

SIGNAL

VOLUME 2
NO. 3
JUNE
1964



MR. J. TALLON
First Permanent Bosun

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

Results of Year's Trading

Our Chairman, Mr. J. J. Stafford, reviewed our operations for the year ending March 31st in his statement to the 23rd Annual General Meeting of the Board of Directors on June 10th.

It was not a very good year by any means, but compared with last year's returns the figures show up in a reassuring light. The cost of running the fleet and providing for wear and tear on the ships for the year amounted to £3,986,000. Revenue from freights, charter hire and investments came to £3,429,000.

THIS SHOWED A LOSS OF £557,000.

Last year the loss was £838,365.

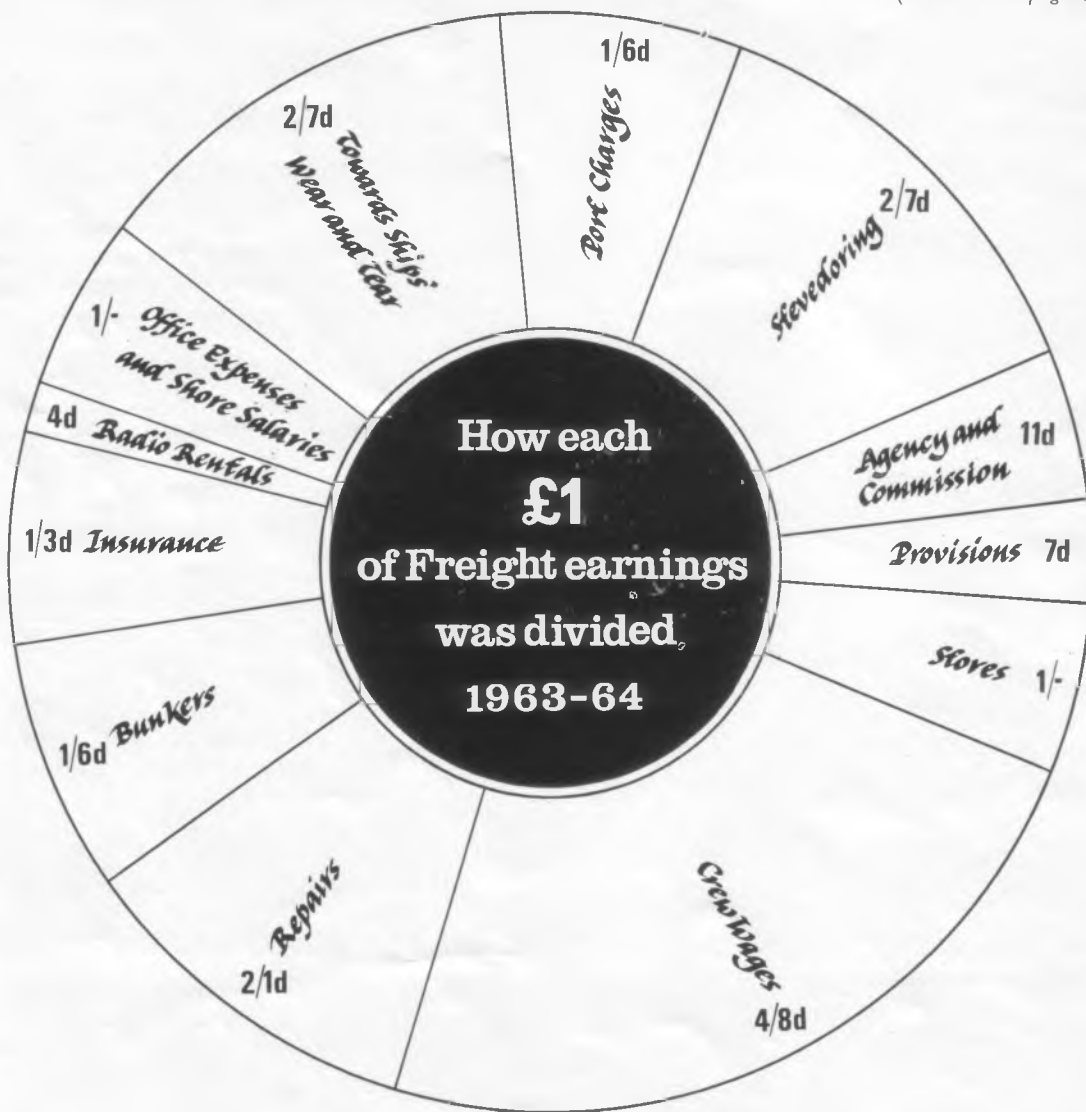
The wear and tear on the ships came to £1,023,844, towards which our trading operations only produced £445,322.

The simple diagram below shows how each £1 of freight earnings was divided.

International Trade

The Chairman once again had to refer to depressed freight rates and emphasised the keen competitive character of our trading operations.

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Chairman's Statement—Ctd.

Stressing that unlike shore based industry, we had no opportunity to increase our charges to meet rising costs, he pointed out that an extra 6/4 for every ton of cargo carried would have given us sufficient to meet the full wear and tear expenses.

Cargo

We carried 1,769,000 tons—an increase of 19% on last year. Exports from Ireland to North America increased by 9%. Mr. Stafford was glad to record the addition of the "Irish Ash" to the Canadian route. He was sorry to note that the trade in frozen meat to North America had shown a serious decline recently due to certain conditions in the livestock industry.

Tramp and Time Charters

The Chairman told the meeting that our best results for the year came from eight of our large dry cargo vessels which were trading on long distance Time Charter and Foreign Tramping. He disclosed that these ships earned 78% of our trading surplus. The other twelve, including the tankers, small ships and North Atlantic ships, did not do so well.

The Future

The general tone of Mr. Stafford's statement was one of guarded optimism. He referred to our progress in organisation and methods, our staff communications and our general industrial relations. He assured the meeting that our Company was geared to reap any advantage offered by a favourable trend in freight rates, and that the management was keeping abreast of modern developments in the shipping industry.

In conclusion, Mr. Stafford paid a tribute to the efficiency and loyalty of the seagoing and shore staffs during the past difficult year.

* * * *

TRIBUTE TO DENHOLM LTD.

In his annual statement to the Board, Mr. A. R. Glen, Chairman of Clarkson & Co. Ltd., paid this tribute to J. J. Denholm of Glasgow who manage Clarkson's ships:—

"The satisfactory performance of our four ships is evidence of the success which they are attaining as one of the first ship managers in the world to apply the most advanced methods in management in the running of the large fleet entrusted internationally to them. At long last the study of management has been accorded the importance which so long it has lacked."

FIRST PERMANENT BOSUN

Our cover picture shows Mr. Jimmy Tallon, Bosun of the "Irish Spruce." We congratulate Mr. Tallon on being the first Permanent Petty Officer appointed under the Company's new scheme. He will be on continuous pay including the time he spends ashore on articles.

Jimmy, a Clogherhead man, now living in Dublin, has been at sea since 1939 and has served in vessels of the I.S.L. fleet for the past 22 years. He has filled the position of Bosun since 1955.

The Company is seeking more permanent Petty Officers, and vacancies exist for Bosuns, Carpenters, Pumpmen and Cooks. Ships' personnel, who are interested in permanency, should apply to Personnel Department for Conditions of Employment and Application Form.

NEW CATERING INSTRUCTOR

The Company has announced an important development in its efforts to maintain a high standard of catering on our vessels.

Chief Steward Eddie Fricker, who has just completed a course in Advanced Cookery at Liverpool, has been appointed Instructor Chief Steward and will commence his duties in that capacity on the "Irish Pine." He will instruct the Junior Catering Staff in the correct performance of their duties and will do a voyage on each of the Company's vessels.

COOKS' TRAINING SCHEME

Under our existing training scheme for Cooks, a junior catering rating of suitable age may be sent on a six weeks course to the School of Cookery, Liverpool—provided his Chief Steward recommends him. While on the course he will continue to draw the same rate of pay received on his last ship.

On completion of the course, he will take the Examination for a Cook's Certificate and if successful will be eligible for appointment as Chief Cook with the possibility of promotion to Chief Steward.

A few months ago, J. Buckley, formerly 2nd Steward of the "Irish Oak" did the course, passed the examination and is now serving as Cook on the "Irish Ash."

In addition, P. Fanning, who was ineligible to take the Examination for a Cook's Certificate because he was too young, was granted a Certificate as 2nd Cook and Baker.

At the moment, P. Hogan, T. Fitzpatrick and R. Gaffney are taking the course and we hope to have good news from them very soon.



This happy picture was taken on the deck of the "Irish Spruce" at Dublin when Captain Jim Caird, Chief Steward Vivian Mayland, Second Officer P. Corcoran and Assistant Steward V. Joyce played hosts to a group of pupils from the St. Augustine's School, Blackrock. This school for retarded children is run by the Order of St.

John of God. The boys were paying their first visit to a ship and were delighted with the way they were looked after by the ship's company. The interest they showed in the navigational equipment was remarkable, and the school officials paid a special tribute to the men of the "Irish Spruce" for the enthusiastic way they took charge of the boys.

LOST OVERBOARD FROM "IRISH PLANE"

We were very sorry to receive radio messages from the Master of the "Irish Plane" on May 7th reporting Assistant Steward William Magner of Cork missing and presumed lost overboard off the Florida coast. The vessel was on passage from Port Sulphur to Rotterdam. Immediately the Captain was informed that Mr. Magner was missing he turned the ship around and retraced his course. Radio signals were sent out to all shipping in the area and a widespread search was carried out by the "Irish Plane" and six other ships aided by a helicopter. The search was kept up for 14 hours without success.

Mr. Magner lived with his parents at Fairhill, Cork. He joined Irish Shipping Ltd. about four years ago and served on a number of vessels. Before signing on the "Irish Plane" on April 15th he had spent 13 months on the "Irish Alder."

We extend our sincerest sympathy to his family in Cork.

OFF TO CANADA

Sailing as passengers on the "Irish Oak" from Dublin on May 8th were Mr. Charlie McHale, former Chief Officer, his wife and two children. He has left to take up an appointment in Canada and we wish him every success in his new career.

DIARY OF THE "HAWTHORN"

By "Cinderella"

The following are the "vital statistics" of our activities since our last Report. Since January 29th we have steamed 25,933 miles, called at 17 Ports, and carried 98,150 tons of Cargo. It will thus be seen that we continue to "keep the roof" over the heads of our more sheltered brethren in the (small) dry-cargo vessels. (And we hope that they are dry.)

January 29th. We left Amsterdam, home of Rembrandt, diamond-cutting, fascinating canals, and, for the less cultural-minded (majority) Amstel beer.

February 2nd. We passed the Azores, or Western Islands, and our navigating officer confirmed that these islands had not moved from their position since we last passed them, a fortnight before. After our customary spirited (four grades) changes of orders our destination was finally pinpointed as Trinidad.

February 10th. Arrived Pointe a Pierre.

February 15th. Tallaboa. Perhaps we should explain to the dry cargo fleet that this is a port in Puerto Rico. Our second call here gave us all the opportunity of renewing old acquaintances. The Chief Steward now gives Spanish lessons to the majority who now profess an ambition to "swallow the anchor" and settle down in Puerto Rico.

February 17th. Arrived at Saint Thomas. For our "sheltered deck" colleagues this is an island in the Virgin Group that was discovered by Columbus on his maiden voyage in 1492. It was successively occupied by the Dutch, British, Spanish, French, Danes, Americans and by a "skirmishing party" from the "Irish Hawthorn" in 1964.

February 20th. Arrived Puerto la Cruz, Venezuela to discuss "foreign relations."

February 23rd. Arrived Pointe a Pierre, Trinidad. Very short call to assure our many friends and admirers that, while we would be absent for a few weeks on a voyage to West Africa and back, not to become too discouraged, and after customary courtesies had been exchanged we set off for Monrovia.

March 3rd. Arrived Dakar. Our stay here was barely long enough for one of the ship's officers to conclude a deal with a local trader for a table lamp. In the limited time at his disposal he only managed to beat down the price to about three times what it would have cost in Dublin.

March 9th. Arrived Lagos. The brevity of our stay was the only factor that limited the, by now, customary exchange of courtesies with the locals.

March 11th. Cotonou. Some years ago several of

the dry cargo vessels spent a period trading to this port with cement. This undoubtedly laid the foundations for the enthusiasm with which we were greeted. Many of the locals speak French with an Irish accent. The majority now speak Spanish with a French accent.

April 2nd. Arrived Boston from Pointe a Pierre. Here our navigating officer learned from a local decorator how to make the sittingroom in his new house look bigger—use thin wallpaper.

April 19th. Arrived Portland. The main(e) thing about this port is that it is near Providence, with the result that we arrived in the latter on the 21st of April. Here we added one more to our already impressive list of (unacknowledged) firsts.

May 5th. Arrived Gloucester, New Jersey. This city is more or less a suburb of Philadelphia. Our culture-minded minority informs us that Philadelphia was founded by Admiral Sir William Penn, who was known to his friends as "His Nibs." Here we received instructions to return to Pointe a Pierre, say good-bye (or au revoir) to our friends and proceed to Ireland. We understand that this is the headquarters of the dry cargo fleet.

There will be a further thrilling episode for the next "Signal."



On board the "Irish Hawthorn"—E. Russell, M. Doyle, L. Manion, K. Buckley, D. Keohane, G. Daly, C. McGauley and M. Doyle.

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THE "MAPLE" DOWN UNDER

Captain Mike Langran and the men of the "Irish Maple" did a magnificent job in Public Relations during the ship's recent Time Charter which took her to New Zealand ports. To record everything about the trip would need a special edition of "Signal." The Irish Societies gave the ship a special welcome and saw to it that the crew were royally entertained. The "Maple" made the headlines in all the local newspapers and attracted the attention of the television cameras.

The crew played a Gaelic football match against the Irish Society in Auckland and a hurling match against the Irish National Society in Lyttleton. Both games appeared on television and the football match was televised complete with Irish style commentary given by Father McHale, an exile from Ireland.

Special functions were arranged in honour of the crew and when leaving Lyttleton the "Maple" had the whole Irish community, complete with pipe band, to give her a send off.

Donal Rocca the "Maple's" Radio Officer has sent us this report of the visit to Auckland :

On the 12th March, 1964, the "Irish Maple" left London bound for New Zealand via Curacao and Panama, and arrived Auckland 19th April.

The reception from the Irish community in Auckland was overwhelming and I am pleased to report that we returned their hospitality by being Ambassadors in the true sense of the word. Suffice to say that many many hands were shook and many parties, dinners and teas were attended by each and everyone aboard.

The climax came on Sunday, 28th April, when the lads of the "Maple" played the Irish exiles in a game of Gaelic football. We arrived at Cornwell Park and the scene that lay before us was one which filled us all with pride. The Tricolour was very much in evidence, and the sun was shining from a clear blue sky, reflected on the bonnets of some two hundred-odd cars. Loudspeakers placed around the grounds were announcing the arrival of the Irish team and many came to shake our hands and talk of home. While we talked, old Irish airs could be heard from the speakers.

(continued on page 7)



Photographed on the "Irish Maple" at Mount Maunganui. Left to right: Mr. T. Hubbard, Pilot, 2nd Officer F. Kelly, Captain J. Davis, Harbour Master, Captain H. A. Hodkinson, Captain M. Langran, Master, Mr. M. Byrne, Chief Engineer, Mr. John Small, Chief Officer, Mr. Jack Doran, Chief Steward, Mr. & Mrs. A. Symonds, representing agents.



The Most Noble Order of St. Patrick and St. James's Gate was conferred upon Captain H. A. Hodkinson, Deputy Harbour Master at Mount Maunganui, in reward for his piloting the first Irish ship into the port of Tauranga, by Captain M. Langran of the "Irish Maple".

Maple in Auckland—Ctd.

The Irish exiles wore all white and the men of the "Maple" wore white shorts and green jerseys. As the two teams paraded around the field, preceded by bagpipes and under the eye of the television camera, I'm sure many a man in the 500-odd spectators was comparing it to an All-Ireland Football Final in Croke Park. When the teams reached the centre of the pitch the band played the Irish National Anthem. All heads turned towards the tricolour and all stood to attention.

Within seconds of the Anthem being played both sides took up positions and Father O'Reilly of Cork threw in the ball. Within a very short time the Auckland team scored a goal but the "Maple" soon retaliated leaving the score at one all. The Auckland team won but our lads played a great game. Particularly worthy of mention are Ken Edwards (Junior Engineer), Jack Byrne (Third Officer), Peter Scott (Apprentice), William Boon (Able Seaman), Peter MacDonnell (Carpenter), and Frank Kelly (Second Officer). The result of the game was soon forgotten for to all those present the only important thing of that day was the fact that 30 Irishmen had played a game of Irish football in a land many thousands of miles away from home. Father McHale gave a running commentary on the play. He faltered not once in his speech and he used the Christian names of all the players throughout. Had he remained at home Michael O'Hehir would surely have had strong competition.

That night a dance was given in our honour. This was held in the Irish Centre, which is a beautifully decorated and spacious hall. We were all made Honorary Members of the Society and were given long white ribbons to designate same.

The emigrants besieged us with questions about Ireland and our ship. The most asked question was "When are you coming back and will more follow you?" We were more than pleased to answer all their questions. Many requested us to visit their relatives and friends back home and we hope to be in a position, in the not too distant future, to carry out these requests.

The highlight of the night came when Mr. Vincent McHale, the Captain of the Auckland team, got up to make a speech. He said in part how thrilled he and every other Irishman in Auckland was at having such an esteemed visitor as the "Irish Maple." He ended by wishing us all a speedy return to Auckland. Our Third Officer thanked the Irish Society for the hospitality shown us during our stay in Auckland, and concluded by saying that he and every member of the crew expressed a strong desire to return again soon.

After the speeches, songs were sung by both members of the Irish Society and members of the "Maple." We were represented by Mr. Tobin who sang and Mr. Cousins who played his harmonica. More dancing followed, mainly Ceili which everyone thoroughly enjoyed and finally the night ended with the playing of the National Anthem.

Some of the special friends we made are: Father Doyle (native of Enniscorthy), Father Hackett (a Kiwi who became more Irish than the Irish themselves during our stay), Sam Bestall (ex-Dublin), Johnny and Mrs. Kavanagh (ex-Arklow), Mick and Teresa Collins (Mick is a native of Killarney and is a former Kerry footballer, holding a Senior Championship medal), Gerry and Anne McCaffrey (Jerry is a brother of Leo McCaffrey the Ballad singer and is a singer of no mean ability himself), Mr. Whooling, Vincent McHale (ex-Mary's footballer), Des Lee (Carlow), Jim Turner (Kildare), Mr. and Mrs. Coyne (Galway).

* * * *

At Melbourne Captain Langran had on board to lunch none other than the Irish actor Michael MacLiammoir and his manager, Mr. Brian Tobin. Michael was playing the "Importance of Being Oscar" to capacity audiences in Melbourne. Also visiting the ship at Melbourne were Doctor Kearns, Labour M.P. for North Melbourne, and his wife.

The Irish colony in Melbourne also turned out to make sure that the Irish Maple crew were not short of sport and entertainment. Football matches were played with the local Celtic Club and many invitations were received to various functions arranged to honour the visit of the Irish ship.

HORSES TO CANADA



The first shipment of Irish racehorses and hunters to go direct by sea from Dublin to Canada was loaded on the "Irish Oak" on May 7th. This marks the beginning of a service by which it is hoped to encourage the export of Irish bloodstock



VISIT OF U.S. NUCLEAR SHIP

Provided agreement is reached between the Irish and U.S. Governments the nuclear ship "Savannah" will pay a visit to Dublin on July 2nd and remain over until July 6th. The purpose of the visit will be to demonstrate the peaceful uses of atomic energy. The vessel will be open to public viewing at specified times and is expected to attract widespread attention. Agents—Irish Shipping Ltd.



On the "Irish Oak" at Dublin: T. O'Connell, Bosun, J. Flynn, M. McEvatt, J. Ahearne, R. King, C. Healy, T. Donaldson and F. Chandler.

FRANKENSTEIN WALKS AGAIN

By "Boris"

Since our Assistant Accountant received a meccano set from Santa Claus at the age of two he has shown a life-long preoccupation with machinery. We are told that he changes his car every six months because of his impatience with the performance of the moving parts. His passion for cogs and wheels and things that go at the press of a button has had a profound impact on our life here in the office where he has introduced a new monster—a benevolent one—which is called Punched Card Accounting.

This consists of machines which do just about everything. They are still a mystery to most of us but we receive startling reports from our agents. Some of them we find hard to credit. One report has it that tea and cakes are served by the machines at 11 a.m. Another story is that on a clear day you can pick up Telefis Eireann. But most of the dispatches confirm that the machines save work. We are told that whereas formerly one assistant accountant was hard pressed, these machines have made life easy for two assistant accountants.

Other departments have benefited too. In the old days you asked a junior clerk how many pay days to Christmas and he told you. Now you can put this query to the Assistant Accountant and in no time he delegates the question down along the line until eventually you get the answer on a punched card. There's just one question—what is a punched card? The only kind we know are race cards.

(Mr. Clery explains, next page—Ed.)

Punched Card Accounting

By S. M. CLERY

In 1956 the Company adopted a mechanised system of accounting and bought semi-automatic equipment which was, at that time, more than adequate.

With the expansion of our operations and the arrival of P.A.Y.E., increasing demands were made on ships' Masters, seagoing personnel and on the Accounts Department. The Management decided the time had come to take a fresh look at the current system and existing equipment.

We found that the old system frequently required the same figures to be recorded over and over again. As a result much clerical labour was wasted. A team was appointed to carry out the investigation of the various systems and machines available.

After a nine month survey of different accounting systems, the team recommended the purchase of I.C.T. 40 Column Punched Card Equipment. The Management accepted the proposal and installed the machines.

The Punched Card Method

The Punched Card gives a permanent, accurate and legible record. The four basic machine operations are:

- (1) *Punching*: The recording of the essential data in the cards in punched hole form which ensures that the information needed is in a common language suitable to the automatic machine operation.
- (2) *Verifying*: This is the machine operation concerned solely with checking the accuracy of the initial punched card.
- (3) *Sorting*: Sorting by an automatic high speed machine enables the cards to be arranged rapidly in the required sequence for the production of each required "end product."
- (4) *Tabulating*: Tabulating is the final machine process which prints the account or record in the manner required.

On Board Ship

As a result of the introduction of Punched Card Machines it will no longer be necessary for Masters to furnish Portage Bills, as the accounts will be recorded from the Master's Blue Book. This, we feel, is a further step in the battle to cut down on paperwork. M.M.1 Forms and P.35 Forms are being investigated and, if possible, will be eliminated. At a later stage we hope to arrange for payment of all Officers from Head Office by means of monthly payments to bank accounts.



Mr. S. M. Clery, Assistant Accountant

This arrangement may provide a solution to a problem which has been a source of inconvenience to our officer personnel for some time past. We are considering this matter at present and we hope soon to announce details of a new and more satisfactory scheme.

Allotments

We have been paying the allotments on the new system since the 1st March and we hope that people are finding the new arrangement to their satisfaction. The new procedure has saved much clerical work, as our Tabulator now produces Allotment Cheques together with name and address of Payee at a rate of eight per minute. This means that after being signed, the cheques can be immediately placed in window envelopes and are then ready for posting.

In Head Office

We are pleased to report that all ledger accounts in the current Financial Year have now been processed under the new system. We want to
(continued next page)

ENGINEERING AWARD

Our engineering apprentice, John Lee, of Rathcormac, Co. Cork, who recently created an all-time record by winning four first prizes and silver medals in the Department of Education advanced grade examinations in heat engines, applied mechanics, machine design and mathematics, received a further award at a dinner in the Central Hotel, Dublin, recently.

In the presence of a distinguished gathering, representing the Department of Education, City of Cork Vocational Education Committee, Irish Shipping Ltd. and Castrol (Ireland) Limited, he received the Castrol Marine Trophy 1964 from Mr. L. A. Courtney, managing director, Castrol (Ireland) Ltd.

The trophy, which takes the form of an inscribed engraving of the "Irish Sycamore" is awarded annually to the best marine engineering student of the year of the course in marine engineering sponsored by us at the Crawford Institute, Cork.

Punched Cards (continued from page 9)

eliminate tedious routine work and to provide more comprehensive and up-to-the-minute statistical information for Management.

A word of thanks is due to the staff of I.C.T. Ltd., who helped us instal these machines. I would like to take this opportunity to pay special tribute to Mr. J. R. Simmons and Mr. D. J. Stanley, who have rendered invaluable assistance in supervising the new project. Miss Bega Renahan, together with Miss Sheila Costello and Miss Ann Colfer, cur operators, have accomplished a formidable task in a very short time and with a very high degree of efficiency.

Of course, all Accounts Department personnel have given valued service and the progress which has been achieved is very largely due to the excellent team-work which exists. Our other departments, too, have shown a keen interest in the new system as indeed have our ships' Masters, and we would like to acknowledge our indebtedness to all for their co-operation.



Mr. L. A. Courtney, Managing Director Castrol (Ireland) Ltd., presenting the trophy to John Lee. Left is Mr. S. P. Roche, head of the Engineering Department, Crawford Municipal Technical Institute, Cork, and centre is Mr. L. S. Furlong, our General Manager.

THE "IRISH ALDER" SPORTS REPORT

By Joe Fallon

Soccer

Alder v. Empress of Canada.

Alder v. Torr Head.

"I am the greatest," "I am the king," "I am the king of them all"—that was said by a young boxer this year and he proved himself, remember that guy Sonny Liston!

Well, we won't go that far; we are after all very modest chaps, but we have not been beaten yet. From our crew of 41 men we found 15 who were really keen on football, and the selection committee picked the following team to play the first match.

Goalkeeper: Bosun P. Kearns—ex-G.A.A.; right full: Pantry Boy E. Martin—ex-Lourdes Celtic; left full—E.D.H. G. Murphy—ex-G.A.A.; right half: Second Engineer A. Calderwood—ex-N.B.L. Glasgow; centre half: Jnr. Engineer J. Long—ex-Avoca Celtic; left half: Cadet B. O'Flynn, ex-rugby player; inside right: Carpenter E. Mountaine—ex-Home Farm; inside left: S.O.S. J. J. Tallant—ex-Shelbourne minors; outside right: 4th Engineer T. Murphy—ex-Junior international; centre forward: Cadet E. Brady—ex-Junior international; outside left: E.D.H. M. Bolland—ex-G.A.A.

Reserves—J. Kavanagh—ex-Bru Lougarn Youth Club; R. Saunders—ex-Ringsend Schools; T. Hudson—ex-Harolds National; J. Condon—ex-Junior international boxer (very handy). All reserves played in the second game.

On our way out to Montreal from Manchester training got under way under the direction of our C/S Victor Thorne and R/O George Gannon, to whom we are very grateful for his complete co-operation, and it was he who made all the arrangements for both matches.

The first match we played in Montreal was against the "Empress of Canada." We played at a place called Flechers Field, which is something like the Phoenix Park with all the facilities for soccer, including a stand.

The line-out of players looked very well—the "Empress of Canada" in their yellow and black stripes and our boys in green "V" necked jerseys with a white border and crest. The first half was a bit slow at the beginning but soon took on a good pace. Some good football was played and then began some keen passing by Jim Long, Tim Murphy and George Murphy. Eamon Brady scored the one and only goal in the first half and then went on to score two more in the second, followed by a very quick goal by John Joe Tallant, making the final score 4-0. We consider this a rather good score, because we were told before

P. J. O'SHEA REPORTS FROM "IRISH ASH"

The "Ash" made history of a sort in February by making her first call ever to her home port of Limerick. We had hopes also, of being the biggest Irish Shipping vessel to dock there, but were denied that claim by the "Larch," who had no extra tons, but got there a few days earlier.

We have now lost another first, and by an even shorter margin. On Easter Saturday we sailed from Glasgow bound for St. Lawrence Ports, sure that we would be the first ship of the season to show the Flag on the upper reaches of the St. Lawrence. We arrived in Montreal Harbour, only to find the "Willow" snugly (and smugly) tied up at Shed 33, and all hands standing by to give us a cheer (or was it a jeer). We should have expected as much—one or other of the "St. Lawrence Buses" was bound to get there first. The "Rose" and "Willow" are almost as much a feature of that river, as the Pilot Boat at Les Escoumains, or the Chateau Frontenac at Quebec.

On our previous voyage from this side of the Atlantic, one member of the crew posted some post cards on sailing day, saw our cargo discharged in two ports, and the vessel drydocked in a third, before going home on leave. He still beat these cards by two days. This time he intends delivering any cards purchased personally on arrival home, its quicker by I.S.L.

we took them on that they were up to professional standards.

Our second match followed a few days later—this was with the "Torr Head," and here our thanks must go out to Davy Alexander, the third mate of the "Torr Head," who at very short notice arranged their team to play us.

The rest of Ireland versus the North. This was really an excellent game. The "Torr Head" team were very willing players as well as having a sense of humour, for from the sidelines one could hear such remarks as "Come on septeoe," "Come on beatle, you're not beaten yet," and from our own supporters, "Come on, Long Jim—head it" (Jim Long)—the tallest on the team. The standard of ball play was really high. Although we won 5-0, the result does not give a true idea of the ability of the Head Line boys, who should be an excellent team after they have played a few matches together. Eamon Brady once again had his shooting boots on and this time scored five goals, making his total 8 in the two games.

Our ambition is to win the Montreal Cup which we are capable of doing, provided our charter is not changed. So beware, I.S.L. You issued a challenge (with your present of football gear) which we are only too pleased to accept.



Seagoing and shore staff photographed at the residential course, La Touche Hotel, Greystones. Left to right: Mr. M. Whooley, Chief Engineer, Mr. T. Flynn, Accountant, Capt. P. O Seadhadha, Mr. J. Drake, Course Director, Mr. T. Loughran, Second Engineer, Mr. J. N. McGovern, Claims Manager, Capt. J. Devine, Mr. E. J. O'Halloran, Asst. General Manager, Mr. D. O'Neill, Chartering Dept. Manager, Mr. J. Morgan, Chief Engineer, Mr. C. Devlin, Superintendent, Mr. W. Holliday, Chief Engineer, Capt. I. Shiel, Capt. C. Raftery, Capt. G. Greene, Mr. P. P. English, Secretary.

COURSE AT GREYSTONES

The second in the series of residential courses for seagoing and shore personnel was held in Greystones on April 30th/2nd May last. The course was conducted once again by Mr. J. Drake of Otma, London.

The third in the series will be held at the Woodlands Hotel in Greystones on June 11th/13th.

MR. NOEL CARR, DECEASED

The death took place on May 3rd of Mr. Noel Carr who served as an A.B. on the "Irish Pine," "Irish Spruce," "Irish Fern," "Irish Fir," "Irish Rose" and "Irish Holly." Mr. G. Carty of the Personnel Department represented the Company at the funeral. We express our deep sympathy with his family.

"IRISH CEDAR" DIVERTS

Captain Glanville of the "Irish Cedar" reported receiving a radio message on May 5th when his ship was proceeding up the English Channel indicating a man overboard from a French trawler. Course was altered and after some time the mast head look-out sighted the body of a man in the water. The starboard boat was lowered but a helicopter then appeared on the scene. The body was taken on board the helicopter and flown ashore.

MR. H. BANEHAM

We regret to report the death on May 18th after a long illness of Harry Baneham, who was our Customs Producer at the North Wall from 1946 until his health broke down in 1962. Harry was a truly delightful person and was one of the most popular figures around the Dublin docks. He was held in particularly high esteem by the Customs Officers with whom he came into contact both at the North Wall extension and at Alexandra Quay.

In the office

by John Higgins

We extend a hearty welcome to new staff members, Ann Colfer, Evelyn Todd, Mary Foley and Christopher Doyle.

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We are pleased to see Margaret Conlan, Noreen O'Donnell and Maura Downey back in the office again after their recent illnesses.

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The induction course for junior male staff has concluded but it is hoped to arrange another series of lectures towards the end of the year. We believe that the course has proved beneficial to our younger men in learning about shipping practice and the interest shown has been most rewarding for the organisers.

GREAT FOOTBALL CHALLENGE

"Hasbeens 5; "Neverwazzers" 2.

(two teams drawn from the Aston Quay Sick and Indignant Football Association)

Excitement was at fever pitch in Clontarf on Friday evening, 22nd May, as the "Neverwazzers" kicked off in their challenge game against the "Hasbeens." The latter, who brought along their own referee, had a bonus of four goals and added to this shortly after the interval when M. Fitzsimons scored with a typical shot from a thirty yards free. Playing well within themselves in the first half, the winners played a defensive type game and were quite content that the sides were level at the half-way stage.

In the second period the "Hasbeens," easily the more polished and fitter side, raised the tempo a

little. However, towards the end the issue was so clearly decided that the victors relaxed a little and allowed their inexperienced opponents through for two goals of the lucky variety.

First, Michael Stynes was on the goal line to scramble the ball home while the second score has been credited to Kerry Bray, Eddie Shaw and anyone else who happens to be describing it. Every man on the "Hasbeens" team showed touches of class at various stages of the game. The "Neverwazzers" should do well with a certain number of changes. The certain number I have in mind is eleven.

"HASBEENS": J. Higgins, J. Simmons, D. Stanley, R. O'Connor, D. Mills, D. McNulty, T. Byrne, M. Fitzsimons, W. Lynch, P. MacGabhann, D. O'Neill.

"NEVERWAZZERS": E. Flavin, J. McQuerins, E. Shaw, E. Mullally, J. Wright, B. O'Gorman, G. Carty, P. Fitzpatrick, M. Stynes, K. Bray, N. Long.

WEATHER ALMANAC

For you happy people who intend to holiday in Ireland this year we give our long range weather forecast.

June 15th to June 30th—rain.

July 1st to July 15th—more rain.

July 16th to July 17th—some sunshine.

July 18th—prayers for rain in all churches.

August/September — Farmers irretrievably ruined for the 51st successive year.



Our Television Personalities who appeared in the Joe Linnane Show on Whit Sunday. They represented Irish Shipping Ltd. in the quiz contest and defeated a team from British Railways, capturing £10 of the prize money. Left to right: J. McPolin, P. Shanahan, J. N. McGovern, R. O'Regan.



This happy family photograph shows Mr. and Mrs. M. Murphy who celebrated their 25th wedding anniversary on June 1st; Dermot, who sails with us as a Steward, and Sheila who is a typist in the Accounts Department. We offer our best congratulations.

Greetings from Home

For Jim Whyte, "Irish Blackthorn," who was 17 on June 16th—best wishes for a happy birthday from Mum, Dad, Nan, Joan and Joe.

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For James McNally, "Irish Sycamore"—Greetings on your 18th birthday from Mam, Sean and Patricia, Maire and Don, Conor, Sheila and Nanna, and all his many friends in Dublin.

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Brian Keane, "Irish Holly," celebrated his 21st birthday on 8th June and we send him greetings from Dad, Mum, Pat, Donal and Sean.

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Matt Whelan, "Irish Ash," was 18 on the 26th May and greetings come from Mother, Father, brothers, sisters and little Richard; also from all his friends in Cabra.

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Birthday greetings to **Mr. Robert Heapes** on the "Irish Larch" from "his loving wife and all at No. 74 and 18." Mrs. Heapes also asked us to send best wishes and congratulations to Mr. and Mrs. Joe Martin on the birth of their fifth child—a girl.

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In our last issue we printed birthday greetings for **Paddy Murphy** of the "Irish Heather," but through a mistake gave his ship as the "Irish Hawthorn." Once again we send Paddy best wishes for a very happy 21st birthday from his Mum, Dad, sisters and brothers.

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To **Gerard Lawlor** on the "Irish Plane" for his 20th birthday greetings come from "Mother, sister Gertrude, brothers Desmond, Christy, Dermot, Con and cousins Maura and Willie."

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Richard Saunders on the "Irish Alder" receives for his 17th birthday "Best wishes from Mum, Dad and all the family; from Tom and Jane and Tom and Rose."

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For apprentice **Michael Byrne** on the "Irish Hawthorn" we have a greeting for his 19th birthday on June 17th, "From Mam, Dad, Annette and Michael, and all at No. 2 Bond Street, hoping to see you soon."

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Birthday greetings for **Cormac Louth**, carpenter on the "Irish Larch." Greetings for his 20th birthday come from "Mum, Dad and all at 203 Kildare Road; also from his many friends in Dublin."



Patrick Fay, Jr., sends birthday greetings to his father, **Mr. Patrick Fay**, who is Chief Steward on the "Irish Plane." Mr. Fay's wife, Patty, also joins in this greeting.

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Ronan Dunne, "Irish Sycamore" celebrated his 17th birthday on the 22nd May and we send greetings to him from his mother and father.

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We offer our congratulations to **Mr. Peter Kelly**, Chief Officer, who recently became engaged to Miss Marie Kirby.

We heard via the grapevine, that a party was held in Hamburg on May 9th to celebrate the birthday of **Anthony McRedmond**, apprentice on the "Irish Cedar."

WEDDING

At Carbally Church, Tramore, Captain Leslie Lawrence, Master of the "Suva Sreeze" of J. Manners & Co., Hong Kong, to Miss Patricia Power. Up to the time of her wedding Patricia was Secretary to Mr. P. P. English.

THE "FIR"—by D. G. Stoodley, Radio Officer

February found us arriving in Naples from Fowey with a cargo of china-clay, no relation to Cassius. Our photographers and historians set foot for Vesuvius, 10 miles from Naples. After gallantly making our way halfway up Vesuvius (by car), we staggered under the influence, of a heavy wind (not a brand of Scotch) to the top. As we gazed out over sunny Italy the vista unfolded before us showing us the isle of Capri and Naples which never looked better than from a distance. Despite the biting cold we took our photographs and our specimens of geological interest.

Winding our way down out of the cold, the Chief Engineer stumbled, breaking all mountain climbing records when he passed by us at 80 knots, stopping 40 feet later, one foot from another 1,200 foot fall (his right foot).

Between Vesuvius and Pompeii we visited a factory where genuine hand carved cameos were sold to gullible tourists. For Sale—one genuine hand carved cameo, very cheap; apply Tom O'Brien, experienced tourist.

We arrived before the gates of Pompeii and, being unable to take them by force, we had to pay our entrance fee. Once inside the gates the first thing to catch the eye was the Pompeii museum which contained many interesting objects of stone and bronze. Also included were stone casts of humans which had been overcome by the heat and fumes and encased in ashes.

Following in the Roman's footsteps we went up the main street, making considerable Lee-way in all directions until we were lost. The sparks being unable to get a D/F, as usual, we fell back on the Trojan for navigation, who, being unable to supply a horse, suggested we walk. The motion was carried unanimously to the nearest horse trough but we spared him a Roman bath.

Fagged out after walking in "great circles," one of our most enthusiastic professional amateur photographers took this amazing photograph, the more remarkable because it came out. Note the second mate is sitting on a zebra crossing. Eventually we took our seats in the amphitheatre to watch Helen of Troy in a brilliant performance of the "Dance of the Seven Wails," followed by the fourth engineer giving us a rendering of "Ship a Hoey."

Later in the day at the rue de Herculaneum we arrived at Number XI which was the Roman baths. They were magnificent, just like swimming pools. Unable to get a bath and feeling thirsty we drank from a horse trough before returning to the ship for Spaghetti Italiane.

ARRIVEDERCI.

THE GLASS LADY ("FIR")

Around her slim, inviting neck,
His fingers gently curled;
Her perfume reached him,
sweet and strong,
And all his senses whirled.
And as his mouth to hers he pressed
In passionate embrace,
Forgot he for that moment wild
How cold and hard her face.
And suddenly he sadly saw,
She had no spirit left;
No longer did he gaze on her
Save now as one bereft.
His love for her was vanished now;
She looked so pale and wan,
As if her life had drained away.
Temptation thus was gone.
He picked her up—she was but light,
And threw her to the floor,
A lonely EMPTY BOTTLE now—
She'd worry him no more.



Step back a little please. Standing at the edge of the Vesuvius crater are John Lynch, 2nd Engineer, Denis Hoey, 4th Engineer, Liam Frampton, 2nd Mate, David Stoodley, Radio Officer and Frank Troy, Chief Engineer.



Waiting to thumb a lift on a passing chariot the weary climbers are joined by Captain John Lee.

Photo and Snapshot Competition

We have pleasure in announcing our competition for photographs, snapshots and slides, which we sponsor in response to many requests. Since the magazine began publication we found that there are many enthusiastic photographers throughout the fleet and we hope this competition will encourage everybody who has a camera to send us in samples of his work.

Mr. N. J. Healy, Superintendent Engineer, himself a very keen photographer, has kindly agreed to judge the competition. It is not our intention to make a set of strict rules to govern the competition, but in general it will run along the following lines:

- (1) It is open to everyone in the Company ashore and afloat.
- (2) The competition is in two main divisions:
 - (a) **BLACK AND WHITE PRINTS;**
 - (b) **COLOUR PRINTS AND COLOUR SLIDES.**
- (3) You may submit entries for both divisions.
- (4) Your entries should be from exposures made subsequent to July 1st, 1963.
- (5) The subject of your entries should be drawn from:
 - (a) Ships, ports and seascapes;
 - (b) Portraits and groups, especially on board ships;
 - (c) Any subject of general interest to Irish Shipping Ltd.

Black and White Prints

- (a) Prints should be the work of the competitor: i.e. exposed by the competitor.
- (b) Prints will be more suitable if enlarged to postcard size. Of course, larger sizes will be appreciated.
- (c) Title of picture together with name of competitor and locale should be pasted on back of print. Writing on prints causes marks.
- (d) Prints may be trade or otherwise processed. Special notice will be taken of those processed by the competitor. You should state how the prints were processed.
- (e) You may enter a maximum of 9 black and white prints—3 for each subject.

Colour Prints

The same remarks apply here as with black and white.

Colour Slides

1. These may be either 2" or 2½" format;



Life on our Irish ships may have its drawbacks but they are nothing compared to the hazards which threaten the Merchant Marine of Poland. Here is a photograph of Captain Danuta-Kobylińska-Walas, who commands the Polish vessel "Kopalnia Wujek". What would be the official title of a lady captain? Captain Kobylińska-Walas was given an official welcome when she brought her vessel into Havana from Szczecin.

2. Slides should be preferably mounted between glass for safe handling;
3. Slides should have one white or other apparent spot seen from the viewing side;
4. Each slide should have written on it:
 - (a) Title.
 - (b) Name of competitor.
5. Up to six slides covering each subject may be submitted.

Prizes will be awarded as follows:

Black and White Prints:

- First Prize—£5.0.0.
- Second Prize—£3.0.0.
- Third Prize—£2.0.0.

Colour Slides and Prints:

- First Prize—£5.0.0.
- Second Prize—£3.0.0.
- Third Prize—£2.0.0.

It is a condition of the competition that entries may be used for general company publicity or in this magazine and that they may be retained in the office for at least six months.

The closing date for the competition will be announced in the next issue.

Personnel

We are pleased to hear that Captain Cyril Brennan continues to make good progress and that Captain A. R. Evans is at home recovering after a spell in hospital.

Mr. J. H. Duffy, Chief Officer, has fully recovered from his recent indisposition.

Mr. R. Proctor, Donkeyman, hospitalised in Liverpool ex the "Irish Blackthorn" in April last, has been discharged from hospital and is now fit and well again.

The following personnel are on sick leave: Mr. C. J. Ball, Chief Officer; Mr. D. E. Whitford, Chief Officer; Mr. L. G. O'Duffy, A/3rd Officer; Mr. P. Fay, Chief Steward, Mr. S. Cox, 4th Engineer, and Mr. H. Loughrey, Junior Engineer.

ON LEAVE

Masters: Captain T. Donovan, Captain T. R. Hughes, Captain P. F. O'Shea, Captain C. Raftery, Captain J. J. Walsh.

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Chief Officers: Mr. D. P. Byrne, Mr. J. H. Duffy, Mr. P. Kelly, Mr. E. Longmore.

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Second Officers: Mr. P. Donoghue, Mr. P. V. Flynn, Mr. J. F. Kelly, Mr. P. A. Murphy, Mr. J. Whelan.

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Third Officers: Mr. A. Dalton, Mr. P. Doyle, Mr. M. Kelly, Mr. V. Kenny, Mr. C. Morrissey, Mr. B. C. Murphy, Mr. K. McKenzie, A/2nd Officer Mr. P. O'Byrne, Mr. F. G. Raftery, Mr. C. A. Kelly.

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Chief Stewards: Mr. T. Forde, Mr. N. Curran, Mr. C. O'Donovan.

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Chief Engineers: Mr. W. Holliday, Mr. W. Howie, Mr. J. Johnson, Mr. S. Jolley, Mr. F. Richardson, Mr. N. S. Richardson, Mr. J. F. Troy, Mr. H. Wright, Mr. A. Metcalf.

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Second Engineers: Mr. J. Ennis, Mr. M. Gillen, Mr. T. Loughran, Mr. K. O'Galligan.

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Third Engineers: Mr. J. G. Barron, Mr. B. Heade, Mr. J. Nangle, Mr. T. O'Driscoll, Mr. A. J. O'Mahoney, Mr. A. R. Rose, Mr. J. Scott, Mr. B. O'Geran.

Electrical Engineer: Mr. F. Mulhern.

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Fourth Engineer: Mr. E. Lynn.

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Junior Engineers: Mr. A. Bolger, Mr. E. Byrne, Mr. D. Falvey, Mr. D. Harrington.

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Promotions: Congratulations to Captain I. Shiel on his appointment as Master. He is now serving on the "Irish Oak."

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To Mr. J. Rickard on his appointment to acting Chief Officer, "Irish Holly."

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Congratulations: To Mr. M. Devine, Mr. D. Turner, Mr. D. Tooher and Mr. H. Fidler who obtained their Master's Ticket, Foreign-going.

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To Mr. J. Coady, who obtained his First Mate's Ticket, Foreign-going.

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To Mr. Loughran and Mr. G. O'Brien, who obtained Part A First-class Certificates.

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To Mr. A. Bolger who obtained Part A 2nd Class Certificate.

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"Irish Maple" in Melbourne, Australia: Congratulations to Apprentices B. Hearne and P. Kehoe, E.D.H. M. Tobin, E.D.H. W. Boon, and 2nd Steward M. Joyce who obtained their Lifeboatmen's Certificates. They were examined by Captain Munne of the Department of Navigation, Melbourne.



"Yes, I do drink; I'll have a large Irish please."

"IRISH ROWAN" CARRIES GRAIN TO RUSSIA

By Capt. I. Tyrrell

We found we were the first ship to take wheat to Russia under the American/Russian agreement, instigated by the late President John F. Kennedy, from the U.S. West Coast. We were also the first of the Irish Shipping Fleet to visit Russia, and therefore it was with considerable interest and speculation that we looked forward to our voyage which commenced last February.

We anchored in Zaliv Amerika (America Bay) for entrance inwards formalities and then were told we would be approximately six days at anchor as there was congestion.

Punctually on the sixth day we docked alongside. Nakhodka we then found is a new and modern port, only in existence twelve years. At present there are 10 berths and by 1970 they plan to have 20. Three of the existing 10 are for grain, and the other 7 are for lumber, coal, etc. There is a big export trade to Japan.

The port officials were extremely courteous and helpful and in particular I made friends with the Port Captain who had started at sea same year as myself, so we had much in common to talk about.

Our agents were a firm called Inflat. The Director was a man with a wide experience of shipping who was most helpful, and with the Port Captain and other officials gave us an insight to Russian jokes and sense of humour when they had a meal on board. Their sense of humour appealed strongly to us—in fact it was a similar sense of humour to our own, and one cannot always say this about other races and peoples. They also have a lot of sayings; for example, "It is better to have 100 friends than 100 roubles."

The town itself is young—15 years ago there was nothing, and now it contains 16,000 people. Everywhere we looked new apartment buildings were going up. These are built to a standard pattern throughout Russia as the housing shortage is still acute—a legacy of the last war.

We were impressed by the genuine friendliness we met with from the people in the streets, particularly as they had no idea of our nationality.

One of the main buildings in Nakhodka is the Palace of Culture. This transpired to be a venue for dances, study groups, lectures and so on—in fact, a civic centre. In one wing is housed the Seamen's Club. This was in course of re-decoration during our first visit and so on our second stay in port it looked very chic. It

comprises a library and a small bar decorated in cheerful modern design, where most of us sampled the vodka and caviar.

The hostesses at the Club spoke first class English—indeed well enough to act as interpreters at a Russian dubbed Czech film we went to.

The proficiency of those who spoke English was astounding and it was amazing to discover the real and earnest desire of all age groups to learn it. Children of seven years of age learn English nursery rhymes and teenagers attend classes several times weekly. We learnt that those who speak a foreign language fluently get an additional 10% of their wages; if they speak two foreign languages—20%—and so on. This seems a practical way to encourage linguistic ability.

It was a surprise to learn that of 216 million Soviets, only 8 million belong to the Communist Party.

Everyone with whom we discussed world affairs spoke with sadness of the 1939-45 war, and impressed on us that there was not a person in the U.S.S.R. who did not lose a father, son or brother. They say they have had enough of war and desire only peace so that they can improve the general economy. They would like increased trade with other nations. Amongst these people there was no wish for war, no hatred of the West, and furthermore we learnt that all war propaganda is forbidden by law.

We did notice when reading magazines and papers that they do not believe in any self criticism, and there appeared to be no such thing as the analytical, straight from the shoulder editorial. Several of those we met, however, did air their views that much could be improved. For example, one of the drawbacks of no free enterprise being allowed is a scarcity and lack of variety of consumer goods.

In conversation they were forever emphasising the foundation of their present government which began in 1917 when they overthrew the Czarist system after a hard struggle. We found it difficult to put across to them that we had fought for our freedom too, without them inferring that our struggle for independence was activated by Communist ideals, especially when we were given to understand that the U.S.S.R. was the first to recognise our independence. However, they were under no illusions by the time of our departure and we left them fully aware and appreciative of Ireland's present day place amongst the nations of the world.

Who's Aboard

(Deck Officers and Engineers in order of Rank)

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

"IRISH POPLAR". Captain J. Poole. Deck Officers: J. Devaney, E. Greevey, C. McCarthy. Engineers: J. Moynihan (Chief), P. Otter, T. J. Wren, W. Maher, P. J. Kelly, G. Dorgan, M. Murphy, T. McMeekin. R.O.: R. Clarke, A. Ruddock. Chief Steward: B. Dorgan. Apprentices: H. Byrne, J. A. Desmond, M. Doyle, C. O'Connell. Deck Dept.: B. Carroll, M. Donnelly, P. Sharkey, J. Ellis, M. Lennon, R. Roe, D. McCarthy, E. McGrane, K. Byrne, M. Corcoran, N. Daly. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, J. Early, N. Moynihan, T. Keegan. Catering: J. Cullen, D. Barry, O. Plunkett, B. L'Estrange, K. Edwards, G. Byrne.

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

"IRISH FERN". Captain J. A. Gleeson. Deck Officers: C. Brazier, C. Laverty. Engineers: F. O'Reilly (Chief), A. M. Engler, N. O'Neill. Deck Dept.: C. Fox, S. Bolton, G. McNeill, J. Driscoll, G. Brannock, H. Darcy. Engine Dept.: T. O'Regan. Catering: R. O'Reilly, A. Buckley, T. Egan.

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

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

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

"IRISH BLACKTHORN". Captain R. Pattison. Deck Officers: D. Scully, M. Henshaw, T. Joyce. Engineers: J. Morgan (Chief), J. A. Lyons, E. Hughes, P. Shortall, M. Doyle, J. Kelly, J. Corrigan, M. Dunphy. Chief Steward: P. Farrelly. Apprentices: L. McLaughlin, J. Whyte. Deck Dept.: P. Dempsey, J. Dillon, E. Gavin, P. Enright, M. Allen, T. McMahon, M. Duffy, J. Smyth, P. Beggs, R. Egan, G. Nolan. Engine Dept.: J. Grennan, J. Murphy, W. Wiltshire, R. Cromwell. Catering: C. Cunningham, T. Masterson, N. Blake, S. Power, J. Kelly, T. Nolan, G. Molloy.

"IRISH HOLLY". Captain R. H. Greene. Deck Officers: J. Rickard, B. Kehoe, B. Keane. Engineers: T. Barry (Chief), M. Cassidy, R. Tennent. Deck Dept.: J. Murphy, R. Leonard, A. Kehoe, P. Hearne, J. Maher, J. Carroll. Engine Dept.: S. McCarthy, E. Kinney, C. Cavanagh, W. McCarthy, K. Flynn. Catering: F. O'Neill, M. Enright, J. Enright.

"IRISH SYCAMORE". Captain R. M. Woolfenden. Deck Officers: C. Mahon, D. Warner, D. Murphy. Engineers: W. Irvine (Chief), J. Sullivan, W. Cleary, M. Curley, P. Quinn, T. Breen, J. Carter, P. Coffey. R.O.: C. Grey. Chief Steward: J. Bennett. Apprentices: M. O'Shea, J. Pett, J. Tallon, A. Kehoe. Deck Dept.: H. Kent, F. Sullivan, M. Treacy, E. Fitzhugh, A. O'Reilly, P. Dunne, J. Costa, P. Boland, S. O'Grady, S. Cortazar. Engine Dept.: W. Brown, P. O'Connor, P. Leonard, J. Manede. Catering: E. Byrne, H. Moore, B. Warren, R. Dunne, J. McNally.

"IRISH ALDER". Captain J. Onions. Deck Officers: D. Whitford, A. McMahon, J. Gaul. Engineers: E. Flanagan (Chief), H. Lewsley, J. McNelis, T. Murphy, D. O'Leary. Chief Steward: V. Thorne. Apprentices: D. Kavanagh, M. Coleman, E. Brady, B. O'Flynn. Deck Dept.: J. Cadogan, J. Tallant, R. Saunders, J. Broderick, L. Kelly, M. Birmingham, D. Scanlon, P. Craine, M. Finlay, P. Brennan. Engine Dept.: J. O'Leary, J. Kilbride, P. Freeman, N. Loughrey. Catering: T. Mason, T. Savage, A. Hudson, J. Fallon, R. Gallagher, E. Martin.

"IRISH FIR". Captain J. Lee. Deck Officers: M. Griffith, K. K. Laniyan, T. O'Brien. Engineers: R. T. Harrison (Chief), T. G. Carroll, H. Shannon, T. Dillon. Chief Steward: W. Gouldson. Deck Dept.: J. Hall, J. Lawless, W. O'Neill, G. Derham, P. Redmond, L. Kearns, T. Doyle. Engine Dept.: J. Doyle, T. McGuire. Catering Dept.: D. Rooney, E. Maguire, C. Grant, P. Harris.

"IRISH ASH". Captain J. Flanagan. Deck Officers: M. Willoughby, J. J. Martin, W. Kirwan. Engineers: R. Murray (Chief), J. Stuart, S. O'Geran, J. Waters, A. Carroll, M. Lawlor, J. McLaughlin, T. Allison. Chief Steward: J. Murphy. Apprentices: K. Geoghegan, A. J. O'Mahoney, D. Buckley, P. Noonan. Deck Dept.: J. Galvin, F. McArdle, O. Grace, N. Murphy, R. Early, J. McNally, P. Bradshaw, M. Whelan, G. Pullen, N. Hart, P. Lyons. Engine Dept.: W. Coote, J. Tobin, M. Daly, P. McEvoy. Catering: W. Lyons, M. Moody, B. Culligan, E. Waters, J. Buckley, P. Fanning.

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

"IRISH CEDAR". Captain T. Glanville. Deck Officers: M. McMahon, K. Dooley, J. Gorman. Engineers: H. J. Mooney (Chief), P. Walsh, P. O'Shea, P. White, N. Kinsella, P. J. Kehoe, W. D. McCarthy, R. Clothier. Chief Steward: T. O'Connell. Apprentices: W. Thompson, G. Livingstone, A. McRedmond, J. J. Goulding. Deck Dept.: J. McEvoy, R. Carrick, E. McFadden. Catering: B. Crilly, W. Rogan, J. Lyons.

"IRISH PLANE". Captain E. C. G. Horne. Deck Officers: M. Carey, 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. Minihan, D. Brunicardi. Deck Dept.: J. Nangle, P. Byrne, M. Byrne, T. Nalty. Engine Dept.: M. Hurley, G. Hayes, W. Forde, J. Buckley. Catering: F. Atkins, R. Armstrong, J. O'Reilly, M. Corbally, A. McHugh.

"IRISH OAK". Captain I. Sheil. Deck Officers: M. Doyle, M. Devine, D. Curtis. Engineers: M. Whoolie (Chief), G. O'Brien, M. Dillon, S. J. O'Neill, D. O. Walshe, T. Onions, C. Boyle, S. Smith. Chief Steward: T. Kendellon. Apprentices: H. Courtney, F. Perrott, N. Dillon, M. Bowen. Deck Dept.: Wm. McCann, T. O'Connell, A. Donaldson, J. O'Brien, M. McCarthy, J. Flynn, J. Ahern, M. McEvitt, F. Chandler, R. King. Engine Dept.: A. Stout, W. Duffin, A. Clarke, J. Cullen. Catering: J. Chaney, E. Murphy, J. Dunleavy, J. Duff, E. Hensley L. Robinson.

"IRISH PINE". Captain F. W. Kirk. Deck Officers: J. S. Mitchell, W. Kimberley, D. O'Neill. Engineers: J. J. Reed (Chief), B. McGuinness, R. Quinlan, W. R. Hoey, B. Larkin, P. O'Neill, D. O'Connell, G. Curran. Chief Steward: G. Zachart. Apprentices: D. P. Bell, P. Tyrrell, A. Moynihan, P. D. Kelly. Deck Dept.: G. White, J. Twomey, P. Kelly, P. Hogan, P. Burke, O. Lynch, M. Whelan, J. Byrne, D. Kinsella, J. Goucher. Engine Dept.: M. McCabe, W. Martin, F. Kelly, D. O'Sullivan. Catering: G. McCann, W. Clarke, D. Glynn, J. Fagan, R. Whelan.

"IRISH SPRUCE". In drydock in Dublin. Standing by: Captain J. Caird. Deck Officers: P. Corcoran 2/O., B. Keane. Apprentice. Engineers: M. Kavanagh, 2nd Eng., F. Kirwin, 3/Eng., V. Mayland, Chief Steward.