under the eyes, and being something of an intellectual, he confines his viewing to the B.B.C. I don't quite approve the shade of the carpet in his room, and I think I would prefer a larger desk too. But these things will hold awhile—I'm off to my HILTONIA.



A healthy and invigorating place is the Cork Office and this photograph of the staff proves it. Left to right: Mr. Sean McCarthy, Miss Rita Barrett, Mr. Pat Crowley, Manager, Miss Maura Murphy and Mr. Tony Boland.

AUTOMATION

You've heard too much of the Blackthorn,
 Too much of the Maple Maru,
 So here's news of the Plane, on the Japanese main
 Who's doing her little bit too.
 You've heard that she's automated—
 Well, don't believe all that you're told,
 With an eight cylinder German M.A.N. Engine,
 Sure, she's running on pulverised coal.
 The Chief Engineer has the telly
 And quickly flies into a rage
 When on channel two, he looks down the flue
 And sees a mistake on the gauge.
 The pilot is pure automated
 And sure 'tis a sight for to see,
 When she enters a Japanese harbour,
 She's steered back in far Aston Quay.
 Even "smoko" out here's automated,
 With coffee at ten on the dot,
 But the Chief Steward gets mad when one of the lads
 Gets a ten piece yen stuck in the slot.

Arthur A. Nevin.

TREES — By Anon.

I think that I shall never see
 A ship remotely like a tree,
 Then why, Sir, pray you tell me please
 Inflict our ships with names of trees.
 Time was when ships from trees descended
 But, happily, all that's now ended
 To brave the storms and seas so rough
 Ships must be made of sterner stuff.
 Perish the thought of a wooden keel,
 You may shiver my timbers but not my steel,
 The boarded craft, the salt sea rots 'em,
 They end up on the beach as so much flotsam.
 And few will dispute that, taken all round,
 A tree looks best when it stays aground
 With a nest of robins in its hair
 And blooming branches everywhere.
 So, Mister Editor, I prythee, rid you us
 Of names coniferous and deciduous
 And save unfortunate poets like me
 From such a line as 'the sylvan sea'.

STAFF NEWS

ASHORE AND AFLOAT

A number of staff appointments have been made since our last issue, the most notable being the appointment of Mr. B. W. Lynch as Projects Manager. We wish every success to him in his new sphere of activity.

Congratulations and best wishes to Dermot McNulty and Mrs. McNulty on the recent birth of a son and heir.

Our congratulations also to Miss Una Rogan of Chartering Department on her engagement.

Speaking of engagements, we are reliably informed by an unimpeachable source that certain senior members of our male staff are sailing close to the wind at the moment. The instant that a definite move in this direction is made we promise to be first with the news. We are praying hard.

We extend our best wishes to the following office staff members who will attain their majority in the near future: Finola Wynn will have reached the 20th anniversary of her first birthday on the 28th January. John Wright received the key of the door on the 1st February and Paddy Fitzpatrick becomes a man on the 16th March.



Mr. Jim Rackard, Second Officer, "Irish Hawthorn" and Miss Mary Flynn of Raheny, after their wedding in August last.



Mr. Bill Lynch who has been appointed Projects Manager. He will examine ideas for extending the Company's activities.

We extend our sympathy to **Mr. T. Horan**, "Irish Willow" on the death of his mother in December last.

Congratulations to **Mr. John Small**, Chief Officer, "Irish Maple" on the birth of his first son, Joseph Patrick, on December 22nd.

Congratulations to **Mr. Jim Lyons** "Irish Blackthorn", who has passed his Second Engineer's Steam Ticket.

Mr. William Sheridan of the "Irish Alder" went into hospital in Philadelphia on 17th January with appendicitis. We understand he is doing well.

Birthday greetings for February 5th to **Thomas S. Joyce** of the "Irish Blackthorn" from Mum, Dad and family, also Mary.

For **Paid O'Reilly**, Apprentice on the "Irish Spruce" whose birthday is on the 14th February: "Happy Birthday Paid and very best wishes from all here at home. Mam, Dad, Brian, Marge and Fionnuala.



Enjoying his first Christmas at home for eight years:
Mr. C. Healy, "Irish Willow".

For **Philip Hawkins**, "Irish Hawthorn" who celebrates his 19th Birthday on February 21st: "A very happy birthday to you Philip from Father, Mother, Brothers and Sisters at George Reynolds House, Dublin".

"To **Patrick Joseph Spillane**, Junior Engineer on the "Irish Rowan", wishing you a happy 22nd birthday on the 14th February. From all at home"

Birthday greetings go out to **P. D. Gordon**, Apprentice on "Irish Rowan", who will be 18 on the 8th February. From Mam and Dad.

A Happy Birthday, **Reginald Eric Cullen**, 5th February. From Dad, Mum, brothers, sisters, nephews, nieces and grandmother.



Photographed at the special course for Apprentices held at the Nautical College, Dun Laoire, last October—Mr. N. Foley, Mr. R. Gordon, and Mr. R. Grant; Instructors Mr. F. N. Forsythe and Mr. J. Nolan. This course is to assist Apprentices with their E.D.H. examination.

VOLUNTARY HEALTH INSURANCE SCHEME

The Voluntary Health Insurance Board is a non-profit making organisation established in 1957. The schemes offered by the Board enable you to protect yourself and your family against the financial risk and worry of serious illness.

For a small annual outlay you can obtain adequate protection against the cost of illness. One family in three has to meet heavy expenditure through illness every year.

The scheme covers maintenance charges in hospital or nursing home and surgical and medical costs. The subscriptions vary according to whether the member is single or married; thus insurance may be taken out for an adult, a child, a married couple, a married couple with one child; two, three or four children. Here is an example of how the scheme is operated:

A married couple with three children pays £1.14.0 per month to obtain insurance cover as follows:

Maintenance in hospital for husband or wife :
£12 12 0 per week

Maintenance in hospital for a child:
£11 11 0 per week

Surgeon's fees—major operation adult: **£60 0 0**

Surgeon's fees—major operation child: **£48 0 0**

A single person would get the same cover for about 11/-d. a month

The Scheme is flexible and a member may insure for greater or lesser amounts than those shown.

The scheme provides for other charges arising from hospitalisation such as an Anaesthetist's fees, drugs, etc. The Voluntary Health Board has issued a very comprehensive leaflet on the benefits available and this can be had by writing direct to the Voluntary Health Insurance Board, 9 South Leinster Street, Dublin 2, or by applying to the Editor.

We would strongly recommend this scheme to our staff both ashore and afloat. Irish Shipping staff are entitled to the benefits of the group subscription rate, which is cheaper than the rates quoted for individuals. Those wishing to enter into the scheme should write to the Accountant, Irish Shipping Ltd., 19/21 Aston Quay, Dublin 2, who will arrange for the subscription to be sent to the Health Board.

HAVE YOU LOST A COAT?

A coat was found on the bus which transported crew members of the "Irish Blackthorn" to Euston Station, London, in September 1962, and was forwarded to this office by the Agents. Despite our enquiries on three different occasions, through the Master of the vessel, no one has claimed it. If you think it may be yours, send us a description—who knows, we may be able to reunite you with a long lost friend !

CHRISTMAS ON THE HAWTHORN

T. Burke

We celebrated Christmas at sea on the "Hawthorn" en route from Rotterdam to Pointe A. Pierre, Trinidad, two days out from the latter port. Anybody on board "Dreamin' of a White Christmas" must have been sadly disappointed as a blazing sun held temperatures in the high 80's. The festivities commenced at noon with slight "lubrication" prior to an excellent lunch after which all and sundry were loud in their praise of Chief Steward Eddie Fricker and his department. Then the old ritual of the Officers serving the Catering Staff with their midday meal was enacted and proved a great source of enjoyment to all concerned.

Later in the evening, our band, under the able direction of Chief Engineer E. Ivimey, who has donned the mantle of band-leader since Peter Otter was relieved, rendered a fine selection of national and international airs, and some other airs which had no nationality at all, one gentleman remarking . . . "Some of these tunes ye're playin' have no rhyme or reason". Still it must have been only the extremely apathetic who did not entertain nostalgic thoughts of loved ones at home during Christmas Day, and I'm sure there were very few who would not have exchanged the tropics for the old country.

BINGO

Another major social activity, and one which has overshadowed all others during its short existence, has been organised on board, namely "BINGO". Introduced at the commencement of the current voyage, it is played two nights a week to full enthusiastic attendances. Plans are also afoot for the formation of a football team and, judging by the number of names submitted to the selection committee, there won't be any shortage of players. One member of the navigating staff has gone into strict training already and consumes all the raw eggs he can lay hands on.

Jim Rackard has returned to us as Second Officer after a three month stay ashore, during which time he succeeded in obtaining his first mate's certificate, had his appendix removed, was involved in a car accident and got married—busy man. Best wishes for all future happiness to the young couple. We also extend congratulations to **Frank Walsh** and **Pat Collins** on recent engagements, the former to **Miss Anne Darcy** from Galway, and the latter to **Miss Eileen Devereaux** from Kinsale.

John Kelleher sends birthday greetings to his wife, **Elizabeth** and two daughters **Bernadette** and **Mary Therese** in Limerick.

Philip Hawkins wishes all in 2 George Reynolds House, Dublin a very Happy New Year.



Audrey Graham works in the Technical Department.



We are told that this photograph taken by Dermot Kavanagh, "Irish Sycamore" depicts the three apprentices modelling Saville Row tailored clothes in Japan. Left to right: M. Coleman (modelling a flying suit for the "Ballyhock Aero Club"); P. Ryan (modelling a smoking jacket for the Cavan branch of the "Ban-The-Tobacco-Society"); T. Byrne (in a skiing outfit for the "Wicklow Bingo Club"). The Agency is booked out up to March



This is Father Edward F. Graham, C.S.Sp., brother of Miss Mary Graham, secretary to the Technical Manager. Father Graham who is Superior of the Holy Ghost Fathers in Mauritius has been a wonderful friend to the men on our ships who have called there.



Four healthy looking Dublin dockers photographed during tea break at the "Irish Spruce" in Dublin. Left to right: John Moore, John Brown, John Donovan and Gerald Rush.

OFFICERS ON LEAVE

Masters: G. P. Blaney, C. A. Brennan, R. H. Greene, J. P. Kelly, J. S. Kerr, E. C. Horne.

Chief Officers: J. H. Duffy, C. Mahon, C. Ball, M. O'Mahony, D. Tooher, M. Henshaw.

2nd Officers: K. F. Dooley, H. B. Fidler, W. Kimberley, C. Lavery, T. Meagher, D. Turner, D. Warner.

3rd Officers: J. P. Coady, D. Daly, P. Doyle, E. Kavanagh, P. A. Kearney, B. C. Murphy, K. McKenzie, F. G. Raftery.

Chief Engineers: E. Flanagan, W. Howie, P. Richardson, K. Roche, P. Walker, M. Whooley, H. Wright.

Elec. Engineers: P. J. Browne, P. Coffey, A. Dillon, M. Dumphy, J. R. Waterhouse.

2nd Engineers: T. J. Carroll, P. Minto, R. Murdoch, G. O'Brien, N. Whitfield.

3rd Engineers: D. Hamilton, J. McNelis, M. Mills, J. Nangle, R. Quinlan, J. Sullivan, I. Stuart, R. Tennent, J. Young.

4th Engineers: H. Caughey, S. Cox, T. Dillon, G. Elder, T. Murphy, J. Waters, S. O'Geran.

Junior Engineers: A. Bolger, J. Bradshaw, J. J. Condon, G. Dorgan, W. Hynes, J. Kelly, B. Leaney, J. M. Long, H. Loughrey.

Chief Stewards: H. Bond, B. Dorgan, E. Fricker, T. Kendellen, J. Rogan.



Mr. Anthony McRedmond of Clontarf left his Insurance Office desk and has joined the "Irish Cedar" as Deck Apprentice.

PERSONNEL OF THE FLEET

(Deck Officers and Engineers in order of rank)

"IRISH ROSE": Captain Michael Langran. Deck Officers: Messrs. G. Chaubal, J. O'Leary, K. Geoghegan. Engineers: R. Harrison (Chief), F. O'Reilly, J. Driscoll, J. Langran. R/O: J. Dempsey. Chief Steward: W. King. Deck Dept.: P. Harris, M. Casey, P. Douglas, C. O'Driscoll, M. Murphy, T. Kennedy. Engine Dept.: P. O'Brien, P. Cowhey. Catering: J. O'Haier, A. Manley, B. Byrne, J. Byrne, D. Hynes.

"IRISH SPRUCE": Captain James Caird. Deck Officers: D. P. Byrne, P. A. Murphy, A. H. Dalton. Engineers: G. Cunningham (Chief), M. Kavanagh, F. Kirwan, T. Geraghty, S. McGarry, F. McGloin, K. Muldowney, D. Bloomer. R/Os: A. Davy, P. Stuart-Trainor. Chief Steward: V. Mayland. Apprentices: C. Gillen, J. Harford, P. O'Reilly, M. Brophy. Deck Dept.: D. O'Neill, J. Tallon, C. Maguire, E. Jameson, G. Rooney, A. McCloskey, D. Rogan, T. Perle, J. Fleming, C. Cody, G. Howard, N. Fynes. Engine Dept.: A. Brennan, C. Donovan, H. Egan, J. O'Brien, B. Cullen, J. Robinson. Catering: J. Reddy, V. Joyce, N. Murphy, M. McGowan, R. Smyth, J. Fleming.

"IRISH ALDER": Captain Thoma Hughe. Deck Officers: M. Carey, A. McMahon, L. Haddock. Engineers: J. Reed (Chief), F. Merrick, W. Fitzgerald, W. De Renzy, D. Beazley, J. Gaul, D. O'Leary, E. Preston. R/O: J. O'Shea. Chief Steward: V. Thorne. Apprentices: J. Goulding, D. Buckley. Deck Dept.: T. Bartley, P. Donnelly, J. Reichelt, R. Markowski, H. Brand, L. Lorenz, P. Kearns, C. Chamberlain, J. Cadogan, J. Tallant, P. Howard, R. Saunders. Engine Dept.: L. Duff, J. Valentine, R. White, C. Curley. Catering: W. Foy, A. Austin, J. Buckley, A. Hudson, W. Sheridan, W. Wiltshire.

"IRISH FIR": Captain J. Lee. Deck Officers: J. St. John, W. Frampton, T. O'Brien. Engineers: J. Troy (Chief), J. Lynch, H. Shannon, D. Hoey. R/O: T. McMahon. Chief Steward: W. Gouldson. Deck Dept.: J. Hall, W. O'Neill, J. Lawless, M. Kiernan, G. Derham, L. Nolan. Engine Dept.: T. McGuire, J. Harford, V. Macken. Catering: H. Howard, J. Hamilton, H. Lennon, A. Sugg.

"IRISH POPLAR": Captain J. Poole. Deck Officers: J. Devaney, E. Greevy, C. McCarthy. Engineers: J. Moynihan (Chief), M. Gillen, B. O'Geran, J. Connolly, P. O'Neill, R. Gavigan, Brian Connolly, T. McMeekin. R/Os: R. Clarke, P. Healy. Chief Steward: J. Bennett. Apprentices: J. Pett, M. Doyle, H. Byrne, C. O'Connell. Deck Dept.: B. Carroll, R. Roe, Joseph Donnelly, John Donnelly, J. Mullett, D. Cummins, W. Barclay, A. Doherty, P. Sharkey, J. Stubbs, M. Corcoran. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, J. Earley, N. Moynihan, T. Keegan. Catering: J. Cullen, D. Barry, O'Plunkett, E. Maguire, G. Byrne, K. Edwards.

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

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

"IRISH FERN": Captain John Gleeson. Deck Officers: Messrs. M. Willoughby, K. Laniyan. Engineers: N. Richardson (Chief), E. Giggins, P. Brazil. Deck Dept.: L. G. Fox, S. Bolton, G. McNeill, T. O'Connell, G. Brannock, J. Driscoll. Engine Dept.: T. O'Regan. Catering: P. Sweeney, A. Buckley, F. Kiernan.

"IRISH MAPLE": Captain M. O'Dwyer. Deck Officers: J. Small, W. Cummins, J. Byrne. Engineers: M. Byrne, T. McLoughran, S. Smith, D. O'Keefe, E. Nicholson, M. Dunne, A. McDermott, J. O'Connor. R/O: D. Rocca. Chief Steward: J. Doran. Apprentices: P. Kehoe, P. Keane. Deck Dept.: P. Kearney, H. O'Farrell, J. Deegan, D. Wheeler, N. Daly, J. Maher, P. Donegan, P. Sinnott, P. Bradshaw, J. Nealon, W. Bond, J. Maxwell. Engine Dept.: N. Foley, J. McCormack, M. Kelly, D. Blake, R. Fanning. Catering: F. Atkins, J. Dowd, J. Mulligan, T. Egan, P. Brazil, W. McKenna.



This is Father Anthony Kelly who hails from Holy Cross Tipperary, and is in the Philippine Islands. This photograph was taken during a Legion of Mary outing. He is a brother of Mr. Pat Kelly of the m.v. "Irish Pine".

"IRISH LARCH": Captain B. Reilly. Deck Officers: C. O'Kirwan, J. Roriston, D. Murphy. Engineers: G. Rowe, B. McGuinness, J. Little, B. Geaney, C. Crowley, T. O'Donovan, S. Mahon, Elect.—W. Jackson. Chief Steward: J. Dillon. R/O: R. Hutchinson. Apprentices: D. O'Doherty, T. O'Brien. Deck Dept.: M. Sullivan, H. Murray, T. Morrissey, C. Louth, J. Byrne, F. Stubbs, T. Savage, P. Tallon, M. Lennon, M. Kearns, P. Chandler, P. Levins, T. McLean, W. Brady, E. Byrne. Engine Dept.: W. Wiltshire, S. McCluskey, J. Davidson, N. Tobin, J. Tone, P. Frawley. Catering: P. Rossiter, R. Heapes, J. Dunne, J. Martin, J. McEvoy, B. Byrne, G. Williams.

"IRISH CEDAR": Captain T. Glanville. Deck Officers: I. Shiel, M. Devine, V. Kenny. Engineers: J. Johnson, P. Walsh, T. O'Flynn, J. D'Art, P. White, W. McCarthy, N. Kinsella, Elect.—D. Rose. Chief Steward: N. Curran. R/O: R. Stopford. Apprentices: G. Livingstone, W. Thompson, F. Perrott, A. McRedmond. Deck Dept.: L. Owens, A. Hulme, R. Carrick. Engine Dept.: E. McFadden. Catering: B. Crilly, W. Rogan, E. Murphy, J. Clinton, M. Goulding.

"IRISH PLANE": Captain P. O'Shea. Deck Officers: M. O'Connell, P. Flynn, H. Kelly. Engineers: W. Irvine, J. Ennis, J. Geoghegan, A. Nevin, P. Lawlor, M. Slevin, T. Onions, D. Falvey. Chief Steward: J. Clinton. R/O: Apprentices: N. Dillon, A. Kehoe, L. McLoughlin. Deck Dept.: E. Mahoney, P. Redmond, J. O'Neill, J. Kealy, R. Early, J. Crowley, D. Mulcahy, A. Sharples, M. Kavanagh. Engine Dept.: L. Turle, R. Shields, M. Broderick, J. Healy, F. McCarthy. Catering: J. O'Brien, D. Gibbons, M. Ward, M. Moody.

Mr. Declan Talbot has joined the Chartering Department.

"IRISH PINE". Captain C. Raftery. Deck Officers: J. Cullen, J. Kelly, L. O'Duffy. Engineers: H. Mooney (Chief), H. Lewsey, G. Barron, P. Shortall, J. Corrigan, D. O'Connell, D. Browne. Elect.—J. Toner. R/Os: D. Glass, P. Neilan. Chief Steward: C. Zachart. Apprentices: P. Tyrrell, D. Bell, D. Armstrong, A. Mo'nihan. Deck Dept.: G. White, J. Twomey, C. Doolin, P. Burke, J. Carroll, T. Richard, P. Kelly, D. Brennan, E. O'Neill, P. Kavanagh. Engine Dept.: J. Goucher, P. Proctor, F. Macken, W. Martin, M. McCabe. Catering: D. O'Sullivan, T. Fitzpatrick, P. Horan, P. McClean, P. Gaskins, W. Murphy.

"IRISH WILLOW". Captain A. Evans. Deck Officers: F. Leigh, D. O'Neill, C. Kyne. Engineers: J. Morgan (Chief), M. Engler, A. Hughes, B. McCann. R/O: K. O'Rourke. Chief Steward: T. O'Connell. Deck Dept.: P. Penston, J. Duff, K. Byrne, J. Bissett, G. Healey, T. Hickey. Engine Dept.: M. McEvitt, M. Lyons, M. Cogan. Catering: R. O'Reilly, J. O'Reilly, N. Roddis, P. Harris.

"IRISH HEATHER". Captain J. J. Walsh. Deck Officers: J. Mitchell, Fergil Henderson. Engineers: W. Meagher (Chief), P. Kavanagh, B. Heade. Deck Dept.: J. Farrell, T. Sweeney, A. Loughlin, P. Carr, J. Madigan, K. McCormac. Engine Dept.: B. Malone. Catering: P. Quinn, P. Murphy, D. Murphy.

"IRISH BLACKTHORN". Captain J. Devine. Deck Officers: S. Boyd, T. Joyce. Engineers: R. Barbour (Chief), K. O'Galligan, E. Hughes, M. Mills, M. Doyle, W. Maher, D. Harrington, F. A. Murphy. Elect.—D. Maloney. R/O: L. Martin. Chief Steward: P. Farrelly. Deck Dept.: P. Dempsey, J. Dillon, E. Gavin, P. Enright, M. Allen, J. Lambert, J. McMahon, J. Smyth, J. Beggs, R. Egan. Engine Dept.: J. Grennan, J. Murphy, R. Proctor, P. Hannah, H. Clinton, J. Nooney, R. Cromwell, G. Nolan. Catering: C. Cunningham, J. Phelan, T. Fay, N. Blake, A. Boxberger, J. Kelly, T. Nolan. Apprentices: B. Keane (Acting 3/O), H. Courtney, J. Whyte.

"IRISH SYCAMORE". Captain R. M. Woolfenden. Deck Officers: P. Kelly, R. Needham, J. Gorman. Engineers: W. Holliday (Chief), M. Littlejohn, T. O'Driscoll, E. Lynn, N. Ward, M. Byrne, D. Dineen, Elect.—J. Dunne. R/Os: J. Murphy, T. Lynch. Chief Steward: C. O'Donovan. Apprentices: T. Byrne, M. Coleman, P. Ryan, D. Kavanagh. Deck Dept.: L. Kelly, P. Balmaine, J. O'Connor, P. Craine, J. Birmingham, E. McVeigh, S. Murray, L. Murphy, P. Wilde, A. Duff, W. McDonagh. Engine Dept.: M. Day, J. McCormack, J. Creighton, P. Freeman, M. Brazil. Catering: M. O'Mara, O. Kehoe, J. Mason, T. Savage, J. Malone, N. Masterson.

"IRISH OAK". Captain F. Kirk. Deck Officers: M. Doyle, D. O'Neill. Engineers: A. Metcalfe, W. Brickley, A. McDonnell, M. Dillon, S. O'Neill, D. Walsh, R. Gunning, T. Allison. Chief Steward: P. Fay. R/Os: P. Higgins, P. Boyle. Deck Dept.: W. McCann, T. O'Connell, M. McCarthy, J. O'Brien, P. Hogan, C. Courtney, J. Flynn, J. Ahern, J. King, F. Chandler. Engine Dept.: T. Doyle, A. Clark, A. Stout, E. Moore, J. Cullen. Catering: P. McDonnell, J. Fagan, L. Robinson, J. Chaney, J. Duff, J. Dunleavy. Apprentices: N. Foley, R. Grant, J. Tallon, G. Collins.

"IRISH ASH". Captain J. Flanagan. Deck Officers: M. Willoughby, G. Burgum, C. Morrissey. Engineers: S. Jolley (Chief), A. Calderwood, P. Brazill, B. Leaney, M. Murphy, M. Lawlor, A. Kennedy, M. Dunphy. Apprentices: J. O'Mahony, D. Brunicardi. Deck Dept.: J. Moriarty, O. Grace, F. McArdle, M. Hurley, R. Hanley, N. Murphy, P. Jameson, M. Keogh, H. Kavanagh, P. Corcoran, P. Whelan, J. Lyons, N. Harte. Engine Dept.: F. Waldron, J. Tobin, F. Storey, W. Coote. Catering Dept.: J. Buckley, D. Glynn, J. Fallon, W. Haddock, J. Murtagh, C. Smyth.

"IRISH HOLLY". Captain J. Onions. Deck Officers: C. Brazier, P. Dohogoe, P. O'Byrne. Engineers: T. Barry (Chief), M. Cassidy, A. O'Mahony, P. Kelly. R/Os: K. Murphy. Deck Dept.: P. Byrne, J. Murphy, M. Maher, R. Leonard, P. Sinnott, A. Kehoe, J. L'Estrange. Engine Dept.: W. Walsh, C. Kavanagh, E. Kinney, S. McCarthy, G. O'Hara, J. Long, W. McCarthy. Catering Dept.: M. Enright, F. O'Neill, W. Byrne.



Photograph of the crew of the m.v. "Irish Ash" taken at Yokohama last November. The vessel arrived in Dublin January 21st, making it her first visit home since July, 1962.

THE IRISH ROVER

In the year of our Lord, eighteen hundred and six,
We set sail from the fair cove of Cork,
We were bound far away with a cargo of bricks,
For the fair city hall in New York.
'Twas a wonderful craft, she was rigged fore and aft,
And Lord how the trade winds drove her,
She stood several blasts, she had twenty seven masts,
And we called her the "Irish Rover".

There was Barney McGee from the banks of the Lee,
There was Hogan from County Tyrone,
And Johnny McGuirk who was scared stiff of work
And a chap from Westmeath named Malone.
There was "Slugger" O'Toole who was drunk as a rule,
And fighting Bill Tracy from Dover;
While a man from Turkistan, be the name of Tim
McCann
Was the skipper of the "Irish Rover".

We had one million bags of the best Sligo rags,
We had two million barrels of stone,
We had three million sides of ould blind horses hides,
We had four million barrels of bone,
We had five million hogs, we had six million dogs,
We had seven million barrels of porter,
We had eight million bales of ould billy goats tails
In the hold of the "Irish Rover".

For a sailor it's always a botherin' life—
It's so lonesome by night and by day—
That he longs for the shore, and a charming young wife
Who will melt all his troubles away.
All the noise and the rout, swillin' poteen and stout
For him soon is done and over,
Of the love of a maid he is never afraid
That ould salt from the "Irish Rover".

We had sailed seven years when the measles broke out,
When the ship lost its way in a fog,
Then the whale of a crew were reduced unto two,
'Twas myself and the captain's ould dog.
Then she struck on a rock, O Lord, what a shock,
The boat was turned right over,
Whirled nine times around, then the ould dog was
drowned,
I'm the last of the "Irish Rover".

Father S. Coghlan, S.J., Milltown writes:

You may be interested to know that when I was in Hong Kong I visited the first Irish ship ever to visit that port. In February, 1962, I accompanied Fr. P. J. Cunningham S.J. on board the "Irish Sycamore" on the occasion of this maiden Irish naval invasion. We were very hospitably received by Captain Woolfenden and his Officers (among them was a fellow-Limerick man, Mr. J. Scallan).

A LETTER FROM NEWFOUNDLAND

I have obtained several copies of your new journal "Signal" from the crews of the "Irish Willow" and "Irish Rose" and I would like to express a few thoughts about those fine crews. They have been good ambassadors of Ireland during their eight months on this coast. They made a host of friends in Newfoundland and I think that it was with mutual regret that the "Willow" departed from this port on the 7th of December. The entire crew of the "Irish Willow" donated to a "farewell party" hosted by Captain Alan Evans, Charlie McHale and Jack Rogan, which was held in our local "Rod and Gun Club", complete with orchestra, buffet, and of course, liquid refreshments. This was a huge success and shall long be remembered. It was attended by many prominent people in the shipping and business life of our city. I may add that there were many unhealthy people in this area on the following morning, including the Port Physician. A replica of your mast head flag reposes on the lounge wall of one of our better hotels, inscribed with the signatures of the crew of the "Irish Willow".

I would also like to mention Derek Turner, Paddy Doyle and Nick Preston of the "Willow", and Captain and Mrs. J. Kerr, Bob McMahon and Henry Bond of the "Rose". We shall miss them all—of course being a "Sligoman" I may be prejudiced.

T. C. Farrell, M.D., M.C.D.,
Port Physician,
Corner Brook, N.F.

Father D. T. MacInerney writes from Port Elizabeth:

Just a few lines to let you know that the "Irish Larch" has been and gone. She came in here on September 26th and left again that same afternoon for Cape Town. I was entertained by the Master, Captain Poole, and stayed for lunch with the boys. It was grand seeing them all again but I was very disappointed that their stay was such a short one.

Apart from memories, I have in my room at the moment now a very nice reminder of the ship's visit. The 2nd Engineer, Tom O'Loughlin, gave me a beautiful carving he made on a heart shaped piece of wood with the words "M.V. IRISH LARCH" done on it. Below that is a lovely Irish flag and the word "EIRE". It is really a lovely thing and it now hangs in an honoured position in my room—a constant reminder of the wonderful crowd that I met on the "Irish Larch". Send more of your ships here. They leave a very good impression behind them.