

SIGNAL

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THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

SHIPPING TODAY

We have seen seven lean years in the shipping industry. The heat wave generated by the Suez crisis of 1956 very rapidly gave way to a deep freeze in ocean freights which persisted at its bleakest until late 1963. Charter rates for a number of commodities dropped to the lowest level recorded in 25 years. In the Summer of 1962 we were asked to carry grain a distance of 3,000 miles for 16s. per ton. Twice that rate would not cover the voyage operating costs of a 10,000 ton ship—not to speak of depreciation. Even though world trade continued to expand far too many ships were in service but strangely, a brake was not put on the pace of ship-building. Rather was the output of new tonnage intensified, stimulated by various Governments to keep building yards at full capacity. The flow of new vessels swelled the existing surplus throwing the relation between supply and demand out of all proportion. The bargain priced Liberty type vessels sold off by the U.S. Government in 1946 were still busy on the trade routes and large tankers hurriedly converted to carry grain skimmed the cream off the market.

We have borne the disappointments and frustrations of the shipping depression during a time when industry here at home has enjoyed a minor boom and the general economy has progressively expanded. While our revenues contracted as the depression deepened our operating costs both at home and abroad continued to soar. Unlike shore based industry, we cannot share in general price increases to balance rising costs of labour and material, and cannot forecast our revenues except for a short period ahead. We can do little to check the recurring demands of foreign Port Authorities and the ever inflating costs of repairs and maintenance in the shipyards abroad.

Open Market

The shipping business is conducted in the full blast of world wide competition. We in Irish Shipping Ltd., are acutely conscious of the implications of free trade conditions. Bidding on the international freight market is relentless. There is no place for publicity gimmicks, no appeal to the masses, no concession to sentiment. The coldly calculating customers are buyers in bulk and interested

in one consideration only—the rate of freight. Irish vessels must compete against the proliferation of ships registered under flags of convenience and also against shipowners who enjoy subsidies or discrimination in various forms from their Governments.

The Irish Government wholeheartedly supports the elimination of flag discrimination. External trade is the corner stone of our modern Irish economy and our industry is geared to the progressive expansion of exports. The successful development of both our agriculture and industry calls for a structure of reasonable freight rates on the goods which pass through our ports. Shippers to and from Ireland are free to use any of the services available and there can be no question of penalising foreign carriers to assist the expansion of our native shipping industry.

The pattern of Irish external trade does not offer any great employment potential for a home based deep sea fleet. Exports and imports move in comparatively small parcels—the majority of them catered for by the long established cross channel shipping concerns. There is insufficient movement of overseas trade to justify the operation of many regular deep sea cargo services and it is the policy of Irish Shipping Ltd. not to encroach on those routes catered for by private interests. Therefore we send our fleet overseas to seek employment on the International tramp and charter market. 75% of our business lies in the carriage of cargoes from foreign ports to other foreign ports. Practically all the business we do at Irish ports is connected with our North Atlantic Liner service.

Liner Trade

This North Atlantic run was the country's lifeline during the war years and we have kept it up to encourage the expansion of our trade with North America and to promote our export drive. To keep it going has been an uphill fight all the way. Ships commissioned for the North Atlantic must be large and capable of running to a decent frequency. We must depend on grain to supply the bulk tonnage for the Eastbound crossing, bearing all the market fluctuations in the freight rate. The volume of Ireland's general cargo trade with North America is only sufficient to fill

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SHIPPING TODAY—(continued)

a fraction of the spaces of an ocean going ship for any one voyage. In the early years our ships had no option but to sail the westerly journey in ballast, empty of cargo.

We are encouraged in recent years by the expansion of our exports which has given our ships decent parcels of merchandise to help pay the expenses of the outward passage. We have had our share of setbacks. Trades that looked flourishing have suddenly collapsed. For instance we invested many thousands of pounds in equipping our ships to carry frozen meat to the U.S. only to see this export seriously diminish last year. Another short lived trade was the export of refined sugar to the U.S., abandoned we are told because of production costs in Ireland. But Westbound traffic continues to grow. In recent years our shippers, guided by Coras Tracthala, have made an all-out effort to develop exports to U.S. and Canada and we know that in those vast countries there is a great potential for the sale of Irish goods.

Tramp Shipping

Business for tramp ships depends largely on the relation of supply and demand and neither is calculable in advance. Demand is sharply affected by the vagaries of nature such as the failure of a harvest in Russia or China, threatened famine in India or perhaps the discovery of some new deposit of ore or bauxite anywhere in the world. When demand exceeded supply profitability was high but the inter-action of these two factors has produced a see-saw over the years. It is impossible to forecast the trend in profitable ship design. Bulk carriers may be scarce ten years hence or tankers may be in excess supply. The shipbuilder whose hunch comes out right will be the one to reap the rewards.

Looking Ahead

Already we have modernised our deck and engineer officer training schemes and have introduced improved systems of organisation and methods. Every advanced management technique must be applied to the operation of our fleet. Changes in the shipping environment do not come easily—it is a world dominated by tradition and ingrained attitudes and governed by a web of regulations and procedures. Staff communications are very difficult because of the world wide dispersal of fleet and personnel. But we can continue to progress in freshening our industrial

relations and in developing cooperation between our seagoing and shore personnel.

Ireland is a small island country committed to external trade for the advancement of our standard of living. In the sea we have unbounded opportunities to exploit the skills of our population. We have before us the examples of other maritime countries like Norway and Greece, both of whom maintain huge ocean fleets, and we have the experience of 1941 behind us—the year which saw the formation of Irish Shipping Ltd. — when virtually all shipping movements into our ports had ceased and we were effectively blockaded from our sources of supply.

In spite of recent difficulties we in Irish Shipping Ltd., are confident about the future of our industry. We know what can be achieved. We have seen very good times. In the first fourteen years of our existence we returned £3½ million in taxation to the Exchequer. A further £5½ million of our profits were invested in the building of new tonnage. In the catalogue of native Irish industry established since we achieved Independence, our record is second to none. The world shipping situation inevitably has forced us to slow down the rate of our expansion and at present we are as it were marking time. As our Chairman foreshadowed in his annual statement to the Board, we must now consider the acquisition of larger ships to meet international competition. We are not daunted by the present recession; world trade continues to expand and Irish vessels will be in position to get our share of the freight.



CAPTIAN JOHN POOLE



Captain John Poole is like the legendary Father O'Flynn—he has a wonderful way with him. Ask anyone who ever sailed with him or sound out any stevedore from Dublin to New Orleans. He has never been known to cross swords with anybody and by all appearances he gets things done just as he would like them. He would automatically qualify for the title of "Gentleman Mariner" if ever the Order were instituted.

But behind the quiet confidence of Captain Poole is a wealth of experience, a lot of it gained in troubled times. He first went to sea early in the hungry 1930s when he joined the McAndrew Line, then a branch of the Royal Mail Line, as a Deck Apprentice. In those days the boss could say to a young man with a healthy appetite "You got your whack and you'll get nay mare." In 1937 as 2nd Mate on one of the McAndrew ships he found himself caught up in the Spanish Civil War—his ship being many times bombed during the air raids. After the excitement in Spain his vessel became involved in the war between China and Japan. When France fell to the Germans in 1940, Captain Poole was Chief Officer on a ship discharging at Algiers and as a result of trouble between the local Algerian Authorities and the Vichy Government in France his ship was seized and he was interned with the crew in a concentration camp for five months where he suffered appalling hardships.

Captain Poole came home to Ireland in 1941 and took over command of the Wexford Steamship motor vessel "Menapia." In this

small vessel he made two Atlantic voyages and up to 1944 he completed over 30 voyages between Ireland and Portugal, bringing home much needed supplies and sailing his ship through the usual hazards of mines and trigger happy aircraft and submarines.

It was in 1944 that Captain Poole joined Irish Shipping Ltd., to take command of the war time "Irish Cedar." Other vessels of the war time fleet he commanded were the "Irish Ash," "Irish Larch" and "Irish Hazel."

It was a proud moment for Captain Poole when he took command of his first new ship the present m.v. "Irish Oak" built in 1949. Since then he has at one time or another been Master of practically every ship in the fleet.

Of his preferences Captain Poole says "Some of these vessels I have commanded many times but pride of place here must be m.v. "Irish Oak" which I was Master of a dozen times and I had the pleasant job of standing by during her construction. Always a wonderful ship to handle, she proved herself most in beating ships from many nations to bring us first to the head of the Great Lakes in 1960 and to win the freedom of the city of Duluth.

It was also Captain Poole's privilege to be in command of Irish vessels which showed the flag for the first time in many foreign ports. He has made many round world trips in vessels like the "Irish Spruce," "Irish Elm" and "Irish Poplar" and at all times has been one of our best Ambassadors.

Captain Poole declares "It is the greatest satisfaction to me that our modern fleet now stands at close on 200,000 tons deadweight. We have a great system for training our Deck and Engineer Apprentices who may look forward to keeping our Irish flag flying all over the world in future years."



THE BEATLES—Messrs. P. O'Brien, E. Byrne, L. Wadden, T. McLean, W. Brady, F. Stubbs of the "Irish Larch."



GENERAL MANAGER'S ILLNESS

While on holidays last month, our General Manager, Mr. L. S. Furlong, was taken suddenly ill. He is now making excellent progress. He can be assured that everyone ashore and afloat wishes him a very speedy recovery and return to duty.

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"IRISH ROWAN"

Captain Ivan Tyrrell asks us to record his special thanks to the Head Office Staff who organised the pay-off of the crew of the "IRISH ROWAN" who arrived at Dublin Airport from Lisbon on the 1st September. Captain Tyrrell states that the arrangements went very smoothly and created a very good impression on all concerned.

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CONGRATULATIONS

The General Manager, Mr. L. S. Furlong, and the Technical Manager, Mr. J. P. Hamilton, who paid visits to the "Irish Oak" and "Irish Pine" at Dublin in September, wish to congratulate the Masters, Officers and Crews of these two vessels for the generally improved appearance and condition clearly evident. They stress that the ships of the Fleet present the "image" of the Company to the world and are extremely gratified to find that our personnel are highly conscious of this fact.

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SUGGESTION SCHEME

After a re-examination of a number of proposals submitted under the Suggestion Scheme, the Committee decided to grant the following staff members initial awards:—

Mr. George O'Brien, 2nd Engineer.

Mr. C. O'Donovan, Chief Steward.

Miss J. Butler, Head Office.

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M.V. "IRISH CEDAR" at Hamburg

Captain T. Glanville, Master, was presented by the Burgomaster with a plaque on the 7th May, 1964, to mark the 775th anniversary of the foundation of the port of Hamburg.

Left: The lovely bride is Paula, daughter of our General Manager, Mr. L. S. Furlong, photographed after her wedding to Mr. Donal Dunne at Terenure College Chapel on September 9th.

EXPORT PROMOTION RECEPTION ON IRISH ASH

A large scale display of Irish goods was held at the Montreal store of T. Eaton and Co., Ltd. in September. The Promotion, sponsored by Coras Tracthala, was part of an all out drive to increase Irish exports to Canada. This Company was closely associated with the project as any increased trade between the two countries is of major significance for us.

A reception for the officials connected with the enterprise was held on board the "Irish Ash" at Montreal. It was a very successful one. Mr. F. D. McCaffrey, President of Shipping Ltd., Montreal, has written to us as follows:

"I am happy to be able to report to you that the party which was held on the "Irish Ash" last evening was a complete success, and that all of those who attended expressed their pleasure and appreciation of the hospitality extended by Irish Shipping Ltd. There were, in all, about sixty (60) people in attendance and, as we were blessed with fine weather, we were able to use the Boat Deck as the focal point of the reception.

We were particularly gratified by the excellent impression which was given to the guests by the vessel itself and by the ship's personnel, and we certainly wish to record our appreciation of the co-operation of Captain Donovan and his senior officers, who spared no effort to create a pleasant and gala atmosphere for the occasion.

The representatives of the Irish Export Board also expressed their pleasure and appreciation, as they felt that this party made a great contribution to getting their forthcoming trade promotion off to a good start."

Below : From left : Mr. A. Leduc, Sales Promotion, Advertising and Public Relations Manager, T. Eaton and Co. Ltd.; Mr. M. Hodge, Manager Electrical Dept., T. Eaton and Co. Ltd.; Mr. F. D. McCaffrey, President, Shipping Ltd. (Agents for Irish Shipping Ltd.); Mr. W. T. Craig, Assistant General Manager, T. Eaton and Co. Ltd.; Councillor Kenneth McKenna, Pro-Mayor; Captain T. Donovan, Captain of the "Irish Ash"; Mr. E. Walls, Merchandise Manager, T. Eaton and Co. Ltd.; Mr. G. D. Stevens, Divisional Superintendent, T. Eaton and Co. Ltd.; Mr. John Carey, Manager, Canadian office Coras Tracthala.





Photographed at the Export Promotion reception on the "Irish Ash" at Montreal—ship's officers and some guests.

“SAVANNAH”

As I contemplated the arrival of this splendid revolutionary ship, there came to my mind another ship revolutionary for its time, many, many centuries ago. The builder of this vessel received these instructions for its creation:

“Make yourself an ark of gopher wood; make rooms in the ark, and cover it inside and out with pitch. This is how you are to make it: the length of the ark three hundred cubits, its breadth fifty cubits, and its height thirty cubits. Make a roof for the ark, and finish it to a cubit above; and set the door of the ark in its side; make it with lower, second, and third decks.”

Having obtained the formula from some friends of mine in the shipping world, I multiplied the length by the breadth by the draft, applied a block coefficient and divided by 35. This makes the displacement tonnage of Captain Noah's ship around 22,000, or about the same tonnage as the “Savannah.” There are, of course, notable differences—the

passenger and cargo manifest would show striking dissimilarities. The record I consulted reveals nothing of the Ark's propulsion system — unless one counts the wind and waves—and I doubt if any gopher wood at all was used in the construction of the vessel which dwarfs us all here today.

But the Ark was built under divine guidance for a specific purpose: to preserve mankind and all other animal life for other and better days. The nuclear ship “Savannah,” constructed like the Ark by man using his strength and ingenuity, and also, we like to think, under divine guidance, bears the hope of mankind that a new force discovered in nature can and will be used to better the lot of the human race; to reveal one of the many facets of the bright and useful jewel which will, with the help of a merciful Providence and our own intelligence, dazzle us with its brilliance. This jewel is the peaceful use of atomic energy, and we have only just begun to look into its rich and intriguing depths.

—From arrival day speech by Mr. R. Chalker, U.S. Charge d'Affaires.

RESIDENTIAL COURSE

Staff members who attended the fourth Residential Course held at the Woodlands Hotel, Greystones, September 23rd/26th, were:— Sea-going Personnel: Captain T. Glanville, Captain M. O'Dwyer, Mr. R. Murray, Chief Engineer, Mr. M. Willoughby, Chief Officer, Mr. W. Garvey, Chief Officer, Mr. T. O'Leary, 2nd Engineer, Mr. M. Gillen, 2nd Engineer. Shore Personnel: Mr. P. P. English, Secretary, Mr. C. P. Kinsella, Liner Dept. Manager, Mr. D. J. Elliott, Technical Dept., Mr. L. J. O'Meara, Asst. Manager Stores Dept., Mr. J. Davis, Personnel Dept., Mr. M. de Mangeat, Chartering Dept., Mr. R. O'Connor, Accounts Dept., Mr. D. McNulty, Claims Dept.

The Course Director was Mr. M. Coby of OTMA, London.

Top right: Mr. Des. Elliott photographed during a lecture session.

Centre: Mr. William Garvey, Chief Officer, and Mr. P. P. English, Secretary, had many points to discuss when the lectures were over.

Lower right: Points raised during the Course were argued out in the lounge after the lectures.

Land of Erin, 'ere we part,
Engrave your beauty on my heart!
In Killarney's waves I see
Your blue eyes light with sparkling glee,
Gems of Nature's art.
Now from my window at the dawn,
The shadows lengthen on the lawn,
Slanting on the Emerald green
Towards the mountains—misty—not yet seen
Purple fingers in between.
And now the sun's first shafting seeks
The clear horizon o'er the peaks.
Well I'll be blest!
Sweet Erin's crest
Macgillicuddy's Reeks!

by John Tilney Carpenter
Vice President, States Marine Corp.

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FATALITY ON "IRISH HOLLY"

It is with deep regret that we report the death of Mr. Brian Keane, 3rd Officer, "Irish Holly," who was overcome by fumes in the pump room when the vessel was discharging at Dublin on September 15th. Mr. Keane was from Cork city where he lived with his mother and father. The staff at Aston Quay and the crew of the "Irish Holly" arranged for Masses to be offered.



PORTS OF CALL

By D.G.

Atlantic Avenue, Brooklyn, where the "Irish Spruce" docks on her visits to New York is an area poor by U.S. standards; the quaint red brick buildings that line its sidewalks date from another era and one is conscious that they have seen better days. Most of the shops on the avenue are small and many cater for the Oriental and Latin sections of Brooklyn's polyglot population. Indeed so cosmopolitan is this port of New York that one finds it difficult to find someone speaking English.

For many of the boys from the "Spruce" the local landmark is "Erins Own" — an institution run by Messrs. Eddy McGovern of Cavan and Jimmy Doyle of Kilkenny.

Several of the dock officials have Irish connections; one of them is Charlie Brennan whose parents came from the Co. Roscommon. Charlie is well known to many members of the "Spruce" and "Poplar." A point to note is that the flag of Irish Shipping is always hoisted to honour our arrival and flies proudly alongside the Stars and Stripes.

Brooklyn of course is not all New York and indeed from the berth there is a fine view of Manhattan with its glittering skyscrapers. Broadway "The Great White Way" only 20 minutes away by subway is a constant attraction, while for those with the inclination to explore, New York offers endless fascination.

Another port of call is Norfolk, Virginia. Situated at the head of the mighty Chesapeake Bay and headquarters of the formidable U.S. Atlantic Fleets, its harbour is a veritable hive of naval and military activity; huge aircraft carriers, slick destroyers and fast submarines are everywhere visible. The town of Norfolk is largely given over to meet the leisure requirements of navy personnel. On any evening the streets and sidewalks are filled with smart white-clad ratings, so much so in fact that the man in civilian clothes feels an outsider.

On a recent voyage we visited Wilmington, Delaware, and Brownsville, Texas. Originally founded by Swedes and capital of their province of New Sweden, the city of Wilmington is the largest in the State of Delaware. The area is one of the chief chemical manufacturing centres in the world. The city has always had a sea-faring

tradition but it is only in the last decade that storage and berth facilities have been developed for modern conditions.

Passing the Carolinas and Georgia we reached the coast of Florida where all hands gazed wistfully at the luxury hotels of Palm Beach and Miami. (Unfortunately the pretty girls for which this area is noted were slightly out of even the most powerful binocular's range). Finally rounding the famous Keys of Florida we entered the Gulf of Mexico. Sharks and Flying Fish were among the phenomena witnessed here but there was great excitement when the third mate sighted a flying star or rather a satellite—who knows it might have been a Sputnik!

To reach the Port of Brownsville we first passed through a seventeen mile long man-made canal cut through the centre of a vast sandy region, uncultivated because of its large salt content. This is surprising because the Valley of the Rio Grande is on the whole a very fertile region, producing huge quantities of tropical foods. Brownsville is the twin town of Matamoros on the Mexican side of the Rio Grande River, a river which, since the building of the Falcon Dam in the interior, is anything but grand. To reach the town one catches a ramshackle bus driven by a Spanish speaking Texan. The Spanish and Latin element in Brownville's population gives the area a strong local colour and reminds one that Texas "The Lone Star State" was once a Mexican province. Be that as it may the Spanish and English speaking Texans of today are loyal U.S. citizens and above all proud of being Texans.



Mr. N. Murphy, Chief Cook on the "Irish Spruce" was married on September 15th. Our photograph shows Captain Caird making him a presentation on behalf of the whole crew of the "Irish Spruce" who wish him and his bride every happiness.



Photo taken during the presentation by Captain Coleman Raftery on behalf of the crew of the "Irish Pine" to Mr. Owen Lynch of Arklow who has retired after a lifetime spent at sea—the last 15 years with Irish Shipping Ltd. His friends on the "Irish Pine" joined together to give him a present of a Barometer and a handsome wallet of notes. Mr. Lynch is one of a family who have been associated with the sea for 300 years.

LETTER FROM MR. OWEN LYNCH

"I would like to express my most sincere thanks for the presentation recently made to me. I was indeed surprised and delighted to receive the barometer, and cash.

It was indeed a very kind gesture, and it was very much appreciated by me.

Again many thanks."

BEREAVEMENTS

Our deepest sympathy is extended to Miss Lauri O'Leary and her family on the death of her Father.

We tender our sincere sympathy to Mr. John Lawless, of the "Irish Fir," on the death of his mother, and to Mr. Sean O'Neill, of the "Irish Rowan," on the death of his mother.

Our sincere sympathy to Mr. Jack McGauley on the death of his Father.

BIRTHS

Congratulations to Mr. and Mrs. Gerry Cronin on the birth of a daughter on the 21st September last.

OBTAINED TICKETS—Congratulations to :

Mr. Ken O'Gallagan, 2nd Engineer who has obtained his 1st Class Steam Certificate.

Mr. E. Byrne, Junior Engineer, who obtained his 2nd Class Motor Certificate.

PHOTOGRAPHIC COMPETITION

The response to the Photographic Competition, announced in our June issue, has been very poor. Will those who wish to send in entries please do so immediately? The Competition will close on December 31st.

ENGAGEMENTS

Miss Maura Downey of our Accounts Dept. to Mr. Donal Murphy, of Cork City. Mr. Frank Troy, Chief Engineer, has also announced his engagement.



An ingenious blending of film here, received from the "Irish Maple." Photo taken at Muroran, Japan. Left to right: J. Small, Chief Officer, W. Brickley, 2nd Engineer, D. O'Keeffe, 4th Engineer, Captain M. Langran, Rev. Father Montica, Mr. Michael Byrne, Chief Engineer.

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"IRISH ASH"—SPORT

To date, all our games have been played at Toronto, the early contests against teams drawn from various G.A.A. Clubs in that city. We have played a local St. Vincents in both hurling and football. In the latter we have held our own but unfortunately the "Ash" was doing poorly until fading light came to the rescue and the game was switched to football, in which code we were able to make up the hurling deficit. Hours after that game was finished and the usual postmortem held in the usual spot, it was decided to call it a draw.

High Park, Toronto, is like the Phoenix Park, having Gaelic pitches as well as a few soccer grounds. The opposition has been representative of all Four Provinces and most

of the Thirty Two Counties. From the various styles on the field it is obvious that the ship's team is composed of players from many varied codes; none however will admit to his previous affiliation, though a few admit to be keen followers of camogie. There is some doubt whether its the game in this instance but they refuse to be specific.

Toronto being a city with a large Irish population we naturally had many visitors, some who had relatives, friends or ex-neighbours in the crew, others who probably felt a little homesick. Some of those found old friends on board also. Our particular thanks to Fr. Brown, S.J., the Catholic Port Chaplin who more than looked after us during both our stays; also to the Chaplins of The Flying Angel and The Luthern Mission who were both very kind to us.

Finally an appeal, will any reader speaking American please translate the following, seen on the side of a van:—"CONSOLIDATED CONTAINERIZATION."

Ed. Note: Our Brains Dept. advise that what you saw was the van owner's name. The family were once undertakers in Cork.

VESSEL SOLD

The "Irish Heather" has been sold to Hargreaves Coal and Shipping Ltd., of London.

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Captain Coleman Raftery photographed at home with his two little daughters, Fiona 4 years and Deirdre 2½.

Greetings from Home . . .

To Mr. Kevin Kavanagh, "Irish Hawthorn," "Greetings for his 21st birthday from his mother, father, brothers and sisters."

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"Happy birthday (August 28th) and best wishes for Michael Allen, "Irish Poplar," from Mam, Dad, brothers and sister." This message was received a few days late for our August issue.

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For Noel Roddis of the "Irish Willow," "Wishing you all the happiness in the world on your 21st birthday October 28th, from Mam, Dad, Albert, Willie, Tony, Thomas, Kevin and Eileen."

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For Apprentice Michael Brophy, "Irish Spruce" whose 19th birthday was on September 18th, "Greetings from Mother, Dad, Thomas, Anne, Kay, Helen, Mary, and a special greeting from his twin sister Sheila.

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To Mr. Michael Gilton, "Irish Hawthorn," for his 21st birthday we send "Congratulations and good wishes from Mam, Frank, Anne, Joe, Dagmar, Mary and his nephews and nieces" also from Aunt Kathleen, Bridie, Jack, Grandad, Mr. and Mrs. Gribben and Tony Deegan.

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Mr. Eddie Murphy of the "Irish Oak" will be 21 on October 26th. We send him "Congratulations and best wishes from Mother, Patricia, Tony and Brendan."

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For his 23rd birthday on October 4th there is a special greeting for Jim Corrigan of the "Irish Larch" from Mam, Dad, brothers and sister.

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Greetings to Noel Fynes of the "Irish Spruce" from his Mam and Dad and all at the South Shore, Rush.

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Robert Carrick of the "Irish Cedar" is also remembered by all at the South Shore, Rush, for his birthday in October and by Kevin and Marie Fynes of Hayestown.

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Mr. Nigel Kinsella, Engineer on the "Irish Cedar," we send "Greetings for your 21st birthday from Mother, Father and all his friends at home."

Serving with the Irish contingent in Cyprus is Sergeant Michael Brophy who sent us a lovely coloured folder of the local scenery and asked us to print birthday greetings for his son Michael on the "Irish Spruce" who was 19 in September. Sergeant Brophy also wishes to salute the officers and men of the "Irish Spruce" on behalf of the 3rd Infantry Group in Cyprus.

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To Mr. Jemmy O'Neill, 2nd Cook "Irish Sycamore," "Birthday greetings and best wishes from Mother and all at home."

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From Fair Hill, Galway, comes this message for Mr. Thomas Kelly on board the "Irish Blackthorn," "Best wishes for your 21st birthday and good luck to all on board from Annie, Tommy, Mary and Gerrard" also "Good wishes from Mam, Sally, brothers Tony and Joe of Fair Hill."

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Miss Maura O'Connell sends greetings to her husband Ted, Chief Steward on the "Irish Blackthorn" on the occasion of their wedding anniversary in August.

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Congratulations to Chief Engineer Mr. M. Whooley on the birth of his baby son, August 16th.

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Cadet D. Leonard, "Irish Larch," 21st birthday, 4th October. Greetings from Mammy, Daddy, Alan, Therese, Louise.

FLEET PERSONNEL—(continued)

"IRISH WILLOW". Captain C. Brennan. Deck Officers : F. Leigh, D. Daley, L. McLaughlin. Engineers : R. Mahaffy (Chief), A. Hughes, R. Reilly, D. O'Connell. 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 SPRUCE". Captain J. A. Caird. Deck Officers : P. Kelly, P. Corcoran, E. J. Doyle. Engineers : G. Cunningham (Chief), J. Lyons, E. Hughes, D. Falvey, F. Barry, P. Dignan, P. Tynan, D. Bloomer. Chief Steward : T. Forde. Apprentices : P. Keane, M. Brophy, M. Larkin. Deck Dept. : J. Tallon, J. Fleming, J. Farrell, E. Jameson, G. Elliott, P. Moriarty, J. Fox, E. Fynes, R. Stacey, P. Bradshaw, P. Redmond. Engine Dept. : T. Doyle, A. Moynihan, P. Kernan, P. Byrne, P. O'Brien, T. Maloney. Catering : J. Reddy, V. Joyce, B. Regan, D. Rooney, P. O'Brien, E. Melia.



Messrs. B. Kane, P. Donegan, C. Healy, painting the funnel of the "Irish Willow at Montreal.
Photo by Stuart Walker.

OFFICE NEWS

We extend a hearty "Cead Mile Failte" to Frank Cheevers who has joined the staff since the date of our last issue.

Rory O'Connor of our Accounts Department made a very favourable impression on television when he was a guest on the 'Late Late Show' on Saturday 3rd October.

Congratulations are due to Gerry Cronin and his wife on the recent birth of a baby daughter. Gerry is an Assistant Superintendent in our Marine Department.

The Staff Social Committee for the coming year has recently been elected and is as follows: Maurice de Mangeat, B. W. Lynch, B. Byrne, P. Fitzpatrick, Maureen Grogan, Marie Cooper.

We look forward to a full and enjoyable round of social functions under the auspices of this group.

New System for Payment of Officers: Our Assistant Accountant, Mr. S. Clery, was in London recently inspecting the system for payment of ships' officers on which the procedure outlined by him in "Signal" earlier this year is based. As stated by Mr. Clery in his feature on the new punched card system, it is hoped to pay all the Company's Officers and Engineers by monthly cheque issued from Head Office. The new arrangement will be introduced in the very near future we understand.

Income Tax: All seagoing personnel will already have received notification of the new tax concession available to Irish seamen who are absent from this country from the 5th April in any year until the 5th April in the following year. Such persons are exempt from tax in this country for the year of absence.



Mr. Tom Carroll, 2nd Engineer, and his bride Miss Kathleen Cullen, married in July.

SPORTS NEWS

G.A.A.

New All-Ireland champions reign in both hurling and football for 1964. Tipperary overcame Kilkenny in the hurling final while Galway accounted for Kerry in the football decider.

The successor to the late Padraig O'Keeffe as General Secretary of the G.A.A. is Sean O Siochan who was formerly the Assistant Secretary.

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SOCCER:

Shamrock Rovers were knocked out of the European Cup by Rapid, Vienna. In the first round of the Inter-Cities Fairs' Cup, Shelbourne drew with Belenses, Portugal, in the away match and hopes are high that the Ringsend Club will go forward to the next round.

Cork Celtic also achieved a great away draw with Slavia of Sofia in the European Cup Winners' Cup.

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RACING:

Santa Claus was second to Prince Royal in the Prix de l'Arc de Triomphe at Longchamps, Paris, on Sunday 4th October and the great Irish racer has since been retired to stud. Ragusa, the other Irish hope, was down the field in the same race.

Personnel

ASHORE ON LEAVE

Masters: Captains J. Flanagan, T. Glanville, S. Gleeson, J. Kerr, J. Lee, M. O'Dwyer, I. Tyrrell.

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Chief Officers: J. Devaney, W. Garvey, J. St. John, M. Willoughby.

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2nd Officers: P. V. Flynn, E. Greevy, J. Kelly, C. Laverty, J. McPartland, D. Warner.

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3rd Officers: G. Anderson, N. Foley, J. Gorman, T. Joyce, V. Kenny, W. Kirwan, K. McKenzie, T. A. O'Brien, F. Raftery.

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Chief Stewards: P. Farrelly, W. Gouldson, V. Mayland, J. Moynihan, G. Zachert.

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Apprentices: D. Corish, P. Gordon, A. Moynihan, J. Shelton, T. McKenna.

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Chief Engineers: R. Harrison, T. Loughran, R. Murray, F. O'Reilly, R. Pye, F. Richardson.

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Electrical Engineers: G. Fay, S. Smith.

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2nd Engineers: A. Calderwood, M. Cassidy, J. Ennis, M. Gillen, M. Kavanagh, P. Kavanagh, T. O'Leary, P. Otter, J. D'Art.

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3rd Engineers: S. O'Geran, J. Little, J. McNelis, N. O'Neill, B. Scalzo.

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4th Engineers: A. Bolger, D. Burke, D. Hoey, J. Long, T. Murphy, J. Waters.

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Junior Engineers: P. Crawley, J. Fahey, J. Fahey, J. Kelly, M. Kilcline, J. McLaughlin, J. O'Keefe, P. Spillane.

SICK LEAVE

Masters: Captain A. R. Evans, Captain R. Patterson, Capt. C. Brennan, at Quebec.

Chief Officers: M. Carey, hospitalised ex the "Irish Plane" at Osaka on the 2nd October, 1964.

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Apprentices: M. Bower.

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Chief Engineers: M. Dunphy.

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3rd Engineers: P. Shorthall.

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Junior Engineers: P. Hennessy.

PROMOTIONS

Our congratulations to the following on recent promotions:—

Officers: 3rd to 2nd Officer—M. Kelly, who obtained his 1st Mate's F.G. ticket.

3rd to 2nd Officer—F. Raftery, who obtained his 1st Mate's F.G. ticket.

Apprentice McKenna to acting 3rd Officer.

Engineers: To: Chief Engineer—T. Loughran, "Irish Larch."

To: 2nd Engineer — T. O'Driscoll, "Irish Fir"; Acting 2nd Engineer: A. J. O'Mahoney, "Irish Holly."

To: 3rd Engineer—E. Byrne, "Irish Alder," M. Lyons, "Irish Holly," T. Dillon, "Irish Fern."

To: 4th Engineer: J. Corrigan, "Irish Larch," J. Onions, "Irish Pine," N. Kinsella, "Irish Cedar," A. Hall, "Irish Hawthorn," F. Murphy, "Irish Blackthorn."

NEW APPOINTMENTS

A welcome to new personnel:—

Electricians: P. Slevin, "Irish Rowan," P. Voss, "Irish Blackthorn," J. McBride, "Irish Ash."

4th Engineers: G. Elder, "Irish Fir," G. Hughes, "Irish Oak."

Junior Engineers: J. Mulreid, "Irish Oak," J. McArdle, "Irish Rowan," F. Barry, "Irish Spruce," J. Doyle, "Irish Larch."

I.S.L. Apprentices: W. Fleming, "Irish Larch," A. O'Toole, "Irish Alder," T. O'Sullivan, "Irish Blackthorn," S. Hennessey, "Irish Ash," J. Fahey, "Irish Blackthorn," J. Gilmartin, "Irish Pine."

CONGRATULATIONS

To J. Kelly who obtained his Master's F.G. Ticket.



His mother sends best wishes for his birthday to Mr. John Nangle, 3rd Engineer, photographed here at the control platform, "Irish Pine."



This is Mr. Patrick F. Noonan, Apprentice on "Irish Rowan." His parents and brothers send him greetings for his birthday which was on September 15th.



Pictured here is John Buckley, catering staff "Irish Fern." His mother, father, brothers and sisters send him best wishes for his birthday, October 14th. Also sending greetings to John is Mrs. Jackson and family.

MR. JAMES TOBIN—Deceased

It is with deep regret that we report the death recently of Mr. James Tobin, ex "Irish Ash." To his wife and family we would like to express our sincere sympathy on their bereavement.

Red Cross Society First Aid

POISONS—TREATMENT

In every case whaterere the Poison be,
You can give water, eggs, or milk or tea,
Oil may be used, but two exceptions lie,
In phosphorus and in Spanish Fly
(Cantharides).

In every case where staining is NOT found,
To give Emetics is both safe and sound,
So mix at once, be quick, but don't get
flustered,
Two tablespoons of Salt and one of Mustard.

If stains are present, then proceed with care,
And of Emetics most of all beware.

The Poison known—to make a patient placid,
For Alkali corrosive, give a household acid.
The Acid Antidotes in household use
Are Vinegar and good Lemon Juice.

An Acid swallowed, then reverse the matter
And give Alkali to kill the latter.
What alkali to use needs no revealing,
Take whitewash, chalk or plaster from the
ceiling.

In carbolic acid poisoning, to make a patient
easier,
Give Tablespoonfuls two of Sulphate of
Magnesia (Epsom or Glauber Salts).
In Opium Poisoning he snores like some old
Druid,
So give him Tablespoons two of Condyl's
Fluid.

To give it neat were easy, but will not pass,
So mix with water and give half a glass.

In Strychnine Poison there is Lung Stagnation,
So proceed at once with Artificial Respiration.

RESCUE BREATHING

MOUTH TO MOUTH RESUCITATION

1. Place patient on back.
2. Clear mouth of debris.
3. Thrust head backward.
4. Lift tongue and jaw.
5. Pinch Nostrils.
6. Seal your mouth over patient's mouth.
7. Blow until chest lifts.
8. Remove mouth and listen for breathing.
9. Blow again and repeat 10-15 times per minute, as necessary.

PERSONNEL OF THE FLEET

(Deck Officers and Engineers in order of Rank)

"IRISH ROSE". Captain J. Walsh. Deck Officers: M. Devine, J. O'Leary, P. Kearney. Engineers: E. Ivimey (Chief), T. Carroll, J. Twomey, 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.: J. Corcoran, P. Cowhey. Catering: J. O'Haier, A. Manley, B. Byrne, D. Hynes.

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

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

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

"IRISH HAWTHORN". Captain G. Blaney. Deck Officers: D. Tooher, R. Needham, J. Coady. Engineers: K. Roche (Chief), H. Dowdall, W. Fitzgerald, A. Hall, S. McGarry, K. Kavanagh, D. Harrington, M. Murphy, A. Dillon. Chief Steward: J. Clinton. Apprentices: K. Geoghegan, R. Gordon, M. Byrne, D. Buckley. Deck Dept.: T. Rowan, D. McCarthy, J. Isolakos, P. Corcoran, A. McCarthy, T. McCarthy, H. Bradshaw, J. Kehoe, J. Corbally. Engine Dept.: T. Finnian, A. Brennan, E. Moore, M. Gilton, A. Myler, F. Moran, B. Coogan. Catering: P. Walsh, E. Russell, C. Cashin, J. O'Brien, O. Kehoe, B. Core, N. Fitzsimons.

"IRISH CEDAR". Captain P. O. Seaghdha. Deck Officers: J. H. Duffy, K. Dooley, P. Donohue. Engineers: J. Johnston (Chief), P. Walsh, T. Flynn, N. Kinsella, P. Hennessy, H. Loughrey, N. Fitzgerald, R. Clothier. Chief Steward: N. Curran. Apprentices: W. Thompson, G. Livingstone, A. McRedmond, J. J. Goulding. R.O.: T. O'Neill. Deck Dept.: J. McEvoy, M. McBride, N. Daly, R. Carrick, E. McFadden. Engine Dept.: P. Kirwin, J. Harford, A. Arrindell, C. Cully. Catering: D. Lyons, F. Kiernan, J. O'Callaghan, W. Purcell.

"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, M. Corbally, A. McHugh, R. Hempenstall.

"IRISH HOLLY". Captain R. Greene. Deck Officers: H. Fidler, E. Kavanagh, C. Campbell. Engineers: T. Barry (Chief), A. O'Mahoney, M. Lyons. Deck Dept.: J. Murphy, R. Leonard, M. Maher, J. Garrett, 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, M. Kelly, D. Murphy. Engineers: W. Irvine (Chief), J. Sullivan, W. Cleary, M. Curley, P. Quinn, T. Breen, J. Carter, N. Nolan. R.O.: C. Grey. Chief Steward: R. Gaffney. Apprentices: M. O'Shea, P. Kelly, 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 POPLAR". Captain J. Poole. Deck Officers: M. O'Connell, J. Rickard, J. Gaul. Engineers: J. Moynihan (Chief), K. O'Galligan, T. J. Wren, W. Maher, K. Doran, G. Dorgan, F. Rooney, P. Coffey. Chief Steward: B. Dorgan. Apprentices: H. Byrne, M. Doyle, J. A. Desmond, P. Tyrell. Deck Dept.: J. Ellis, J. Donnelly, E. McGrane, P. Kearns, G. Daly, L. Hanlon, M. Corcoran, T. Keegan, J. Higgins, J. Murray, P. Purdy, W. Scanlon. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, J. Early, K. McLoughlin. Catering: J. Cullen, D. Barry, O. Plunkett, B. L'Estrange, J. Smyth, K. Edwards.

"IRISH ASH". Captain T. Donovan. Deck Officers: D. P. Byrne, P. Murphy, C. McCarthy. Engineers: W. Howie (Chief), I. Stuart, S. Cox, P. White, S. Mahon, N. Edwards, S. Hennessy, J. McBride. Chief Steward: C. O'Donovan. Apprentices: J. O'Mahoney, G. St. John Gillen. Eng. Apprentices: M. Duggan, D. Barry. Deck Dept.: K. MacCormac, T. McArdle, R. O'Loughlin, J. O'Connor, C. Maguire, T. Dillon, G. Pullen, G. Kavanagh, B. Cullen, D. O'Neill. Engine Dept.: P. McEvoy, P. Proctor, A. O'Keeffe, M. Daly. Catering: J. Buckley, W. Fanning, R. Carr, N. Masterson, W. Power, T. Kehoe.

"IRISH OAK". Captain I. Shiel. Deck Officers: M. Doyle, G. Burgum, D. Curtis. Engineers: A. Metcalf (Chief), G. O'Brien, J. Scott, G. Hughes, D. O'Leary, W. Scott, J. Mulreid, W. Lewis. Chief Steward: T. Kendellen. Apprentices: M. Courtney, F. Perrott. Eng. Apprentice: P. Bardon, P. Carroll, M. Kennedy. Deck Dept.: W. McCann, J. O'Brien, M. McCarthy, J. Ahern, F. Chandler, P. Redmond, T. O'Connell, T. O'Connell, F. Schmidt. Engine Dept.: J. Cullen, M. McEvitt, P. Walsh, J. Gibbons, W. Martin. Catering: L. Robinson, J. Chaney, E. Murphy, M. Goulding, J. Malone.

"IRISH PINE". Captain C. Raftery. Deck Officers: J. Mitchell, A. McMahon, D. O'Neill. Engineers: J. J. Reed (Chief), D. Hamilton, J. Nangle, T. Onions, P. Moloney, S. Bennett, J. Gilmartin, W. O'lahan. Chief Steward: J. Bennett. Apprentices: D. P. Bell, J. Pett. Eng. Apprentices: D. McLaughlin, D. Buckley, E. Curriuan. Deck Dept.: J. Twomey, P. Burke, P. Kelly, P. Chandler, J. Byrne, A. Brophy, J. Goucher, T. Grennell, R. Byrne, N. Hart, H. O'Reilly. Engine Dept.: J. McCabe, G. O'Hara, H. Egan, C. Donovan. Catering: D. Glynn, R. Whelan, D. Baker, G. McCann, J. Greene, M. Moody.

"IRISH LARCH". Captain B. Reilly. Deck Officers: J. J. Martin, C. Morrissey, C. Kelly. Engineers: G. H. Rowe (Chief), R. Mulcock, M. Dillon, J. Corrigan, J. Doyle, P. Byrne, W. Fleming, J. Lee. Chief Steward: P. Fay. Apprentices: D. Kirk, E. Coleman, D. Leonard, D. O'Doherty. Deck Dept.: C. Louth, F. Stubbs, P. Wilde, A. Cashman, P. Hannah, K. Kearns, J. Madigan, C. Doolin, T. Rickard. Engine Dept.: R. Proctor, H. Clinton, J. Ormond, H. Crowley. Catering: A. Buckley, M. McCarthy, K. Buckley, H. Howard, S. Hamilton.

"IRISH FIR". Captain M. McMahon. Deck Officers: M. Griffith, K. K. Laniyon, A. Dalton. Engineers: R. Tennent (Chief), T. O'Driscoll, M. Shannon, G. Elder. Chief Steward: R. Heapes. Deck Dept.: T. Doyle, J. Donnelly, R. Roe, D. Scanlon, H. Hall, J. Cunningham. Engine: T. McGuire, N. Moynihan. Catering: E. Maguire, J. McDonald, T. Nolan.

"IRISH ALDER". Captain J. Onions. Deck Officers: J. Cullen, J. J. Weston, J. Whelan. Engineers: H. Mooney, H. Lewsley, J. McNelis, B. Geaney, W. Gleeson, R. Broderick, A. O'Toole, P. Lalor. Chief Steward: J. J. Murphy. Apprentices: D. Kavanagh, M. Coleman, E. Brady, B. O'Flynn. Deck Dept.: L. Kelly, P. Craine, R. Markowski, G. Derham, J. Maher, F. Cairns, M. Whelan, W. O'Brien, J. Beausang, W. Whelan, J. Reilly, J. Nolan. Engine Dept.: N. Loughrey, J. Lattimore, K. Barry, G. Scott. Catering: J. Mason, T. Savage, R. Cullen, A. Hudson, E. Martin, C. Gallagher.