

# SIGNAL

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↑  
*The Executive Committee  
Seamen's Union of Ireland.*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# TAKE-OVER OF B & I

On February 3rd the Government announced that agreement had been reached with Coastlines Ltd. for the outright purchase of the British & Irish Steam Packet Co., together with its subsidiary the City of Cork Steam Packet Co., for a gross price of £3.6 million. This includes all the assets and goodwill of the B. & I. as well as the Company's liquid cash resources of approximately £850,000, making the net purchase price £2,750,000.

Later in the month the Minister for Transport & Power introduced legislation in the Dail to give effect to the purchase. He revealed that the detailed negotiations on the purchase had commenced in September 1963. The Minister announced the setting up of a new Company completely State owned but retaining the name B. & I.

A new Board of Directors has since been appointed and is now in control of the Company. Coastlines will continue to act as Agents for the new B. & I. in Britain and to provide the terminal and other services at Liverpool and other British ports. The B. & I. will act as Agents for the Coastline group in Ireland.

## EXTENT OF SERVICE

The B. & I. carries about 45% of the livestock traffic on the cross channel routes and about 40% of the total cross channel liner trade. The Company handles about 250,000 passengers every year between Dublin and Liverpool and about 80,000 people on Cork and Fishguard. It employs 1,200 people on the regular staffs and also employs about 300 dockers in Dublin, 50 in Cork and lesser numbers at Dundalk and Drogheda.

## FREIGHT RATES

The Minister said that the state ownership of the B. & I. would not result in dramatic changes in cross channel freight rates. The accounts of the Company for a number of years past revealed that the net profits had been falling steadily. He emphasised that the Company would continue to be run on a purely commercial basis and pointed out that the cross channel companies had to face very substantial increases in costs, which, because of competition, customer resistance, and public pressure, they had been unable to recoup fully by increased charges.

The Minister said there could be no question of substantial freight reductions or discriminatory action in favour of Irish trade which would in any case be contrary to our international commitments. It would not make economic sense to accept heavy losses on

our shipping services merely to provide an unselected subsidy for a part of the cross channel trade.

## FUTURE PLANS

The new Company will set about examining all the factors which add up to a national commercial policy. The Company will examine:

- (1) The cross channel freight market—its growth over the next 10 years; the division of cargo under the heads of containers; pallets; other methods.
- (2) Livestock: possibility of evening out the cycles in the volume of exports.
- (3) Methods of packing; the frequency of sailings and the co-ordination of shipping rail and road services.
- (4) Efficiency and productivity related to the foregoing and also to the stevedoring at the ports, the costs of operation, clerical records, accountability and stock control.
- (5) Passenger traffic, tourism, amenities, etc.
- (6) The establishment of a sales organisation. This question will be examined in conjunction with industry, to explore joint marketing, the size of consignments, the lowering of costs through better packaging and the use of the latest developments in the carriage of goods, e.g. containers.
- (7) The promotion of good staff relations and general industrial relations.

## HISTORY

The old B. & I. was one of the most important and the longest established shipping concerns in the cross channel trade. It was founded in 1836 and over the years assimilated several other shipping companies including the City of Dublin Steam Packet Company which was established in 1826. Since 1928 the B. & I. had been a subsidiary of Coastlines Ltd., although it was operated as a separate and independent company with headquarters in Dublin. The cargo, passenger and livestock services ply between the North Wall, Dublin and Liverpool. Cargo services also operate between Dublin and Manchester, Drogheda/Liverpool and Dundalk/Liverpool. A modern unit load service operates from Dublin to Preston, while cargo and livestock are also carried between Cork and Liverpool. Passenger livestock and general cargo vessels run between Cork and Fishguard.

The B. & I. operates a fleet of 9 vessels totalling 18,000 gross registered tons, and owns extensive installations in Dublin and Liverpool for the reception of passengers and the handling of general cargo, motor cars and livestock.



The members of the new Board of the B. & I. met for the first time in Dublin on March 22nd. Our photo shows the new board with the Minister for Transport and Power. Seated left to right: Mr. Kevin Briscoe, Director, Dr. T. J. Beere, Secretary Department of Transport and Power, Mr. E. H. Childers, Minister for Transport and Power. Mr. L. St. J. Devlin, Chairman, Mr. P. H. Greer, Director. Standing left to right: Mr. T. A. Moran, Director, Mr. Dermot O'Riordan, Director, Mr. P. J. O'Brien, Director and Dr. Juan Greene, Director.

## DAIL TRIBUTE TO IRISH SHIPPING LTD.

Support for the B. & I. purchase and for State participation in all spheres of the shipping industry was expressed by members of all political parties. In the recent Dail debate on the B. & I. Mr. E. H. Childers, Minister for Transport & Power said:

"The new Board will, I am certain, be able to effect progress. The staff will, I am sure, work together with the object of demonstrating that a wholly Irish owned and managed cross channel shipping company can show the same spirit of endeavour as other State Bodies have already shown.

Mr. Rooney, Fine Gael, declared: "It would be a good idea if the operating tactics and business methods used by Irish Shipping Ltd. were adopted by the new Company. Irish Shipping has proved itself to be a very efficient undertaking and, if we could bring to the B. & I. the tradition of Irish Shipping and its approach to the services provided, it would provide a good working basis".

Mr. Corish, Leader of the Labour Party, in the course of a speech referred to the establishment of

Irish Shipping Ltd., during the war and went on: "the whole house will agree that has been very successful. Irish Shipping can compete all over the world. Of course, it has its peak and valley periods but by and large we should all be extremely proud of Irish Shipping and of the people associated with them for the past 25 years".

Mr. Kyne of the Labour Party, in welcoming the B. & I. Bill, said that "In the national interest we must take over the service. Our record in Irish Shipping Ltd. has been a good one. We have held our own in competition and that should give us confidence in our ability to find the right people to manage the B. & I."

Our cover picture shows the Executive Committee of the Seamen's Union of Ireland photographed in the Officers' smokeroom during their visit to the m.v. "Irish Sycamore" at the Verolme Cork Dockyard on Tuesday, March 5th. Standing left to right: Mr. W. McMahon, Cork Representative, Mr. W. Stacey, General Secretary, Mr. T. McDonnell, Mr. J. Dunleavy, Mr. T. R. Walsh, Mr. C. Shannon, President. Sitting left to right: Mr. P. Brazil, Mr. W. Byrne, Mr. J. Hutton, Assistant General Secretary and Treasurer, and Mr. P. Fagan.

# STATE ENTERPRISE

In the past few months there have been exciting developments in the shipping scene here at home. We have seen the extension of State enterprise into the expanding Irish/Continental trade and also at long last into a vital sector of the cross channel routes. Irish Shipping's purchase of a 43% interest in Palgrave Murphy Ltd., has been quickly followed by the Government's acquisition of the entire assets of British & Irish Steam Packet Company.

With Irish Shipping operating a fleet of deep sea liner and charter vessels, the revitalised Palgrave Murphy Ltd., expanding its operations on the routes to the Common Market countries and the new B. & I. Co. serving the cross channel trade, sea transport in Ireland may now be regarded as effectively controlled by native interests. In a highly business-like fashion the State has shown its determination to develop and modernise the shipping services in every direction.

State ownership of a large part of the cross channel services will go a long way to guarantee that the structure of the services will be designed to help the Irish economy during these developing years. Private interests, especially foreign based, might have no inclination to bear heavy temporary losses or to make large scale capital investment to maintain and develop shipping services to meet expanding Irish trade. Moreover, it is widely acknowledged that from the standpoint of tourism there have been serious deficiencies in the services provided to carry passengers and cars between here and Great Britain.

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## B. & I. — IRISH SHIPPING

The Government's deal with Coastlines Ltd. comes as a very welcome move to us in Irish Shipping. Over the years many people, including some of our own staff, have been insistent in questioning our absence from cross channel trading. It was not always possible to convince our friends that our deep sea fleet was not designed for cross channel work and that the home trades was an area dominated by long entrenched interests who had complete control over terminals and feeder rail services. We realised that to people unacquainted with the enormous complexities of the cross channel business it probably appeared a serious dereliction on our part to allow foreign interests monopolise the shipping routes catering for 75% of Irish overseas trade.

From years of painstaking research and analysis of all the factors, we were convinced that effective

native participation in cross channel shipping could only be accomplished by outright purchase of one of the existing concerns. Hence the Government's deal with the B. & I. The air has been cleared for our well-wishers who were rather mystified by the whole situation. The take-over has served to outline very clearly our Company's primary function which is to develop deep-sea shipping in Ireland. There will, of course, be many areas on the home front where we can co-operate with the State owned cross channel concern to mutual advantage. That this was foreseen by the Government is demonstrated by the appointment of two Irish Shipping directors to the Board of the B. & I.

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## BUSINESS COMMENT

It was conceded on all sides that the negotiations leading to the purchase of the B. & I. was the best kept commercial secret of all time. Shipping and commercial circles were electrified with the announcement. The news was greeted with unreserved satisfaction by every section of the community. Without a doubt the favourable public reaction was a singular tribute to the performance of State Bodies in every sphere of our national life.

Spokesmen for various organisations concerned with both exports and imports were optimistic that the Government's entry into the cross channel shipping would lead to better services and, just as important, to better industrial relations.

The general view among shippers was that at last this country would be able to take concrete steps to fix freight rates and design shipping facilities conforming to the specific requirements of Irish traffic.

A spokesman for the Federation of Irish Industries described the take-over as "wonderful news" for all Irish industry. "For the first time" he said "these key services can be used exclusively to promote the welfare of Irish industry, Irish agriculture and Irish tourism.

The National Farmers' Association declared that the Government's acquisition of the B. & I. would provide a badly needed element of competition in Irish sea shipping".

On behalf of the tourist industry, a spokesman for Bord Failte declared "It will give a shot in the arm to Irish tourism".

# LINKS WITH B & I

## NEW IRISH SHIPPING CHAIRMAN



One of our own Directors has been appointed Chairman of the Company in succession to Mr. J. J. Stafford who resigned recently on the grounds of health. He is Mr. P. H. Greer, M.I.E.E., M.I.C.E.I. Mr. Greer has also been appointed a Director of the new B. & I. Company.

The new Chairman is a native of Belfast and for many years was engaged in the Electricity Supply industry. He came to Dublin in 1948 to become General Manager of the Aberdare Electric Company. He became Managing Director of Telecommunications Ltd., Finglas, on its inception some years ago. He is also a Director and General Manager of Unidare Engineering Ltd., and a Director of Lindley Thompson Transformer & Service Co. Ltd., Langley, Buckinghamshire and of Pye Electric, London.

Appropriately, Mr. Greer is a sailing enthusiast.

### MR. DIARMUID O'RIORDAIN

One of the Directors of the new B. & I. Company appointed by the Minister for Transport & Power, Mr. Diarmuid O'Riordain, is Assistant Secretary in the Department. He has been closely associated with all national shipping activities as well as inland transport, and is the Irish representative on the O.E.C.D. Maritime Transport Committee.

## NEW B. & I. CHAIRMAN



Mr. L. St. J. Devlin who has been a Director of Irish Shipping since 1959 has been appointed Chairman of the new B. & I. Company by the Minister for Transport & Power. Mr. Devlin is Vice-Chairman of the Cork Harbour Board and Chairman of the Cork Harbour Pilotage Committee. He is also Chairman of IVERNIA, the Cork/Kerry Regional Tourism Organisation. Mr. Devlin is a Science Graduate of University College, Cork, and a Fellow of the Royal Institute of Chemistry. He is Managing Director of M. Atkins Ltd., Melina Laboratories, Cork. Like Mr. P. H. Greer, Chairman of our own Company, Mr. Devlin is also a sailing enthusiast.

### THE B & I FLEET

				Gross Tons
<i>m.v.</i>	<i>MUNSTER</i>	...	...	4,142
<i>m.v.</i>	<i>LEINSTER</i>	...	...	4,115
<i>m.v.</i>	<i>INNISFALLEN</i>	...	...	3,417
<i>m.v.</i>	<i>MEATH</i>	...	...	1,558
<i>m.v.</i>	<i>KILKENNY</i>	...	...	1,320
<i>m.v.</i>	<i>DUNDALK</i>	...	...	710
<i>m.v.</i>	<i>WICKLOW</i>	...	...	586
<i>m.v.</i>	<i>INNISCARRA</i>	...	...	584
<i>s.s.</i>	<i>GLENGARIFF</i>	...	...	1,599



# IRISH CEDAR AT ADELAIDE

BY STAN GAFFNEY, CO-EDITOR IRISH-AUSTRALIAN INDEPENDENT

So seldom does an Irish ship call at the Port of Adelaide, South Australia, that for the Irish community in this State it is, even in 1965, an exciting event and important news to the national television station.

When the m.v. IRISH CEDAR sailed up the Port River on the hot dry Sunday morning of February 7 and tied up under the grey towering bulk of the new grain silos she was the first Irish owned vessel to visit the port in over two years. (Her predecessor was the m.v. IRISH ALDER).

The South Australian Irish first learned of the IRISH CEDAR's arrival from Mr. Sean Boyle (Omeath, Co. Louth). A former merchant seaman, Sean has worked on the Port Adelaide wharfs for several years and takes a keen interest in the ships and their crews that pass through this busy port and ensures whenever possible that Irish seamen calling here are welcomed.

In private cars and vans the Adelaide Irish began to gather at the ship from 9.30 a.m. onwards. Lying long and low in the water with only the stone grey of her hull visible, the rakish tricolour funnel aft of the bridge topping the white superstructure above her stern, and the flag of the Republic of Ireland floating proudly from her sternpost, she presented a picturesque link with the homeland to the exiles. One of the first men aboard was Port Chaplain, Rev. Fr. Jim Tuohy, a young Australian priest of Irish descent, ordained at All Hallows College, Dublin, a few years ago.

The IRISH CEDAR had arrived unexpectedly and, unfortunately, on the morning *after* a big cabaret held by the Irish-Australian Independent at Garryowen man Alan Sexton's Napoleon Hotel. Many of the I-A-A community were still blinking in the sunlight when they arrived at the wheat berth on that Sunday morning. The ship was in port for a short while only and many of the crew were still on duty. But such small difficulties are speedily overcome by the resourceful Irish and impromptu entertainment was soon arranged.

Car salesman Sean O'Rourke (Cork) drove a few thirsty off-duty crew the nine miles into Adelaide where they were duly refreshed at the "NAP", where he was a house guest. They returned later bearing "nectar for the gods" to their mates who could not make the journey.

Second Engineer Ken O'Galligan and his pretty wife, Joan, were luncheon guests of Sean and Bernie Boyle at their home in Blair Athol. Afterwards they made a coach tour of the Adelaide Hills. Later in the evening parties were held aboard featuring exhibitions of Irish dancing by girls from the Tiernan

School of Traditional Irish Dancing of South Australia, accompanied by Westmeath brothers Tom and Paddy Finn on fiddle and accordeon. Guests present were officers from British Indies Company's m.v. WOODALA. Several of the IRISH CEDAR's crew also attended a house party given by Tom Doyle (Cork) at his Ferryden Park home.

Musical talent abounds aboard the IRISH CEDAR. As he played a tape-recording of the Irish Cedar Ceilidhe Band, energetic Chief Steward Nick Curran Finglas, Co. Dublin, told us about its members. Captain Tom Glanville of West Cork, who plays the fiddle, is keenly interested in traditional Irish airs, versatile Junior Engineer Bill Fleming of Dublin plays the piano accordeon, also the guitar, and writes his own songs, among them the "Song of the IRISH CEDAR", while Nick himself provides the harmonica accompaniment and sketches a cartoon or two on the side. He is ship's entertainment officer. Folk songs and pops sung and strummed on his guitar are Junior Engineer W. "Scotty" Scott's contribution, while Ship's Electrician R. Clothier also from Dublin and Fourth Engineer Harry Loughrey of Rush, entertain with sea shanties and ballads. Most everyone on board, there are 39 men and one woman, can give an item and talent contests are organised and compered by the charming Dun Laoghaire colleen, Joan O'Galligan, who joined her husband, Ken, for the trip.

The visiting South Australian Irish were liberally entertained by this abundant talent. Of special interest were the folk songs popularised by the Clancy Brothers group which Chief Officer Kieran Dooley of Cork introduced. As few Irish records are obtainable in South Australia and those available are seldom recent releases these lively ballads, already famous in Ireland, Britain and the U.S.A., are still almost unknown 'down under'.

Television cameras were turned on the Irish ship and on some of her crew while she completed loading next day and her visit to the port was featured in the ABS CHANNEL TWO newscast that Monday night, February 8. At 5 p.m. she cast off and sailed down the Port River into the westering sun on the evening tide. Her five holds were filled with 14,000 tons of South Australian grain. Several of the Irish community managed to get away from work in time to bid the IRISH CEDAR "Slán Abhaile". All of us here hope that Irish ships will call in at these ports more often in future.

The Melbourne Irish have been advised through the Irish-Australian Independent that the m.v. IRISH LARCH is due in that port about March 26.



TOP—Captain C. Raftery, m.v. "Irish Sycamore" explains the electronic equipment on the vessel's bridge to the Executive Council of the Seamen's Union of Ireland. The automatic steering equipment is in the foreground.

LEFT—The Union Executive Committee inspects the galley of the "Irish Sycamore".

RIGHT—The Executive Committee of the Seamen's Union of Ireland are shown the progress made towards automation in the engine room of the m.v. "Irish Sycamore" by the Chief Engineer, Mr. R. U. N. Murray. Captain J. D. McPolin, Personnel Manager, is also in the picture.



B. & I. — UNION VIEW

Spokesmen for the Trade Union Movement in Dublin welcomed the Government's entry into cross channel shipping as being "long overdue". The port workers' paper *WATERFRONT* declared:—"The Government sponsored Irish Shipping has been a conspicuous success in the deep sea sphere, as is well known; and the new venture will be more than justified if in 10 years time a similar tribute can be paid to it. We hail the Government's courageous new venture and wish it every success and prosperity.

## IRISH ASH AT PORT SAID

Mr. Mohamed Ali of the Damanhour Shipping Agency, Port Said writes:

"I beg to introduce myself to your magazine SIGNAL. I am an old member of Messrs. Lambert Brothers Ltd., joined the Company in April 1934 as a Mail Clerk and now reached the position of Assistant Manager.

How the idea came to write to you is due to my visit to the IRISH ASH on her recent visit to our port on the 23rd February, when Captain J. Flanagan encouraged me to write, although I had the idea for some time.

I have met Captain Flanagan, when he was a Chief Officer on the same ship at Malta during my holiday in 1959. It was a shock for him and Captain Horne who was in command then; in fact Captain Horne was having his afternoon siesta and when I walked into his cabin, after knocking for a few times, he thought it was a dream and I had to tell him that it wasn't, as I was making a trip round on a ship to the continent going back to Port Said. Captain Horne, as usual very generous, invited me ashore to a small cosy restaurant in Valetta and there we have had a very delicious dinner and after having finished with dessert, coffee, etc., etc., I thought I had put 20 lbs. to my weight.

The IRISH ASH was up to the high standard, all crew were happy and contented, even the cargo supervisor of Messagerie Maritime was very pleased to be on board such a ship. Captain Flanagan requested me to convey his greetings to all concerned and with my best wishes to all.



Mr. P. Kearney, 3rd Officer, m.v. "Irish Rose".

## CAR-FERRY LAUNCHED

At Newcastle-on-Tyne on January 17th Mrs. Sean Lemass, wife of the Taoiseach, launched HOLYHEAD FERRY I, the new British Railways drive-on car ferry which is due to come into service between Holyhead and Dun Laoghaire on July 9th. The new ship is now lying at the fitting out berth at Hebburn-on-Tyne. The builders are Hawthorn Leslie Ltd.

Speaking at a Reception after the launching Mrs. Lemass said that the new ferry should provide a further link between Ireland and Great Britain. Tourists now would have no trouble in taking their cars to Ireland. "It was good to hear" she said "that 8,000 British tourists had made bookings on the ferry up to the date of launching".

HOLYHEAD FERRY I is part of a general programme of improvement which British Railways are carrying out on their Irish service. The mail boat HIBERNIA already has been refitted in Belfast and her sister ship the CAMBRIA is undergoing similar modification at present.

The ferry is a twin screw geared turbine vessel of 3,800 gross registered tons and will have a service speed of 19 knots. She is fitted with the latest type of activated fin-stabilisers, twin-stern rudders, a bow rudder and a side thrust unit to help her berth and manoeuvre in restricted waters. She will carry 150 cars and will have accommodation for 1,000 passengers.



Mr. A. Manley, Asst. Steward, m.v. "Irish Rose".





## INDUSTRIAL RELATIONS IN DUBLIN PORT

Although this Company is not among the biggest employers of labour in the port of Dublin we have, as members of the Dublin Master Stevedores' Association, been active in promoting good relations with the dockers and in pressing for the application of modern management techniques to the Stevedoring business. As evidence of the present healthy atmosphere in the deep sea section of Dublin Port we are printing the following extract from the port workers' monthly paper *WATERFRONT*:—

*"Employers generally throughout the country could do worse than take a good hard look at the deep-sea section of Dublin Port. They could learn a good deal from the enlightened and progressive administration of the Master Stevedores' Association.*

*The progress of deep-sea shipping over the past quarter-century has been little short of phenomenal, and it would not have been possible without good labour-management relations. Men, management, and the M.P.G.W.U. have each contributed powerfully to the common prosperity, and can point with pride to three major achievements: (1) the fastest turn-around of ships in Europe; (2) the lowest incidence of stoppages in any comparable group of workers; and (3) the biggest advance in trade of any port in Ireland.*

*By comparison, unhappily, the cross-Channel section is in the doldrums. The deep-sea part of the port is ahead of the times; the cross-Channel is far behind. In mechanisation, in labour-management relations, in vision and outlook, the two sections are as far apart as the Poles; and the Government, which has taken over the B. & I., will have a hard task to restore any kind of equilibrium.*

*Now a further big headline is about to be set by the Master Stevedores' Association, who at the present moment are engaged in drafting a big decasualisation scheme, a comprehensive plan which will embrace sick pay and pension rights as well as the abolition of casual work and the standardisation of employees".*



ABOVE—Mr. W. Croft and Mr. B. Culligan, Catering Department, "Irish Rowan", photographed in a happy mood while on voyage from Baton Rouge to Yokohama. Camera work by Mr. W. McCarthy, Engineer.

TOP LEFT—Also in playful spirits are Mr. S. O'Neill, Mr. P. Slevin, Mr. H. Caughey and Mr. J. McArdle, "Irish Rowan"—photograph by Mr. D. McCarthy.

BELOW—Mr. G. McGovern, Assistant Steward, "Irish Willow".



*Sir Roger Casement went to Germany via America in 1914 to seek German military aid for a country-wide insurrection in Ireland. He failed to elicit an undertaking to have men and weapons supplied on a scale which he considered essential to the success of a revolution. Eventually the Germans wearied of his entreaties, regarding him as an impractical dreamer, and continued secret negotiations with John Devoy, the Fenian leader, who was head of Clan na Gael in New York. Devoy was working closely with the Volunteer leaders in Dublin and was fully acquainted with the preparations for the Easter Rising. Through the German Embassy office in New York he arranged with Berlin for the dispatch of an arms ship to arrive at Tralee Bay "between April 20th and 23rd 1916".*

*After Dublin had signalled him that preparations were in hand to receive the arms shipment, Devoy delivered the message to the German Embassy office in New York for transmission to Berlin. It was duly sent, but some days later the U.S. Secret Service raided the Embassy and seized a copy of the message. The British Navy was alerted. Nevertheless, the arms ship, the AUD, set out as planned from Lubeck and successfully eluded the British blockade. Roger Casement left Germany to take part in the Rising three days after the AUD had sailed, on the submarine U 19 which was to rendezvous with the AUD in Tralee Bay. Casement, with Bailey and Monteith, was put ashore at Banna Strand 7 miles from Tralee at 3 a.m. on Good Friday, April 22nd. He was arrested almost immediately. Monteith escaped and lived to tell the full story.*

## THE ARMS SHIP "AUD"

Disguised as a neutral Norwegian merchantman, the "AUD", a vessel of 1,400 tons sailed from Lubeck on April 9th, 1916 carrying 20,000 captured Russian rifles, 10 machine guns and 1 million rounds of ammunition. Her destination was Tralee Bay, where she was to be met by a pilot boat and conducted into Fenit Pier. The arms were to be landed by the local Volunteers and distributed around the South of Ireland for the general Insurrection timed for Easter.

In command of the AUD was Captain Karl Spindler of the Imperial German Navy. His crew consisted of 21 specially selected officers and men. His orders were to slip through the British blockade, to bluff his way out of trouble if stopped and searched, and to arrive in Tralee Bay between the morning of Wednesday, April 20th and the night of April 22nd/23rd. A lookout was to display a green light on the Bridge, and the answering signal was to have been 2 green lights shown by the Irish pilot boat.

The German navy had taken elaborate precautions to complete the disguise of the ship. Not only did she fly the Norwegian flag and have neutral markings on her sides but she was provided with a deck cargo of Norwegian timber and pit props along with assorted general cargo stowed in the holds. Her crew were dressed in Norwegian clothes and provided with letters and photographs from fictional Norwegian relatives and girl friends. The ship's papers declared her port of Registry as Bergen and the cargo manifests indicated she was proceeding from Norwegian ports to the Bristol Channel. The Master even had a letter from the mythical owners in Bergen apologising for the last minute decision to load pit props at Kristiana

and explaining that they hoped to make good profit on the consignment which was urgently required by the consignees at Cardiff. This letter also strongly advised Captain Spindler to sail a route north of Scotland and down past the west coast of Ireland to avoid the ever increasing depredations of German submarines.

The AUD followed the route as planned, sailing North from Lubeck past the Norwegian coast and sweeping westward by the Faroe Islands, eventually turning south towards the Irish coast. The ship encountered fierce gales and was often in danger of foundering. She was scrutinised by British patrols many times en route but obviously her disguise was successful and she arrived at Tralee Bay at 4 p.m. on Thursday, April 21st.

At this stage, although British patrols were watching the Irish coast for the arrival of an arms ship, the AUD had aroused no suspicions whatever. But there was no sign of any welcoming pilot boat at Tralee. In Dublin there had been a change of plan, word of which only reached Germany after the AUD had sailed. She was not carrying wireless. The Rising had been postponed for 2 days and in the general confusion the Volunteers in Tralee were advised not to expect the arms ship until Saturday 23rd or Sunday 24th. Nevertheless it seems incredible that no precautions were taken against the arrival of the AUD before the night of the 23rd. Captain Spindler, writing about the expedition in later years, was justifiably contemptuous of the local arrangements.

*(continued on opposite page)*



*The remains of Roger Casement were returned to Ireland on February 23rd after having lain in Pentonville Prison, London, since 1916. Our picture shows the State Funeral procession passing the G.P.O. on its way from the lying in state at Arbour Hill to the Pro-Cathedral.*

#### **THE AUD—continued**

It was tragically ironic that the Pilot who was to guide the AUD into Fenit Pier actually saw the ship at Tralee Bay on the Thursday evening but did not recognise her and did not expect an arms ship to arrive until Sunday night.

That communications between Dublin and Berlin regarding the movements of the AUD had become badly distorted is further evidenced by the timing of arrangements to set up wireless communication with the submarine "U 19" for Saturday 23rd, the



*The remains of Roger Casement lie in state at the Military Church, Arbour Hill.*

night the AUD was expected to arrive. On Good Friday, April 22nd, a wireless operator, sent from Dublin with 5 Volunteers to dismantle the wireless station at Cahirciveen and set up a transmission set at Tralee, was drowned with two of his companions when their car took the wrong turning after driving through Killorglin and plunged into the sea at Ballykissane Pier. However, it is obvious that this tragedy made no material difference to subsequent events.

The arms ship remained in Tralee Bay throughout the night of the 21st/22nd waiting in vain for the signal from shore. Early in the morning of the 22nd she was boarded by a search party from a British patrol and succeeded in bluffing the officer in charge, who wished the Master of the AUD a pleasant voyage to Cardiff. But at noon the same day, whilst steaming slowly across Tralee Bay, the AUD was approached by the British sloop "BLUEBELL" and eventually was shadowed by a total of 29 patrol ships. At 6.30 p.m. the "BLUEBELL" fired a shot across her bows and signalled her to proceed to Cobh Harbour. On arrival at Cobh on Saturday morning Captain Spindler realised the game was up and, after hoisting the German ensign and ordering the crew to take to the boats, he ignited the prepared fuses and blew up the AUD before surrendering to the British Authorities.

# OFFICE NEWS

By JOHN HIGGINS

Congratulations are extended to Des Stanley, Accounts Dept., on the recent addition to his family of a baby girl. Des also passed the final examination of the Chartered Institute of Secretaries held last December, so that double congratulations are in order.

Maura Downey of Accounts Department will be leaving the Company's service later this month to get married. On behalf of all her colleagues in the office we wish her every happiness in her married life.

A soccer challenge was held at Sallynoggin on 28th February between a team drawn from the office staff and the students at the Nautical College, Dun Laoghaire. The result was a 2-all draw after a most exciting game. Perhaps we will have many more matches in the future between shore and seagoing staff.

## DEBATE

A debate was held in the Moira Hotel on Friday night, 12th March 1965, between members of the newly formed I.S.L. Debating Society. The Society is open to all our shore and seagoing staffs and the motion down for debate on the first meeting of members was THAT MANAGEMENT OVERRATES THE VALUE OF COURSES IN TRAINING AND DEVELOPMENT. Speakers for the motion were J. N. McGovern, Miss F. Wynne, J. Higgins and P. Shanahan, while P. P. English, Miss U. Rogan, C. P. Kinsella and S. M. Clery spoke for the opposition. After a most interesting and lively debate the motion was carried by 26 votes to 17. Others who contributed were George Purcell, Liam O'Meara, Des Stanley, Miss Mary Graham, Sean O'Reilly, Dermot McNulty, Derry O'Neill, Miss Margaret McGivern, Rory O'Connor, John McQuerins, Nicholas Whitfield and C. Mahon. Mr. Alan Bucknall of P.A. Management Consultants opposed the motion and his comments gave rise to a most enjoyable and vigorous exchange of views. Captain J. McPolin was a very capable Chairman.

A pleasing feature of the debate was the presence of a large number of seagoing staff who were home on leave.

## PROGRESS AT CORK

From April 1st, 1965, we shall be loading and discharging Irish Shipping vessels at Cork with our own Stevedoring Organisation. We shall be carrying out the stevedoring and agency work connected with Palgrave Murphy Ltd. vessels from June 1st.

## VISITORS TO HEAD OFFICE

In Dublin during March from our U.S. General Agents, Hansen & Tidemann Inc., New York, were Mr. Gil Monstad, Chartering Manager and Mr. John Templet, Sales Manager. The purpose of the visit was to have detailed discussions on Chartering and Liner business.

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The weather routing of ships was the subject for discussion between Mr. J. P. Hamilton, Technical Manager, Captain J. D. McPolin, Personnel Manager and Mr. G. Kasiak of Weather Routing Incorporated, New York—a recent visitor at Head Office.

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## CONSULTANTS

Two separate groups of consultants are at present carrying out research in our Head Office at Dublin. Personnel Administration Management Consultants are enquiring into ships' repairs, crews wages and stores control. The team consists of Mr. R. P. McEwan and Mr. A. G. Bucknall.

Making a searching appraisal of our personnel problems are experts from the Tavistock Institute of Human Relations. Dr. H. J. J. van Beinum attended the preliminary discussions with the management and proceeding with the project are Mr. J. Foster and Mr. L. Gorman.

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## ACCOUNTING SYSTEMS

We were pleased to welcome Mr. F. Derbyshire and Mr. D. Ray of the Williams Hudson Group who paid us a visit recently to inspect our I.C.T. Accounting installation. Various aspects of our system were discussed with our visitors and a very useful exchange of ideas on matters in general resulted from our discussions. Before their return our guests extended an invitation to our Accounts representatives to visit the Williams Hudson Group to observe their operations. We feel that such exchanges are of great practical benefit in dealing with mutual problems.

## COMPETITION WINNER

We have great pleasure in congratulating Chief Engineer, Mr. J. J. Reed, on his success in competitions organised by the Seafarers' Education Service. Mr. Reed won the 2nd prize of £5-0-0 in the handicraft section for a number of turned-wood bowls and the 3rd prize in the Photographic Competition.

## ERGONOMICS ?

Our office staff may be interested in these rules which were laid down for clerks in a Boston office in 1872:

1. Office employees each day will fill lamps, clean chimneys, and trim wicks. Wash windows once a week.
2. Each clerk will bring in a bucket of water and a scuttle of coal for the day's business.
3. Make your pens carefully. You may whittle nibs to your own taste.
4. Men employees will be given an evening a week off for courting purposes, or two evenings if they go regularly to church.

5. After 13 hours of labour in the office, the employee should spend the remaining time reading the Bible and other good books.
6. Every employee should lay aside from each pay day a goodly sum of his earnings for his benefit during his declining years so that he will not become a burden on society.
7. Any employee who smokes Spanish cigars, uses liquor in any form, frequents pool and public halls, or gets shaved in a barber shop, will give good reason to suspect his worth, intentions, integrity, and honesty.
8. The employee who performs his labour faithfully and without fault for five years, will be given an increase of five cents per day in his pay, providing profits from business permit it.

*Photograph taken at the signing of the Irish Shipping Bunker Fuel Contract for the supply of Esso Fuel to the entire fleet. Left to right: Mr. F. E. Morton, Sales Manager, Esso Petroleum Company (Ireland) Ltd.; Mr. B. W. Lynch, Projects Manager, Irish Shipping Ltd.; Mr. J. H. Donovan, Managing Director, Esso Petroleum Company (Ireland) Ltd.; Mr. C. J. G. O'Brien, Manager, Bunker Sales, Brit-Mex Petroleum Co. Ltd.; Mr. Dermot O'Neill, Chartering Department Manager, Irish Shipping Ltd.; Mr. L. S. Furlong, General Manager, Irish Shipping Ltd.; Mr. R. J. O'Halloran, Asst. General Manager, Irish Shipping Ltd.*



### SHIPPING LAW

The Comité Maritime International is a body of legal experts drawn from 28 maritime countries who meet from time to time to discuss Shipping Law and endeavour to achieve uniformity in the drafting of legislation. Ireland is represented on this Body by Irish Shipping's Claims Manager, Mr. J. Niall McGovern, Barrister at Law.

The detailed work of the International Body is carried out by a committee known as the Bureau Permanent which held its latest meeting at Antwerp in January last. It was announced at this meeting that Mr. McGovern had been appointed a member of the Bureau Permanent.

Mr. McGovern will attend a meeting of the Comité Maritime International in New York next September.

### CAPTAIN RAFTERY BEREAVED

A short time ago we published a photograph of Captain Colman Raftery and his two little girls. It is all the more poignant, therefore, to have to report the death of the eldest child, Fiona, aged 5, which occurred on the 14th March after a very brief illness. We join every person in the Company in expressing sympathy to Capt. and Mrs. Raftery on their tragic loss.

We express our sincerest sympathy to Mr. John Burke of the IRISH SPRUCE on the death of his brother, which occurred in March.

Our deepest sympathy to Miss Maura Murphy, Cork Office, on the death of her mother which took place in December last.

## New Director



*The Minister for Finance has appointed Mr. Gerard Jones a Director of Irish Shipping Ltd. Mr. Jones is a native of Bandon and is also a Director of Celtic Coasters Ltd., H. A. O'Neil Ltd., John Jones Ltd., and Irish Sprinkler & Fire Protection Ltd.*



*A recent visitor to Head Office was Mr. Andre Van Doosselaere, Manager, P. Van Doosselaere & Co., our Agents at Antwerp.*

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## PERSONNEL ON LEAVE

**Masters:** Captains B. Reilly, R. M. Woolfenden, J. Devine, M. O'Dwyer, C. Raftery, I. Shiel, E. C. G. Horne.

**Chief Officers:** Messrs. J. Small, P. Kelly, M. Doyle, T. Scollay, C. Mahon, C. J. Brazier.

**2nd Officers:** Messrs. C. Lavery, F. B. Kelly, K. McKenzie, G. Burgum, M. Henshaw, M. Kelly, J. O'Leary. Study Leave—D. Warner.

**3rd Officers:** Messrs. J. Gorman, A. Dalton, C. McCarthy, J. Byrne, T. Joyce, G. Kyne, C. Kelly, D. Murphy.

**Apprentices:** Messrs. J. White, E. Brady, M. O'Shea, T. Tallon, P. Kelly, D. Leonard, A. Kehoe, P. Malone, H. Byrne, S. McLoughlin, W. Kirwin, N. Hearne, N. Foley, P. Gordon, J. Goulding, D. O'Doherty. Sick Leave—G. Gillen.

**Chief Engineers:** Messrs. W. Irvine, J. F. Troy, E. Ivimey, J. Morgan, P. Walker.

**2nd Engineers:** Messrs. T. Carroll, G. O. Hughes, G. O'Brien, W. Brickley, J. J. King, J. J. Sullivan, T. O'Leary, H. Dowdall, P. Walsh, N. Whitfield.

**3rd Engineers:** Messrs. M. Cassidy, W. Cleary, G. Elder, G. McDonnell, F. Geoghegan, F. Kirwan, D. O'Connell, J. Little, E. Doyle, T. Wren.

**4th Engineers:** Messrs. J. Onions, M. Kennedy, F. Murphy, S. Langan, P. Spillane, D. Hoey, J. Waters, M. Curley.

**Junior Engineers:** Messrs. D. Dunne, B. Larkin, T. O'Sullivan, W. O'Toole, P. Quinn, N. Croasdell, M. Kavanagh, T. Breen, J. Doyle, J. Bradshaw.

**Engineer Apprentices:** Messrs. P. Carroll, P. Bardon.

**Electricians:** J. Voss, J. O'Connor, S. Smith.

**Chief Stewards:** J. Clinton, P. Farrell, H. Bond, T. O'Connell, B. Dorgan, W. Gouldson.



## SAILING-SHIP CAPTAINS WILL MEET

Seven hundred and fifty "Cape Horners" are expected to meet in the Baltic Sea harbour of Lubeck in May this year. 400 will come from West Germany, the rest from Scandinavian countries, the Netherlands, Great Britain, Belgium, France and Chile. Lubeck, the old Hanseatic city, is organising the Second Annual Convention of the "International Bond of Friendship of Former High Sea Sailing Vessel Captains". The first convention took place two years ago in Bremen.

This friendship bond originated in St. Malo, France, where a small group of French Cape Horn captains formed a club some years ago. This "spirit of St. Malo" spread to many countries with sailing traditions.

Even today, sailing around Cape Horn is still considered a very difficult route. Scientific findings have proved that the waves have proven an average height of 36 ft. during the year and that during the frequent hurricanes that hit Cape Horn, often reach 48 ft. It is therefore not surprising that sailing around Cape Horn formerly belonged to the High School of Sailing.



*Pupils of Clonsilla National School who paid a visit to the "Irish Plane" when the vessel was at Dublin in January last.*



*This picture was taken by Mr. John Harford of the "Irish Ash". It shows Mr. Mick Daly (left) and Mr. Paddy Proctor on duty in the engine room.*



*Mr. Derry O'Neill making a presentation of a Dinner Service to Mr. Maurice de Mangeat prior to his wedding which took place in February.*



## HARKEN

Some time when you're feeling important,  
Some time when your ego's in bloom,  
Some time when you take it for granted  
You're the best qualified man in the room;  
Some time when you feel that your going  
Would leave an unfillable hole,  
Just follow this simple instruction,  
And see how it humbles your soul.  
Take a bucket and fill it with water,  
Put your hands in it up to your wrists;  
Pull them out—and the hole that remains  
Is a measure of how you'll be missed.  
You may splash all you please when you enter;  
You may stir up the water galore;  
But stop, and you'll find in a minute  
That it looks just the same as before.  
The moral of this is quite simple:  
Do just the best that you can,  
Be proud of yourself, but remember—  
There is no Indispensable Man !

## Greetings

For **Eric Hensey**, IRISH BLACKTHORN: "Greetings and all the best on your 17th birthday, March 31st, from your Mam, Dad and sisters. Better late than never! We all miss you.

Mrs. Ruth Pullen of Ringsend, Dublin, sends best wishes for a happy birthday to her son **Georgie**, IRISH SYCAMORE, who celebrated his 18th birthday on March 31st.

"Congratulations to **Peter Bernard Scott**, IRISH SPRUCE, who will be 21 years old on May 13th from Mum and Dad, Denise, Jim, Jack, Desmond, Ita, Alan, Brendan, Jonathan, Raymond, Alison and Mary".

For **Jim Kennedy**, Deck Officer Apprentice, IRISH POPLAR, "Greetings and best wishes for your birthday, March 26th, Dad, Mam, Sheila and Tony.

To **Gerard Faulkner**, Junior Engineer, IRISH ASH: "Love and best wishes for your birthday, March 14th, from Mam, Dad, Mary, Kevin and family. Hoping to see you soon again. God bless you".

Attention **Paddy Beggs**, IRISH ROWAN: "Love and best wishes for a very happy birthday on the 16th March from Mammy, Daddy and all the family and a special greeting from Gerry and Tubby".

Easter greetings to **Kevin Geoghegan** and his colleagues on board the IRISH PLANE from his mother father and family.

Easter greetings from his mother and father to **Noel Fynes** on the IRISH SPRUCE and also to **Robert Carrick** on the IRISH CEDAR from Maisie and Kevin Fynes, and from all at South Shore, Rush.

### Congratulations and Best Wishes to:

**Mr. G. McDonnell**, 3rd Engineer, and **Mrs. McDonnell**, who were married on the 24th February.

**Mr. Reginald Clothier**, Electrician, IRISH CEDAR, who announced his engagement on the 28th March.

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To **Mr. John Burke**, IRISH SPRUCE, we extend our deepest sympathy on the death of his brother.

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### WANT PEN-PALS

**Sean Ryan**, aged eleven, of Ladyswell Street, Cashel, Co. Tipperary, and **Diarmuid Delaney**, aged eleven, of Mount Tabor, Ladyswell, Cashel, Co. Tipperary, have written to us seeking pen-pals on board our vessels. We promised to print their requests in SIGNAL and we hope that a number of our men at sea will correspond with the boys.



*Mr. Micheal MacLiammoir photographed with Captain M. Langran and Officers of the "Irish Maple" during the vessel's visit to Melbourne last year.*



*When the "Irish Maple" arrived at Muroan in July last the Festival of the Harbour was in progress. Our picture shows the Mayor of Muroan and his Secretary making a presentation of flowers to Captain M. Langran.*



*Mr. N. J. Healy, Superintendent Engineer, is President of the Dublin Amateur Camera Club. Our picture shows him making the presentation of the trophy for the 1965 "Colorama" Competition to the winner Mr. John Keating. Also in the picture is the donor Mr. P. Slattery.*

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Congratulations to Chief Steward N. Curran and his wife on the birth of their eleventh child, 14th March, 1965.



Mr. Peter Otter, Chief Engineer, and Miss Pam O'Hara, married in Cork in early March.



Mr. J. S. Mitchell, Chief Officer, and Miss Ruth Williams, married in Dublin on March 6th.



ABOVE—Mr. Frank Troy, Chief Engineer, and his bride Miss Joan Dempsey, Killarney, married in March, photographed in the grounds of the Lake Hotel.

BELOW LEFT—Miss Breda Kearns and Mr. Edward Byrne married in Dublin in February last. We are printing this photograph for the groom's cousins, Mr. Thomas Fay of the "Irish Rowan", Mr. B. Fay of the "Irish Holly"; also for Mr. A. Mooney, "Irish Hawthorn", and Mr. M. O'Rourke of the "Irish Rose".

#### CONGRATULATIONS TO . . .

##### Deck:

J. A. Byrne—obtained Mate's Ticket.

T. O'Brien—obtained 3rd Mate's Ticket.

##### Engineers:

Chief Engineer E. Ivimey obtained First Class Motor endorsement, at Belfast, 24th February, 1965.

2nd Engineer M. Kavanagh obtained First Class Steam Certificate at Dublin, 18th March, 1965.

2nd Engineer W. Brickley obtained First Class Motor Certificate at Dublin, 18th March, 1965.

2nd Engineer G. O'Brien obtained First Class Motor Certificate at Dublin, 18th March, 1965.



ABOVE—Our First Year Marine Engineering class at the Crawford Municipal Technical Institute, Cork.



TOP RIGHT—The football team of the combined Marine Engineering classes at the Crawford Municipal Technical Institute, Cork.

CENTRE RIGHT—Three of the Nigerian students at the Crawford Municipal Technical Institute about to board the bus for a tour of the Verolme Cork Dockyard.

LOWER RIGHT—Mr. T. Loughran, Chief Engineer, "Irish Alder", explains a technical point to the Marine Engineering students who toured the engine room when the vessel was at Cork in December last.



## PROMOTIONS

### Deck:

J. A. Byrne—3rd to 2nd Mate. Appointed to IRISH POPLAR.

T. O'Brien—Apprentice to 3rd Mate. Appointed to IRISH POPLAR.

### Engineers:

JUNIORS TO FOURTHS—J. Gaul, S. McGarry, D. O'Leary, W. Hynes, M. Murphy, W. Fleming.

FOURTHS TO THIRDS—J. Corrigan, L. Maher, J. Long, M. Kennedy.

THIRDS TO ACTING SECONDS—M. Dillon, J. McNelis.

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## "CEDAR" AGROUND

The IRISH CEDAR grounded lightly on the Haisborough sands off the Norfolk coast on March 23rd. The weather at the time was foggy and a strong sea was running. The Master was able to refloat the ship without assistance at high tide and she proceeded to Hull with her Australian grain cargo. No damage was reported.



A recent visitor to our office was Mr. Frederick McCaffrey, President and Managing Director, Shipping Ltd., Montreal.

### APPEAL VERDICT

Captain Horne and the Officers serving on the IRISH ELM in November, 1955, when she was damaged by defective fender piling at Alexandra Wharf, Dublin, will be interested to learn that our Appeal in this case was allowed by the unanimous decision of the Judges of the Supreme Court who, in the course of their judgments, completely rejected the submission on behalf of the Dublin Port and Docks Board that the damage had been caused by the failure of the ship's Officers to attend properly to the moorings of the vessel.

Captain Horne and his Officers were completely exonerated by the Supreme Court. Although the damages amounted to only £960 we felt that it was well worth risking costs which will amount to several thousand pounds to bring about this result.

## Fleet Movements

### NORTH ATLANTIC:

IRISH PINE is expected at Montreal about the 23rd April and Toronto 25th April to load grain and general cargo for Belfast and Dublin.

IRISH ALDER arrives New York from Cork about 21st April. She will load grain, tobacco and general cargo for the U.K.

IRISH OAK after completion at Dublin about the 17th April, sails for the Lakehead, where she is due 3rd May, thence Montreal, arriving 13th May. Loads grain and general cargo for Irish and U.K. ports.

IRISH MAPLE due Dublin from the U.S. 21st April with a cargo of grain, tobacco and general cargo.

IRISH WILLOW arrives Montreal and Dalhousie on 14th April and 18th April, respectively. She loads newsprint and general cargo for Dublin and Cork.

### TIME CHARTER:

IRISH SYCAMORE is carrying a cargo of grain from Pascagoula, Gulf of Mexico to Japan via the Panama Canal. She is due at her discharge port about the 5th May.

IRISH PLANE sails in ballast from Kobe about the 11th April for a North Pacific port where she will load grain for Japan.

IRISH ROWAN is due at a U.S. port from the Philippines about the 9th April with a full cargo of sugar.

IRISH ROSE loaded phosphates at Casablanca for New Ross, where she is due about the 11th April.

IRISH CEDAR goes on time charter to the Maple Shipping Co. Ltd., London, about the middle of April for four months.

IRISH BLACKTHORN after discharge at Immingham, England, proceeds to the Mediterranean to load for the U.K. or a Continental port

IRISH HOLLY trading between Irish and U.K. ports.

IRISH LARCH is discharging a general cargo from Glasgow at Brisbane, Australia. On completion of discharge, the vessel loads sugar in Queensland for the U.K. or Continent.

IRISH ASH loading and discharging general cargos at Indian and Pakistani ports.

IRISH SPRUCE sails from Malaya on April 8th to load general cargo at South African ports.

### VESSELS IN DRYDOCK

IRISH POPLAR at Verolme Cork Dockyard, Rushbrooke, Co. Cork.

IRISH FIR at Liffey Dockyard, Dublin.

# PERSONNEL OF THE FLEET

(Deck Officers and Engineers in Order of Rank)

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

**"IRISH ASH":** Captain J. Flanagan. Deck Officers: D. P. Byrne, P. A. Murphy, E. J. Doyle. Engineers: W. Howie (Chief), J. McNelis, S. O'Geran, S. Mahon, B. McKevitt, G. Faulkner, J. Masterson, B. McBride. Chief Steward: C. O'Donovan. Apprentices: F. Healy, J. O'Mahoney. R.O.: P. J. O'Shea. Deck Dept.: D. O'Neill, N. Murphy, J. Farrell, J. Willis, M. Allen, P. Barrett, M. Tobin, W. Kavanagh, J. Kelly, T. Nalty, S. Smith. Engine Dept.: J. Harford, P. Proctor, M. Daly, P. Freeman. Catering: R. Carr, N. Masterson, H. Geraghty, J. Caffrey, J. Buckley, R. Whelan.

**"IRISH HAWTHORN":** Captain G. P. Blaney. Deck Officers: R. Needham, P. Donoghue, R. Gordon. Engineers: K. Roche (Chief), J. A. Lyons, E. Hughes, A. Hall, D. Harrington, J. Kelly, J. Fahey, J. Power, A. Richards. Chief Steward: V. Mayland. Apprentices: M. Byrne. R.O.: D. Renowden. Deck Dept.: T. Rowan, D. McCarthy, A. McCarthy, A. Kehoe, T. Moran, G. Farrell, P. Moretti, D. Ponce, T. McCarthy, T. Fennin. Engine Dept.: E. Cabello, R. Cromwell, W. Haddock, B. Cullen, W. Coote. Catering: P. Walsh, E. Russell, E. Maguire, A. Mooney, T. Salas, B. Core.

**"IRISH PLANE":** Captain F. W. Kirk. Deck Officers: M. Willoughby, J. Gorman, K. Geoghegan. Engineers: J. Ennis (Chief), E. Byrne, J. Nangle, P. White, A. O'Mahoney, J. Hennessy, J. A. Prior, P. Lalor. Chief Steward: J. Bennett. Apprentice: D. Brunicardi. R.O.: E. F. Sullivan. Deck Dept.: J. Nangle, J. Bermingham, D. Scanlan, P. Wilde, M. Kavanagh, T. Rickard, M. Whelan, G. Duffy, A. Hudson, C. Cronin, L. Hitchcock, M. Byrne, R. Gilligan, J. Robinson. Engine Dept.: T. Doyle, N. Moynihan, J. Gaffney, J. Kenny. Catering Dept.: J. Mason, T. Savage, J. Reddy, E. Martin, C. Gallagher, B. O'Reilly.

**"IRISH SPRUCE":** Captain A. R. Evans. Deck Officers: M. O'Connell, F. Raftery, P. B. Scott. Engineers: G. Cunningham (Chief), D. C. Burke, K. O'Mahoney, G. Dorgan, H. Conboyne, B. Harrington, T. Coughlan. Chief Steward: T. Forde. Apprentices: M. Brophy, M. Larkin, D. Collins. R.O.: D. D. Rocca. Deck Dept.: J. Tallon, M. Lynch, D. Rankin, P. Redmond, J. Fleming, F. Chandler, W. Scanlon, P. Stone, N. Fynes, J. McCroarty, D. Ahern, P. Power, W. Flynn. Engine Dept.: R. Proctor, J. Doyle, N. Tobin, J. Burke, M. Flynn. Catering: J. Sexton, D. Barry, D. Rooney, B. Rogan, R. Cierans, A. Britton.

**"IRISH HOLLY":** Captain R. Greene. Deck Officers: F. Leigh, M. Blaney, G. Anderson. Engineers: T. Barry (Chief), A. O'Mahoney, P. Shortall. R.O.: J. Savage. Deck Dept.: P. Hearne, E. Jameson, J. Carroll, R. Leonard, E. Roche, J. Murphy, D. Collins, S. McCarthy. Engine Dept.: C. Cavanagh, E. Hinney, M. Smyth, W. McCarthy, J. O'Brien. Catering: B. Fay, M. Enright, T. O'Callaghan.

**"IRISH BLACKTHORN":** Captain J. Onions. Deck Officers: D. Toohy, J. Coady, P. J. O'Byrne. Engineers: P. Otter (Chief), M. O'Connell, M. Downes, W. Maher, S. McGarry, D. Kellegher, D. Aldridge, K. Draisey, J. O'Connor. Chief Steward: H. Bone. Apprentices: F. Kirk, R. Livingstone. Deck Dept.: H. O'Farrell, R. Byrne, C. Austin, E. McGrane, A. Loughlin, J. Ryder, T. McMahon, P. Craine, M. O'Rourke, R. Launder, T. Hand, E. Hensey. Engine Dept.: E. Mahon, R. Tyrrell, R. Dillon, P. Duffy, T. Darcy, L. Lawlor, C. Donovan. Catering: T. Fitzpatrick, J. Chaney, V. Joyce, J. Brady, J. Fagan, S. Sattelle, J. Bollard.

**"IRISH MAPLE":** Captain M. Langran. Deck Officers: J. Devaney, P. Corcoran, P. Kehoe. Engineers: H. J. Mooney (Chief), T. O'Driscoll, S. Cox, D. O'Keeffe, T. Molloy, B. O'Connor, D. Rogers, E. Griffin, P. Coffey. Chief Steward: J. Clinton. Apprentices: D. Buckley, B. O'Flynn, D. Kavanagh, J. Cox. Deck Dept.: M. Masterson, L. O'Toole, J. Redmond, J. Burke, P. Sharkey, P. O'Neill, J. Lambert, N. Daly, M. Kiernan, J. Fox, R. Byrne, J. Latimour, B. Mulready. Engine Dept.: R. Lumsden, N. Loughrey, N. Tobin. Catering: R. O'Reilly, J. Greene, E. Cullen, J. McClean, J. Smyth, J. Kiernan.

**"IRISH ROSE":** Captain J. Walsh. Deck Officers: M. Devine, P. Lannin, P. Kearney. Engineers: J. Reed (Chief), A. Hughes, H. Shannon, R. Broderick. R.O.: G. Breen. Chief Steward: W. King. Deck Dept.: P. Byrne, J. Cierans, J. Twomey, M. Hurley, C. O'Driscoll, A. Walker, P. Brazil. Engine Dept.: M. Cogan, J. O'Sullivan. Catering: M. O'Rourke, A. Manley, M. Walsh, D. Hynes.

**"IRISH OAK":** Captain J. Poole. Deck Officers: E. Greevy, J. Rickard, D. Curtis. Engineers: A. Metcalf (Chief), J. Scott, A. Bolger, D. O'Leary, W. Carroll, J. Greene. Eng. Cadets: E. Currihan, D. Buckley, M. Kennedy, M. O'Callaghan. Chief Steward: J. Moynihan. Apprentices: F. Perrott, T. Teevan, J. J. Goulding. Deck Dept.: W. McCann, T. Kelly, M. Russell, M. McCarthy, S. O'Grady, P. Sinnott, J. Kelly, F. Chandler, J. Fitzgerald, J. McGrath, J. Maguire. Engine Dept.: J. Fagan, W. Martin, M. McCabe, J. Redmond. Catering: L. Robinson, S. Murphy, W. Murphy, J. Duff, J. McGowan.

**"IRISH SYCAMORE":** Captain P. O'Shea. Deck Officers: M. McMahon, P. Buckley, J. P. O'Leary. Engineers: R. Murray (Chief), J. Stuart, J. Long, J. Gaul, F. O'Brien, J. Murphy, K. Edwards, W. O'Lahan. Chief Steward: B. Dorgan. Apprentices: A. Minihan, D. Kirk, A. E. Essien. Deck Dept.: A. O'Reilly, M. Murphy, W. Gaule, J. O'Donovan, M. Walsh, T. Grannell, T. Ring, J. Ahern, J. Pullen, N. Roddis, J. Creenan. Engine Dept.: A. Stout, P. Cowhey, T. Kinsella, A. Rackley. Catering: C. England, W. Haddock, M. Loyce, D. Morgan, T. Joyce, R. Waters.

**"IRISH LARCH":** Captain J. Lee. Deck Officers: J. Kelly, C. Morrissey, G. Kyne. Engineers: G. Rowe (Chief), M. Dillon, J. Corrigan, N. Kinsella, P. P. Byrne, J. Kenny, A. J. Mooney, A. Read. Chief Steward: J. Rogan. Apprentices: E. Coleman, R. Grant, J. J. Neill, B. Daly. Deck Dept.: P. McDonnell, James Cadogan, A. Hulme, J. Madigan, W. Boon, C. Healy, B. Sharkey, G. Leech, D. Borg, J. Thatcher, J. Phelan, I. Beausang. Engine Dept.: P. Tierney, J. Ormond, J. Buckley, P. Coffey. Catering: G. McCann, W. Fanning, S. Hamilton, W. Lyons, A. Collins.

**"IRISH CEDAR":** Captain T. Glanville. Deck Officers: K. Dooley, J. Weston, D. O'Neill. Engineers: P. Walker (Chief), J. King, T. Flynn, W. Fleming, P. McGrane, J. Gilmartin, T. McMahon. Engineer Cadets: M. Duggan, P. Bardon, P. Carroll. Electrician: R. Clothier. Chief Steward: N. Curran. Apprentices: M. Doyle, E. Brady, J. Gallagher, J. Moynihan. R.O.: C. D. McNeill. Deck Dept.: P. Balmaine, J. Meany, D. Murphy, J. McNally, T. Perle, F. Cairns, R. Carrick, T. Fullam, J. McEvoy. Engine Dept.: J. Broderick, F. Murphy. Catering: M. McGowan, P. Murphy, M. O'Meara, E. Devlin, W. Kelly, R. Egan.

**"IRISH WILLOW":** Captain J. A. Gleeson. Deck Officers: J. H. Evans, D. Daly, P. Keane. Engineers: R. Tennant (Chief), J. G. Barron, J. Twomey, W. Hynes. Chief Steward: G. Zachart. R.O.: P. S. Edmonds. Deck Dept.: J. Hall, L. Cullen, J. Murray, P. Hawkins, R. Early, T. Kelly, T. Ward. Engine Dept.: C. Curley, A. Clarke. Catering: J. O'Reilly, G. Molloy, F. Stafford, F. Byrne.



Mr. Mick McGowan and Mr. Nick Murphy on the deck of the "Irish Spruce" in New York Harbour.