

SIGNAL

VOLUME 3
No. 4
AUGUST
1965



GATUN LOCKS
PANAMA CANAL
*From the bridge of
"Irish Plane"*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

TRAGEDY ON SYCAMORE

A deeply distressed Captain Padraig O'Seaghda telephoned the appalling news direct to Head Office from a dockside 'phone at New Orleans at 7 a.m. local time on Friday, July 23rd. Four of his men on the IRISH SYCAMORE had perished in a fire which a few hours earlier had swept through the vessel's accommodation.

Apparently they had been overcome by the fumes.

The victims were:

PATRICK COWHEY (44), a member of the engine room staff, whose wife, Noreen, and four children live at 72 Gardiner's Hill, St. Luke's, Cork;

THOMAS RING (26), Ordinary Seaman, whose mother lives at 68 Sarsfield Terrace, Youghal, Co. Cork;

MICHAEL WALSH (21), Deck Hand, whose mother lives at 29 Claughaun Avenue, Garryowen, Limerick;

WILLIAM GAULE (27), A.B., whose parents live at 34 Kenilworth Court, Curzon Crescent, London, N.W.10.

There were no other casualties. The dead men had signed on with the rest of the crew in March when the vessel left Cork Dockyard on her present voyage.

As we go to press, investigations into the origin of the fire are proceeding but reports suggest that it was confined to the ship's accommodation.

The IRISH SYCAMORE was on a Time Charter voyage operating between Far East ports and the U.S. and was discharging a cargo of steel products and lubricating oil at the Public Commodity Wharf, Napoleon Avenue, New Orleans.

One of the victims of the fire, Mr. Thomas Ring, Photographed on the deck of the "Irish Sycamore" at Sesabo, Japan.



One of the first to spot the fire was Mr. Michael Murphy, A.B., who smelled smoke and then saw it drifting into his room. He immediately roused his shipmates and set off the alarm system. He was joined by Mr. K. Edwards, Junior Engineer, and Mr. D. Kirk, Deck Officer Apprentice, who also had discovered the fire.

Mr. Cowhey had sailed with this Company for a number of years and was previously employed by the Cork Harbour Commissioners.

Michael Walsh commenced his seagoing career with the Limerick Steamship Company and joined Irish Shipping Ltd. about two years ago.

Mr. Ring had also been at sea for a number of years.

Mr. W. Gaule left Youghal about seven years ago but was a frequent visitor to his home town, where his aunt, Mrs. C. Fitzgerald, resides.

The Last Rites were administered by Rev. Father Peter Rogers, who arrived with units of the Fire Department.

Solemn Requiem Mass was offered for the victims at St. Patrick's Church, New Orleans, on July 26th.

Here at home, the news was received with heartfelt sorrow by all sections of the community.



Extreme left is the late Mr. P. Cowhey, with companions Messrs. W. Haddock, A. Rackley and T. Kinsella.



On the right is another victim of the fire, Mr. M. Walsh, pictured on the deck of the "Irish Sycamore" with Mr. T. Ahern.

The Directors, Management and staff ashore join our seagoing staff in tendering sincere sympathy to the relatives of the men who died in the fire and to Captain Padraig O'Seaghda and the men of the IRISH SYCAMORE.

We gratefully acknowledge the many expressions of sympathy which have been received from our own fleet and Agents overseas and also from our friends at home and abroad.



KEEPING THE SHIPS' ACCOUNTS

by T. E. Flynn

To meet the challenges of present day conditions in the shipping industry we are making every effort to avail ourselves of the most modern methods both afloat and ashore in our head office. As part of the overall plan we took the decision about a year ago to install punched card accounting equipment.

OFFICE MECHANIZATION

In considering the possibility of applying punched card methods to our accounting requirements, a two-fold problem was very much in our minds. Firstly, that of relieving the sea-going personnel of some of the tedious accounting routines having to be done aboard, and secondly, the facility to cope with an increased demand in our accounting requirements in the most efficient and economic manner.

To say that we have achieved both objectives is something of an understatement, and a tribute not only to our own staff but also to the willing co-operation we have achieved throughout our changeover period, and since, from the suppliers of the machines.

Our new punched card accounting system has now settled down to a steady efficient routine and it is no longer necessary for the Ship Masters to provide detailed portage bills for the sea-going crew payroll. The Masters are thus relieved of a considerable amount of administrative work particularly as the punched card installation is also being used to analyse the expenses for voyage costings.

BANK ACCOUNTS

As a second stage in this development—reducing by a further one-third the amount of administration afloat—it is planned to produce a monthly payroll in head office and for drafts to be lodged direct to officers' bank accounts.

Allotments—the payment of weekly amounts to sea-going personnel's dependants—was always a tedious clerical routine, but it is now one of the procedures that has been successfully mechanized—with the production of eight cheques per minute. By-products of the same routine—1,000 cheques per week—enable us to effect a monthly bank reconciliation and produce deduction tabulations for the masters.

INFORMATION

The next stage is to provide management with the statistics and cost trends—so necessary in this

Navigation Schools Annual Meeting

At one of the sessions of the Annual General Meeting of the Association of Navigation Schools held at the Royal Marine Hotel, Dun Laoghaire, June 3rd/4th, our Personnel Manager, Captain J. D. McPolin, read a paper entitled *THE HISTORY AND DEVELOPMENT OF THE IRISH MERCANTILE MARINE*. Captain McPolin said that by the end of the 16th century, shipping in Ireland had shrunk to such an extent as to be nearly non-existent. Fishing and smuggling were the only occupations open to a seaman. Many enlisted in the services of foreign powers, particularly Spain.

The early part of the 18th century saw the gradual relaxation of the laws penalising Irish trade and also the lighting of the Irish coast. In 1760 the Hiberian Marine Society was founded to educate the sons of poor or deceased Protestant seamen. The Society is still in existence.

No Fleet

The outbreak of the 1939/45 war found Ireland completely dependent upon ships of other flags for her essential imports. The decision to form an Irish deep-sea mercantile marine was taken and in 1941 Irish Shipping Ltd. was incorporated.

Referring to the establishment of the first Nautical College in Dublin in 1885 by a Captain Quirke, Captain McPolin pointed out that up to 1922 a notable feature of the school's records was the number of seamen from North Wales who came to Dublin to study for their certificates.

In 1925, the College became an officially recognised educational establishment and, in 1953, Irish certificates of competency which were then introduced received full recognition in Britain. The annual attendance at the college was about 50 in the early days and this had risen to nearly 100 now.

competitive business—that will enable them to maintain effective current control as well as anticipate and plan for the future.

But even now, with our mechanization programme still incomplete, Irish Shipping Limited must be one of the few shipping companies who have attempted to mechanize through from source documentation to trial balance.

And the future? Very much a challenge. But we have every confidence in the ability of our punched card installation to meet our changing, and increasing, requirements.

Irish Plane Report

by E. F. SULLIVAN, R.O.

I expect a word or two from the "Irish Plane" would be in keeping with all glowing promises we made to the Editor of SIGNAL when the ship was in Dublin.

Since leaving the "Emerald Isle" early in February we have called at Pascagoula, Miss., Vancouver, Yokohama, Kobe, Nagoya and at present in Pulupandan in the Philippines.

As most of our fleet have, at one time or another, called at these places it seems unnecessary to comment on them. However, our visit to Vancouver deserves mention.

Shortly after our arrival we were contacted by telephone and invited to attend three one-act plays by Irish playwrights, namely, O'Casey, Synge and Yeats. Needless to say the majority of the audience and of course the cast were Irish. We made the acquaintance of quite a few of those people and when they visited the ship expressed surprise at its size and apparent luxury. Incidentally, one of the actors, Mr. McDonald, was an A.B. in this Company at one time and was acquainted with the late Captain Syms.

Also in this port we fielded our first football team and though we were beaten by a team from the British ship "Romanby" we are not disheartened. In fact, judging by the zest with which training has been progressing since, I think I can safely forecast a win on our next outing.

Congratulations to...

Captain and Mrs. Ivan Shiel on the birth of a son.

Mr. and Mrs. Vivian Mayland on the arrival of a daughter.

Radio Officer Brian Fitzsimmons ("Irish Alder") and his wife, Aileen, whose daughter, Helen Mary, was born on the 1st May last.

His friends through the fleet will be interested to know that Mr. Jack Savage, who last sailed as Radio Officer with this Company on the "Irish Holly," is serving on cross-Channel vessels until he retires in September next.



*Watching the Auto-Pilot on the "Irish Plane" — Mr. Kevin Geoghegan, 3rd Officer.
(Photograph by Mr. D. Brunicardi.)*



*Deck Golf on the "Irish Plane." Mr. J. Ennis, Chief Engineer, Mr. P. White, 4th Engineer, Mr. M. Willoughby, Chief Officer, Mr. E. Sullivan, Radio Officer, Mr. K. Geoghegan, 3rd Officer.
(Photograph by Mr. D. Brunicardi.)*

Cork Office new phone No. is 25311. Cork Dock Office No. is 25989.

Dublin Port to Expand

A major development plan for the Port of Dublin, which aims to double the cargo flow capacity of the Port in the next 10 years, was announced recently. The cost of the plan will amount to £4 million. Mr. D. A. Hegarty, General Manager of the Port and Docks Board, who outlined the plan, said that it would for the greater part pay for itself through the economies it would effect.

The Board proposes to create a special zone with berthage and large capacity equipment for certain bulk commodities; to construct new berthage for coastal and Continental trades and at a later stage for the deep sea trade. It is also intended to reclaim thousands of acres on both sides of the river.

NEW POWER STATION

Agreement has been reached with the E.S.B. for the construction of a generating station on the south side of the Liffey, which will be equal in capacity to the present total generating capacity of the country.

NEW ZONE

All coal discharging will be located in the new zone. There will be deep water berths and heavy cranes making it possible to handle large bulk carriers at Dublin.

Fertiliser operations will be carried out at a new pier to be constructed in Alexandra Basin. This will lead to a substantial increase in the trade and to the establishment of Dublin as one of two European centres for the handling of sulphur in liquid form.

GENERAL CARGO

The zoning of coal and fertilisers will mean that many berths will be free for general cargo vessels. At the same time new berths and equipment will be provided on the south side of the river for the Continental and coastal trades. Special attention will be paid to the movement of container and unit loads.

Mr. Hegarty announced that the scheme followed extensive study of port problems, during which much material was collected from maritime sources throughout the world. Visits were made to the more progressive ports in Europe and the U.S.A.

He declared that a considerable increase in cargo flow could be effected with the existing facilities by discouraging the use of transit sheds as stores or market places; giving positive help to port users by an advisory service; adopting new methods of work and work organisation and greater mechanisa-

tion with the increased use of unit loads and containers.

RECLAMATION

An industrial zone is also provided in the plan, following the gradual reclamation of some thousands of acres of land on both sides of the river. The land will be used for transit storage and port industries. Some have already been established on the ground already reclaimed.

COSTS

Referring to finance for the proposed works, Mr. Hegarty said that for a greater part it would come out of the economies they were going to make.

The Board had been rationalising its undertaking—increasing productivity continuously for some years, without hardship to any employee. As a result, costs had been substantially reduced.

There had been four successive reductions in port dues in recent years and these were now lower than at any comparable port in these islands. The Board was still earning substantial profits and these were being ploughed back into the financing of this work.

FUTURE OF SEA TRANSPORT

Mr. Hegarty recalled that recently he attended a conference in London at which port operators from all over the world discussed their plans and problems. Certain conclusions emerged which were of the very greatest importance to Irish ports and to every person working in them, whether employer or employee.

"We are facing a revolution in sea transport possibly not much less important than the change over from sail to steam," he said. *"It lies in the further development of the container or unit load, which is not just a form of packaging, but a revolutionary concept which is going to change substantially the character of sea transport."*

"The first of the new developments is the emergence of the container ship on the Atlantic routes. Containers will be packed in factories in America, or packed at an assembly depot in the U.S. port. They will be loaded into specially built container ships for European ports. These ships are already under construction."

"A container loaded by one single crane movement does the work of 20 normal crane movements, but with much greater security from theft or damage, and this economy of handling is reflected throughout the whole operation."

"A container ship is able to put a vastly greater quantity of cargo through a port installation in any given period."

(Continued on opposite page)



This is a photograph of the Dublin Port and Docks Board model of the proposed development of Dublin Port.

DUBLIN PORT EXPANSION—Continued

FERRY SHIPS

The second revolutionary concept was the freight-carrying ferry ship, now being developed to a considerable extent in Scandinavia. This ship, carrying trailers, containers or other unit loads, achieved a very fast turn-round and could be serviced by very simple port installations. It was of shallow draught and suitable to the smaller ports.

OUTLOOK FOR DUBLIN

Dublin Port, therefore, could no longer rely on its geographical position and its deep water to hold its trade unless it could offer very modern and economical services. But if all concerned realised the seriousness of the challenge and faced up to it, Dublin could become a major ocean terminal.

"I believe," said Mr. Hegarty, "that those who now earn their livelihood from the port can, in the transition stage, be afforded reasonable protection, but only if a sensible working agreement can be agreed and reasonably quickly. It will be too late once the trade is lost. In my view, the ideal development for this country is that the larger ports should develop as ocean terminals with trans-shipment facilities to the smaller ports. The more port operations that we can carry out within our own country the better for the economy."

Fatal Accident

We regret to report the death of Mr. Sylvester Cox, Third Engineer, *Irish Maple*, following an accident on board when the vessel was in drydock at the Verolme Cork Dockyard on July 9th. Mr. Cox, who was single, lived with his parents at 66 Galtymore Road, Drimnagh, Dublin. We join everyone in the Company in extending our sincerest sympathy to his family.

Fire on 'Irish Poplar'

Fire was discovered on board the "Irish Poplar" in the Gulf of Mexico on June 25th while on passage between New Orleans and Moore City. The vessel, which was under the command of Captain Coleman Raftery, was on time charter to the Iranian Shipping Company.

The "Irish Poplar" proceeded to Tampa, Florida, where the fire was brought under control. She is now undergoing extensive repairs at Tampa.

Voyaging on the 'Irish Spruce'

In this very interesting article Mr. Donal Rocca, Radio Officer, describes the movements of the IRISH SPRUCE since leaving Cork in January last and relates the more notable events in the social activities of the ship's personnel. For the people ashore he succeeds in conveying a vivid impression of shipboard life in distant tropical waters.

As I sit here before my portable the "Spruce" is ploughing her way towards Singapore where we hope to arrive in five days time, at a speed of 14 knots. The cabin temperature is near the nineties with the blowers full on and the way that sun is rising it seems like it's going to get even hotter. If I look out the port I can see a cloudless sky mantling the ever present sea, with its long heavy swell that's been rolling us about since we left Buenos Aires on June 6th. If I look closer I can see the frail little flying fish scurrying in fear from the huge mass that is our ship. They fly over what appear to be diamond clad waves.

Of course all this is a far cry from that night some six months ago when I stepped off a train in Rushbrooke on my way to join the "Spruce". The pride of the North Atlantic when I first saw her was sitting in nothing but fresh air at Verolme's Dockyard. Rain was falling in walls of water and I had to stop intermittently to relieve my arms from the strain of two heavy cases. My companion Gerry (4th Eng.) had to do likewise. Once aboard we quickly dried and the Chief Officer Mr. O'Connell (or Mick to friends) warmed our innards with a few shorts and everything was hunky dory.

DOWN THE SOUTH ATLANTIC

On a healthily cold and cloudy morning three days later the voyage to South America and the For East began. No sooner had we dropped the pilot than the rough weather which had been awaiting our exit began and the "Spruce" on a course strange to her started to roll heavily. We had our fair share of first trippers (now veterans) but the job of running a ship had begun and all thoughts of seasickness had to be left in abeyance. After a few days' steaming south the weather abated and with the arrival of blue skies it didn't seem long till



The author of this article, Mr. Donald Rocca.

we were abeam of Recife, Salvador and finally Vitoria Brazil where we arrived on January 28th. Our first view of the bay showed a dozen or more ships on the hook there, and as we passed them for immediate entry, each in their native tongue no doubt groaned: "Trust Paddy the Irishman to get priority."

When we arrived back in Vitoria some four months later I'm nearly sure some of those self same ships were still anchored there. Anyway there was only time ashore for a few beers before we were letting go our moorings again and laden with a cargo of iron ore set sail for that city of the famous table, otherwise referred to as Cape Town.

We sailed into Table Bay on February 7th close on the heels of the "Reina del Mar" and the table was decked out in her best cloth of pure white (cloud) specially for our arrival. Well, again it was a quick turn around and with fresh bunkers and

(Continued on opposite page)



"Irish Maple"—Mr. P. Tyrrell, 3rd Officer, with Messrs. Foster and Gorman of the Tavistock Institute of Human relations photographed on board the "Irish Maple" during their recent voyage across the Atlantic.

IRISH SPRUCE—Continued

a cargo for Singapore we sailed for that place on the morning after our arrival in Capetown.

Things were looking up, what with a month on articles behind us, good food under our belts, topped with plenty of fresh air and more sunshine than we could use, life to us was Heaven itself. That is until we rounded the southern Madagascar area where we rendezvoused with two dear little lassies called "Kathleen" and "Maureen" respectively. They spared no mercy and the "Spruce" fairly danced her way across the Indian Ocean, no doubt revelling in every movement, but for us it was an unhappy period. Still there's no way of knowing good times without first experiencing bad times, and as long as our soup stayed on our plates instead of our laps we kept on smiling.

Our navigator Frank, or Mr. Raftery (Frank to buddies) set a course for Southern Sumatra which took us into the Java sea and Singapore, where we berthed on the 28th day of February. (We

weren't molested by any pirates, which as Mick would say was a good thing for them.) We had a two day stop in Singapore and Connell House (M.N. Club) soon became our favourite haunt. What with its spacious lounges, cinema, air conditioned bar and blue swimming pool what more could Jack ashore hope for. Anyway all good things must come to an end and it was not long after leaving Singapore that we had the Philippines on our starboard side—destination Japanese ports.

Places like Chiba, Yawata and Osaka were soon familiar to our lips and worthy of mention is a cruise we had down the fairyland like Inland Sea.

St. Patrick's Day found us in Yokohama which on the Company's instructions was treated in the same fashion as is Christmas Day. That night all who could made a mass exodus ashore and the occasion was celebrated in the usual manner. The folks at home were not forgotten during our Japanese stay.

The land of Nippon sunk astern of us 19 days after our arrival there and the last day of the financial year saw us back in Malaysia, where we loaded timber for Lourenco Marques and South African ports. On the voyage south a blue pool was set up for our pleasure and this made the hot muggy days a lot more bearable.

MUSICAL EVENING

After a two day stop in L.M. we sailed for Durban where we arrived May 1st. Our stay was brief but memorable. Basil Sheedy (Accountant/Teacher) arranged a reception for all hands (as he does for all Irish ships calling at that port). This was held in the lovely Mayfair Hotel of which Peadar Murphy is the manager. It was at this time the more talented members of our crew began to show their colours and we had everything from Tom Forde (Chief Steward) singing the "Old Fenian Gun" to Tom Coughlan (Electrical/Eng.) giving us the "Donegal Airs" on his accordian. Gerry gave us "Finegans Wake" and it was Noel Fynes (o.s. from Skerries) who started the ball rolling in the first place.

EXPEDITION IN BRAZIL

We sailed for Cape Town the next day and from there to South America on May 8th. On the voyage across Captain Evans who is something of an authority on this section of the Southern Hemisphere, having traded there for many years, was picked clean on as much information on same as time allowed. This resulted in our knowing just where and what to eat etc. in the land of the

(Continued on page 10)

'Irish Alder' Voyage Newsletter

By B. FITZSIMONS, Radio Officer

For the months of June and July, the "Irish Alder" was engaged on a liner voyage, commencing at Cammel Laird's Drydock, Birkenhead, and taking in Dublin, New York, Philadelphia, Norfolk and back to Irish ports.

On the westbound voyage we had on board 5,000 cases Guinness, 7 bulls, 6 cows, 2 calves, 4 ponies from Connemara, 2 show hunters. The total value of our livestock cargo was £120,000. This included £43,000 for "Bert," a massive black bull, judged the supreme champion of the Perth Aberdeen-Angus Show. The livestock was cared for on the trip across by T. Pearl, A/B, and V. Shoolbridge, a globe-trotting Australian "jackeroo" (trained farm manager).

In the U.S. we loaded for discharge in Ireland earthmoving equipment, 27 ft. cabin cruiser, 7,000 tons soyameal, 800 tons yellow corn, pharmaceutical supplies.

Social Events.—Congratulations from the whole ship's company to our 3rd Engineer, Mr. B. Geary, of Ballyphehane, Cork, who was married to Miss Mary O'Brien, also of Ballyphehane, at the Church of the Assumption, Cork, on July 17th. The best-man was Mr. Noel Edwards of Dublin. The reception was held at the Metropole Hotel, Cork.

First Trippers.—We welcome on board for their first voyage: Messrs. M. J. (Mossie) Foran, 2nd Radio Officer, Valentia Island, Kerry; B. Daly, Electrician, Dun Laoghaire; J. E. (Sam) Maher, Junior Engineer, Drimnagh, Dublin, and D. Keogh, pantry boy, Dun Laoghaire.

Sailing home with us for repatriation was Mr. Brendan Core, of Crumlin, Dublin. He had joined the ship at Norfolk after being flown from Jacksonville, Florida, following hospitalisation arising from a foot injury received on the "Irish Hawthorn."



Messrs. Foster and Gorman aboard the "Maple."

IRISH SPRUCE—Continued

ex-Portuguese and Spanish colonies namely Brazil and Argentina.

I'd just like to make comment on one incident covering our S.A. stay and this as I have good reason to remember occurred on Ascension Thursday. It all began when Peter Scott (our Third Officer) announced that the time had come to get fit, and asked me to accompany him on a hill climbing expedition, of which Vitoria abounds. I readily but stupidly agreed and donning suitable attire I bravely followed in Peter's footsteps. The time was 1 o'clock sharp and an hour later we were atop Vitoria's highest point. In the process of reaching the pinnacle of our endeavours we almost succumbed to the wrath of that mountain's guardian—wild goats, not to mention the dense jungle-like foliage. Scott was still quite cheerful, but nagging doubts as to the wisdom of the expedition began to creep over me. However, the tranquilising effect of the beautiful scenery was sufficient to boost my dwindling enthusiasm and ten minutes later we carried on regardless. I am by no means short but I was no match for my companion's five foot strides and when three hours later, having covered some 10/15 miles of hot dusty terrain, the Navigator politely informed me he was under the impression we were lost.

I was approaching the exhaustion stage. Up to that point we had been endeavouring to find the beach. Throwing caution to the wind we proceeded to the nearest tavern for some liquid refreshment over which we planned our next strategy—a fatal mistake as we were later to recount. First we mistakenly walked into the local prison compound much to the amusement of the warders and inmates, who asked us to stay for tea. We politely refused this kind offer and retreated from the place with the utmost haste, only to find ourselves caught up in a swamp. Signs depicting skulls and crossbones confirmed our observations.

By this stage I was so weak from hunger, thirst, excessive walking and just plain honest to God excessive perspiring, that the still smiling Peter was more or less carrying me piggy back. At 8 p.m. I vaguely remember staggering up the gangway to words of encouragement from my companion. Our Second Steward John Sexton had thoughtfully kept our teas warm and we made short order of same. From that day to this if Scott can find me between the hours of 8 a.m. and 6 p.m. (in port) he possesses hidden talents.

Well that sun is just about overhead now and even the flying fish have got too warm to be afraid so its time I had my long promised cool beer under the shade of the awnings.

Back Aboard 'Irish Holly'

—CAPTAIN I. H. TYRRELL

I was pleased indeed at the end of April to take over from Captain R. H. Greene command of the s.s. "Irish Holly". The "Irish Holly" had been a first for me in several ways, being the ship to which I was first appointed as Chief Officer, and also my first command.

It was good to see my old ship again after nine years, and needless to say it brought back many happy memories.

It was hard to credit that eleven years had passed since the Holly's maiden voyage. The ship then was skippered by Captain Donovan (who incidentally at the time was the only tanker man) and great credit was due to him to start the ship off as a well run, well fed, happy ship, so that she soon began to run like clockwork on a strict routine basis. This is the way she still was running nine years later.

NEW TO TANKERS

As already mentioned apart from Captain Donovan the rest of us were all newcomers to the tanker business and we found it rather strange at first, and it took a bit of getting used to. However, I think I am safe in saying that after a short time everyone liked serving on the "Holly" and when transferred elsewhere later we were all extremely sorry to go.

In the summer of 1955 Captain Donovan and three of his officers got married; this gave rise to the comment, "What's in this petroleum spirit that's got into all of you fellows?"

The present run is still much the same as when she first came into service but since then the ship is a regular caller at Whitegate and Limerick, the former being new to myself. I found it very pleasant to visit again the ports of Stanlow, Swansea, Belfast, Preston, Liverpool, and meet the port officials, lock masters, boatmen, agents and Shell supervisors, and to chat with them. From most of them we have the catechism, "Where's Captains Donovan, Onions, Gillespie, Blaney, Greene?" . . . and one and all the enquirers were genuinely interested in the whereabouts of my colleagues.

Masters come and Masters go but there after eleven years still serving in the same ship I found Mr. Michael Maher, A.B., looking just the same as he did when he first got from this ship his P.C.5.



Mr. Stanley Smith, Electrical Engineer.

T.V.

The television viewing on board is very popular in both of the two recreation rooms, and really does enable us to keep abreast of events at home and abroad. However, one snag is that the crew's T.V. set can only take in T.E. from the Dublin station but not the relay stations serving Limerick and Whitegate. Perhaps the Stores Dept. could arrange for a "trade in" for a set which has coverage on both line systems.

Another aspect of "Holly" life is being anchored off ports awaiting tides. This gives rise to sea fishing but as far as that is concerned a lot of luck is wanted. The recent drydocking showed up evidence of fishing interest by the amount of fouled lines and hooks recovered!!

Nevertheless, despite the lighter side of life on the "Holly", life on board can be very exacting and hard at times, with long hours on duty, and in the winter the Western Ocean outside of Loop Head is always ready to show its teeth when then the "Holly" can really ship the heavy seas overall.

Best wishes from the "Holly" to those ashore and afloat.

Four Days at Greystones

The Management Conference for seagoing and shore executives, held at the Woodlands Hotel, Greystones, Co. Wicklow, from June 15th to June 19th, was more comprehensive than the previous courses. It ran for four days instead of the

By 'SURVIVOR'

customary three and the attendance included Mr. Alan Bucknall, Personnel and Administrative Consultant; Dr. H. J. van Beinum, Tavistock Institute of Human Relations, and Mr. J. S. Murray, Director, J. & J. Denholm Ltd., Glasgow.

Mr. Bucknall explained the nature of the work being carried out by his organisation on board the

ships at sea and in the office ashore. Dr. van Beinum and Mr. Murray were at the course for a limited period as observers.

The decision to extend the course by an extra day was taken to give the members an opportunity of discussing the affairs of our own Company. Apart from Mr. Bucknall's lecture about the consultant's functions, our Accountant, Mr. Tom Flynn, spoke to the members about operating expenses and cost control. With the aid of large colour charts and graphs, he explained where the main operating costs are built up and demonstrated the value of subjecting them to close examination to achieve better working results.

(Continued on opposite page)



At the Greystones Residential Course. Left to right: Captain J. Onions; Mr. P. P. English, Secretary; Captain R. M. Woolfenden; Mr. J. N. McGovern, Claims Manager; Mr. John Mitchell, Chief Officer; Mr. T. E. Flynn, Accountant; Mr. J. Murray, Operations Director, J. and J. Denholm Ltd.; Mr. W. D. Garvey, Chief Officer; Mr. A. Metcalf, Chief Engineer; Dr. H. van Beinum, Tavistock Institute of Human Relations; Captain J. Caird; Mr. J. Walsh, 2nd Engineer; Mr. G. Cronin, Assistant Superintendent; Mr. M. Cobby, Course Director.



The Secretary has told this one many times before.

AN APPRAISAL

By A. T. METCALF, Chief Engineer

"Their minds are like a field of pasture through which the plough of wisdom has not passed." I think I am quoting Sir John Reith in one of his speeches over the B.B.C. about the general public and the medium of the radio. However, in my case, mine was the mind and Mr. Cobby of OTMA was the plough. Mr. Cobby is good, a born teacher, gets over his points well and certainly does not bore (always a point where a younger man is talking to mature men). I found the course full of interest, highly concentrated and a mental stimulus. I suffered from the fact that I had not attended the previous series and did not know very much of what was required and it was to me a bit like jumping on to a wheel which had started spinning and was working up to full revs.

Both Mr. Flynn and Mr. Bucknall were well worth listening to; I think their talks should be heard by all the Senior Officers and Engineers in the fleet, they certainly put one in the picture. I enjoyed Niall McGovern; his little arguments were well done and very witty (wish I could argue

FOUR DAYS AT GREYSTONES—Contd.

On the final evening the Course members and the other guests at the hotel were entertained to a very fine ballad session provided by Sean O'Reilly, of the Accounts Dept., who brought along his very talented singing group. And to ensure that everything was going well on that final Friday evening came visitors Mr. Ernie Nolan, Superintendent, and Mr. Paddy Shanahan, Services Manager.

like that) but that's his job. Maybe I can use a hammer and chisel better than him.

The social side is always good; I enjoyed meeting old friends and making new. With Captains Woolfenden, Caird and Onions there is always something to talk about and argue, though I was a bit handicapped, being the only "Chief" there against their big guns. Of course, Mr. Cronin and Mr. Walsh were always in reserve. As regards the course, its modern trend of thinking—everyone is put in the picture and given an appreciation of each other's work. I wish they had been running and I had been able to attend them years ago.



Shiela Costello and Mary Foley of the Accounts Dept. are safely moored to the protecting arms of Dock Office Edward Romeo Shaw. Photo taken at outing to Avoca.

OFFICE NEWS

By JOHN HIGGINS

Since our last issue there have been several changes in office personnel both at head Office and at Cork. Newcomers to Aston Quay are Margaret White, Maria Tully and John Purcell, while in Cork, Denis Whitehouse, Alan Brooks and Claire Buckley have joined the I.S.L. clerical "brigade." To all six we extend the usual sincere welcome.

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Three members of our male clerical staff have sought pastures new and at the end of July we said farewell to Paddy Fitzpatrick and Brendan Richardson at Head Office and Sean McCarthy of Cork. We wish the three young men in question every success in their future careers.

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Congratulations to Philip McGabhann, Derek Mills and Dermot McNulty on the recent additions to their respective families.

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Football Team.—In a recent match between an office eleven and a team drawn from the crew of the "Irish Maple" the "penpushers" emerged victorious by 4 goals to 1. The game was played in the John F. Kennedy Stadium, Santry, and an enjoyable evening was had by all during and after the match.

Another football challenge took place recently also, with Clontarf R.F.C. providing the opposition and the venue for the fixture. It is also alleged by

certain members of the I.S.L. team that Clontarf provided the referee as well. The result was: I.S.L., 4 goals; Clontarf, 2 goals.

* * * *

Staff Outing.—The annual staff outing took place on Saturday, 10th July, as arranged, and all who went along to Brittas Bay and Avoca expressed their appreciation of the Social Committee who were responsible for the organisation of the event.

A very enjoyable picnic was held at Brittas Bay on the way to Avoca and at 6 p.m. the party continued on to the Vale View Hotel for a dinner-dance. Songs by Frank Cheevers and Ned Harris contributed to the enjoyment of the occasion and all present seemed to be of the opinion that this year's outing was one of the best yet held.

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Former Colleague Weds.—A former member of the Accounts Department was married recently in Tokyo. He is Liam O Broin, now Chief Accountant with Jardine Matheson & Co. in Tokyo, and well-known to some of our longer serving Masters and Officers visiting that port.

SPORTS NEWS

G.A.A.—Dublin are once again Leinster Football Champions following their defeat of Longford in the provincial final. It was Longford's first appearance in a Leinster final and their achievement was most praiseworthy.

In Munster, Kerry continue to represent the province in football with a victory over Limerick in the final. Again, this game was unusual as Limerick had not previously appeared in a Munster decided for 69 years.

At the time of going to press the Ulster and Connaught finals have not been played.

In the Munster hurling final, Tipperary beat Cork.

GOLF.—Christy O'Connor put up a gallant performance in the British Open Championship and was joint second to Peter Thomson of Australia who won the event for the fifth time. Both O'Connor and Jimmy Martin are almost certain of selection on this year's Ryder Cup team as a result of good performances in major tournaments to date.

RACING.—Meadow Court, who is partly owned by Bing Crosby, won the Irish Derby, ridden by Lester Piggot. Having already won the King George VI Stakes, this horse will probably run in the St. Leger and the Prix de l'Arc de Triomphe in Paris later this year.



These fine boys (Thomas and George) are the twin sons of Mr. Joseph Cunningham, Chief Engineer on the "Irish Spruce."

Congratulations to...

D. Daly who obtained 1st Mate's F.G. Certificate.
C. McCarthy who obtained 1st Mate's F.G. Certificate.

T. McKenna who obtained 2nd Mate's F.G. Certificate.

M. Kelly promoted to Acting Chief Officer, *Irish Alder*.

F. Kirwan promoted to Acting 2nd Officer, *Irish Holly*.

M. Coleman promoted to Acting 3rd Officer, *Irish Alder*.

B. O'Flynn promoted to Acting 3rd Officer, *Irish Willow*.

D. Buckley promoted to Acting 3rd Officer, *Irish Rose*.

J. Tallon promoted to Acting 3rd Officer, *Irish Larch*.

H. Dowdall — obtained 1st Class Steam Certificate. Appointed Chief Engineer, *Irish Hawthorn*.

N. Whitfield — obtained 1st Class Motor Certificate.

J. J. Sullivan — obtained 1st Class Motor Certificate.

M. Curley—obtained 2nd class Motor Certificate. Appointed 2nd Engineer, *Irish Alder*.



Mr. Donal Murphy and Miss Maura Downey (formerly of our Accounts Dept.), who were married in April last.



The dog is Rover. The Boss is Peter O'Donovan, saying "Hello" to his dad, Mr. Peter O'Donovan, Chief Steward on the "Irish Ash."

ASHORE ON LEAVE

MASTERS: Captain G. P. Blaney, J. A. Caird, J. Flanagan, B. Reilly, R. M. Woolfenden.

CHIEF OFFICERS: Messrs. D. P. Byrne, J. Devaney, K. Dooley, E. Greevy, J. Kelly, J. J. Martin, R. Needham, J. St. John.

2ND OFFICERS: Messrs. M. A. Blaney, P. Corcoran, D. Daly, M. Henshaw, J. Lannin, C. Morrissey, P. A. Murphy.

3RD OFFICERS: Messrs. D. Curtis, M. Doyle, N. Foley, J. Gaul, R. Gordon, P. Keane, P. Kearney, P. Kehoe, G. M. Kyne, T. McKenna, P. O'Byrne, D. O'Neill.

APPRENTICES: Messrs. E. Coleman, M. A. Byrne, M. O'Shea, D. O'Shea, D. O'Doherty, J. O'Mahoney.

PERMANENT BOSUN: Mr. J. Tallon (Sick leave).

CHIEF ENGINEERS: Messrs. W. Howie, A. Metcalf, K. Roche, R. Tennant, N. Whitfield, J. J. Sullivan.

ELECTRICAL ENGINEERS: Messrs. R. Clothier, J. Dunn, B. McBride, A. Richards.

2ND ENGINEERS: Messrs. M. Dillon, P. Kavanagh, K. O'Galligan, J. Young.

3RD ENGINEERS: Messrs. J. Corrigan, A. Bolger, W. Cleary, J. Twomey.

4TH ENGINEERS: Messrs. R. Brockerick, A. Hall, N. Kinsella (Sick leave), S. Mahon, F. Murphy, D. O'Keeffe, A. O'Toole, D. Harrington.

JUNIOR ENGINEERS: Messrs. P. J. Byrne, W. Carroll, J. J. Fahey, T. J. Fullam, J. Gilmartin, J. Kelly, B. McKevitt, P. Quinn.

Raffle

The Committee promoting the raffle for the original painting by Bernard Byrne have asked us to convey special thanks to the crew members of the ships who responded so generously and so promptly to the appeal to purchase tickets. The quotas obviously were brought up immediately on arrival on board. The Committee would like to thank the Masters of the vessels for their splendid co-operation.

A special word of thanks is also due to our Checkers at Dublin docks for being so energetic in disposing of so many tickets in so short a time.

Welcome Back

Our Assistant General Manager, Mr. R. J. O'Halloran, who had been ill for a number of weeks, is now fully recovered and has resumed duties in the office.



E. Cullen, "Irish Maple" team, with the ball.

"Irish Hawthorn" Crew Home

On the 13th July last, after arrival at Nyborg, Denmark, the crew of the *Irish Hawthorn* were flown home to Dublin. The specially chartered 'plane which brought them to Dublin had earlier the same day flown out from Collinstown with the relieving crew. The vessel was taken over by Captain J. Onions from Captain G. P. Blaney, who is at present on home on leave.



The Head Office team. Back row: Messrs. R. Cotter, M. Stynes, J. Wright, J. McQuerins, G. Carty, Referee M. Fitzsimons. Front row: F. Cheevers, E. Shaw, E. Oliwell, N. Long, E. Shine, M. deMangeat.



The team from the "Irish Maple" which played the Head Office side at Santry Stadium on June 18th. Back row: R. Dunne, J. Whyte, P. Tyrrell, J. Cox, A. Hearne, the late S. Cox, Referee M. Fitzsimons. Front row: Messrs. T. Delaney (R. A. Burke Ltd.), E. Cullen, J. Desmond, M. Mulready, P. McLoughlin.

Birthday Greetings

Dermot Buckley, Acting 3rd Officer, "Irish Rose," has just celebrated his 21st birthday and we have great pleasure in sending him greetings from his mother and father, sisters Brid, Loreto and Finnoula. They are sorry that he was not at home for the event, but feel sure that his appointment as a ship's officer more than made up for his being away. His family send him their love and best wishes for his continued success in the future.

Martin Kennedy, 3rd Engineer, "Irish Cedar": Wishing you a happy birthday. May God bless you always. From mammy, daddy, brother Dan and Uncle Dan.

Greetings to Eamonn Swan aboard the "Irish Cedar," who was 24 on the 20th July. From his mom, dad and all at 36 Clonronald Road, Donnycarney.

Birthday greetings to John Reilly on the "Irish Alder." From mum, daddy, brothers and sisters.

Mr. Tom Coughlan has written to us from the "Irish Spruce" while at Buenos Aires and wishes to send birthday greetings to his wife, Maureen, for the 2nd August.

Here's a message for John McArdle, "Irish Rowan": Greetings and best wishes for your birthday, August 24th. From mother, Eileen, Henry, Mary, and Baby Marie.

For Dermot Murphy, *Irish Rowan*: "Greetings for your 21st birthday on 7th August from Mum, Dad, Granny and all the kids."

For Brian Cullen, *Irish Alder*, whose birthday was on July 27th: "Greetings from Mammy, Daddy and Brendan."

For Vincent J. Murphy, *Irish Pine*: "Greetings on your 18th birthday, July 29th, from Mam, Dad, Anne, Sean, Dolores and Carmel, Pat, Jack and the twins."

From Mrs. Rita Rocca to her husband, Donal, Radio Officer, *Irish Spruce*: "Love and best wishes for a very happy birthday, August 5th. From Rita."

Question Time

Mr. Gearoid MacNeill, A.B., "Irish Fir", has sent us what he calls "a few questions which the Editor might be able to answer".

Question 1: When a member of the crew of one of the Irish Shipping fleet is also in the Reserve of the Irish Naval Service and his term of annual training comes up he cannot get a release from his ship, and if he is able to supply a relief he has to pay all expenses himself and has no guarantee of getting his job back. Most State or semi-State run companies allow time off for training with pay. Why is this not so with Irish Shipping Ltd.?

Question 2: Why is it that when a ship has 23 of a crew you can only send 15 copies of SIGNAL?

Question 3: Has I.S.L. a set price on bonded stores such as cigarettes, matches and minerals?

Question 4: When we left Belfast we asked why some stores were not purchased in Ireland. We were told that there were enough stores on board to last until we reached our next port, which was Glasgow: Are Irish Shipping not taking part in the "Buy Irish" campaign?

ANSWERS

We made the necessary enquiries and replied direct to Mr. MacNeill along the following lines:

1. Naval Reserve. The Personnel Manager is completely sympathetic with the views embodied in our correspondent's question. He suggests that Mr. MacNeill request the Naval Authorities to write to the Company setting out the special arrangements required to facilitate the trainees. He also feels that the Seamen's Union of Ireland should be consulted and that whatever arrangements are concluded should meet with their approval.

2. Signal. We have been informed from time to time that copies of SIGNAL can easily be passed around by the men on the ships and therefore we retain some copies to help satisfy the growing demand for the magazine amongst many well-wishers outside the Company. It will be appreciated that the printing of SIGNAL is very costly and every effort is made to keep expenses within a reasonable limit. However, if any ship is not receiving sufficient copies we shall be happy to step up their quota at any time.

3. Bonded Stores. The Stores Department Manager informs us that price lists are supplied to the Chief Stewards, who could display them on request. He mentions, too, that prices of certain items may vary from time to time. For instance, the price of minerals will depend on the place where they are purchased.

4. Buy Irish Campaign. Irish Shipping Ltd. is very definitely participating in the Buy Irish movement. Just before going to press with this issue, a large consignment of stores left Dublin for the "Irish Ash" at Antwerp and this is common procedure. In fact, Irish manufactured paint is sent out for delivery aboard our vessels at ports all over the world. Readers will understand, however, that there are occasions when it would be the height of bad business to store a particular ship from Irish sources. The location of a vessel far from home could obviously render the despatch of a large supply of stores a ridiculous proposition when account is taken of distance and freight charges. Moreover, as Irish Shipping Ltd. operates on a fiercely competitive international market without benefit of tariff or flag discrimination, we must at all times keep an eye on the cost of stores. As the business we secure in Ireland is always in the teeth of foreign competition we are surely entitled to take advantage of lower priced stores when available. We stress, however, that all things being equal, we give preference to Irish goods.

Mr. A. Centifanti, who was Supercargo on the "Irish Ash" recently, has asked us to publish the following open letter directed to Mr. Mohamed Ali of the Damanhour Shipping Agency, Port Said.

After reading the apology you sent to SIGNAL entitled "Irish Ash at Port Said", I must at first congratulate you for your quick and very meritorious promotion. It is not there for the purpose to raise the question "true or not?" but, however, I wonder where did you get the idea, and why did you take the right to prejudge my own opinion, when you wrote I was "very pleased to be on board such a ship". It is a great pity you did not find any short moment to come aboard and give me the opportunity to tell you that directly, all along the four days of our hometrip call; I suppose you were too busy at the time, I can perfectly well understand that, and it is even a reason more to thank you having overstrained yourself to visit us for the outward call.

Awaiting the pleasure to meet you again.

They Shall Not Pass

SIR,

I wish to draw your attention to an alarming trend which seems to be gaining ground in our midst. I refer to the rash of private secretaries recently produced by a number of our departmental managers. As one of the few remaining "Indians" left on the Aston Quay "reservation" I find it somewhat irksome on the few occasions I am obliged to visit these "chiefs" to have to explain the purpose of my visit to a non-comprehending female before gaining admittance to the exalted one's presence. I might add that the female sentries referred to are posted at strategic points immediately outside the entrances to their masters' sanctums. If I use the telephone I also fail to pierce the outer defence, so that it is only as a last desperate resort that I refer to these managers for information.

Now, Mr. Editor, we have heard much in recent years concerning the importance of good communications and I understand that the subject has received a great deal of attention at various management courses. However, it is difficult to reconcile these efforts to create unnecessary barriers with a desire for better communications. It might deflate exaggerated egos to discover that, far from increasing their importance in the eyes of their colleagues, this latest piece of Gilbertian farce has only made all concerned the subject of ridicule. As one who believes that those who are placed in positions of authority should behave with the dignity which their office demands, I cannot share in the general amusement.

Accordingly, it is in the hope that common sense will prevail before the recent outbreak becomes an epidemic that I reveal the dangerous germ which has been let loose among us. Fortunately the vast majority are as yet unaffected and perhaps this timely antidote will effect a complete cure in the case of the few who have already fallen victim to the disease.

ANTI-BUNKUM.

Extract from a letter received recently from Mrs. Agnes O'Donovan, of Christchurch, New Zealand:

It is a year next week since the *Maple* sailed into our port—oh how many of us wish we could turn the clock back twelve months. If seeing or talking to our many *Maple* friends kindly pass on our warmest regards. It was just as well they weren't on our seas yesterday as a violent storm swept New Zealand.

Residential Course

—VIEW FROM THE BRIDGE

Having recently completed a course of OTMA in Greystones and feeling as though I am now ready to sit in the seats of the mighty, I have had time to gather my notes and assemble my thoughts and ideas.

On Tuesday evening we met to introduce ourselves, the Secretarial side, the Legal side and the Cash, representatives of the deck and engine-room, with a solitary Superintendent as a cork fender. Having made the necessary signs to identify ourselves, and having heard our lecturer, Mr. Cobby, say what was in store for us, we adjourned to sample what Greystones had to offer in the way of hospitality.

On Wednesday morning we all gathered for "Objective Reasoning"; there was a great deal of reaching for note paper and the hauling out of pens, after which we faced the lecturer and each assumed an expression which we fervently hoped would be mistaken for intelligence and interest.

By the time coffee break arrived, it was quite obvious the lecturer had not been taken in by the first and was having doubts about the second. The wrinkled brows of deep concentration had disappeared and the hypnotic stares were fast becoming glazed. Looking round the table, everyone appeared to be taking notes, so glancing down at my own I saw two words "heavy going" underlined and surrounded by hosts of heavenly bodies. I feel the Wednesday session was not quite successful.

Thursday morning we again met round the board, only this time we assumed our normal expressions, which I think greatly relieved the lecturer. "The Need for Organisation" was the theme, and there we learned how Irish Shipping and other companies were formed. This time there was no doodling and the lecturer had our attention throughout.

The lecture given by Mr. Flynn was very enlightening and question-time stimulating, in as much as the office blokes did not take the grouches of the seafaring men sitting down; they hurled back at us quite a few illustrations of our own shortcomings. And they were many.

Apart from the first day, the Conference was successful and well put over by our lecturers.

Of the Woodlands Hotel, of mine host and hostess, of the staff, I have nothing but praise. I must also express by appreciation to the Company for the genuine effort to bridge the gap that has existed over the ages between the office and sea staff.

FLEET PERSONNEL

"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. Honnessy, J. A. Prior, P. Lawlor. Chief Steward: J. Bennett. Apprentice: D. Brunichard. R.O.: E. F. Sullivan. Deck Dept.: J. Nangle, J. Bermingham, D. Scanlan, M. Kavanagh, T. Rickard, M. Whelan, 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, F. 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, T. Coughlan, J. Doyle, B. Harrington, T. O'Sullivan. Chief Steward: T. Forde. Apprentices: Mr. Brophy, M. Larkin, D. Collins, R.O.: D. D. Rocca. Deck Dept.: D. Rankin, P. Redmond, J. Fleming, J. McNally, F. Chandler, W. Scanlon, P. Stone, N. Fynes, J. McCarty, 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. Ciarans, A. Birrton.

"IRISH HOLLY": Captain I. Tyrrell. Deck Officers: F. Leigh, W. Kirwan, G. Anderson. Engineers: T. Barry (Chief), P. Shortall, J. Wren. R.O.: J. F. O'Reilly. Deck Dept.: P. Hearne, K. McCormack, J. Murphy, P. Hawkins, M. Maher, R. Leonard. Engine Dept.: S. McCarthy, G. O'Hara, J. Kelleher, C. Cavanagh, W. McCarthy, J. O'Brien. Catering: G. McGovern, T. Nolan, T. Masterson.

"IRISH BLACKTHORN": Captain J. H. Devine. Deck Officers: J. G. Small, G. Burgum, E. Brady. Engineers: P. Otter (Chief), M. O'Connell, T. O'Leary, F. Kirwan, W. Maher, W. O'Toole, D. Kelleher, J. P. Murphy, J. A. Daly, J. O'Connor. Chief Steward: H. Bond. R.O.: J. Leuchars. Apprentices: R. Livingstone, F. Kirk. Deck Dept.: E. McGrane, A. Loughlin, J. Ryder, F. McMahon, M. O'Rourke, R. Saunders, E. Hensey, T. Hand, J. Boyle. Engine Dept.: E. Mahon, R. Dillon, T. Darcy, O. O'Moore, J. Kelleher, L. Allen, P. Leonard, J. Fagan. Catering: J. Chaney, V. Joyce, J. Brady, J. Bollard, A. Austin.

"IRISH ROWAN": Captain T. Hughes. Deck Officers: C. Ball, B. Kehoe, N. Dillon. Engineers: M. Whooley (Chief), G. O'Brien, T. Murphy, S. O'Neill, T. O'Donovan, J. McArdle, W. McCarthy, P. Slevin. Chief Steward: J. Dillon. Apprentices: P. Noonan, C. O'Connell. 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, B. Dornan. Catering: J. Mulligan, D. Murphy, T. Fay, W. Croft, P. O'Reilly, B. Culligan.

"IRISH POPLAR": Captain C. Raftery. Deck Officers: M. Carey, J. A. Byrne, F. O'Brien. Engineers: J. Moynihan (Chief), M. Gillen, B. Falvey, M. Murphy, D. Molloy, J. I. Nolan, W. O'Neill, J. Leonard. Chief Steward: T. O'Connell. Apprentices: A. Kehoe, H. Byrne, B. Stockdale, I. Kennedy. Deck Dept.: I. Heaney, J. Driscoll, M. Sheil, T. Mahoney, H. D'Arcy, C. Galvin, P. Fitzsimons, D. Healy, P. Lyons, J. Fleming. Engine Dept.: P. Moore, I. Sloan, K. McLoughlin, E. Kinney, C. Covel. Catering: A. Buckley, D. Barry, K. Edwards, D. O'Driscoll, O. Plunkett, D. Ward.

"IRISH ASH": Captain E. C. G. Horne. Deck Officers: F. Kelly, B. Hearne, H. Courtney. Engineers: I. Johnson (Chief), I. McNelis, A. O'Toole, T. Masterson, W. Gleeson, T. Russell, P. Cullen, J. McConnell. Chief Steward: I. Moynihan. Apprentices: J. Shelton, F. Healy. Deck: J. Galvin, J. McGrane, J. Lennon. Engine Dept.: P. Corcoran, M. Daly, P. Coffey, P. O'Sullivan. Catering: J. O'Reilly, S. Jackson, W. Russell, D. Keogh, T. Egan.

"IRISH CEDAR": Captain T. Glanville. Deck Officers: P. Kelly, J. Coady, D. Murphy. Engineers: P. Walker (Chief), I. Kins, M. Kennedy, W. Fleming, P. McGrane, T. McMahon, P. Coffey. Chief Steward: N. Curran. R.O.: C. McNeilly. Apprentices: T. Bell, T. Gallagher, J. Moynihan. Eng. Cadets: M. Duggan, P. Bardon, P. Carroll, D. Barrv. Deck Dept.: P. Balmaine, D. Murphy, E. Swan, D. Dillon, J. Tinkler, J. Roche. Engine Dept.: I. Hannah, M. Tate, C. Hegarty. Catering: P. Murphy, R. Egan, C. Chalk, P. Finlay.

"IRISH HAWTHORN": Captain J. Onions. Deck Officers: M. Fiddler, P. Donohoe, L. McLoughlin. Engineers: H. Dowdall (Chief), J. A. Lyons, E. Hughes, E. Moore, S. McGarry, A. Mooney, J. Lee, J. Ward, E. Griffin. Chief Steward: E. Fricker. Apprentices: R. Grant, J. J. Neill. R.O.: M. Breathnach. Deck: G. Broderick, J. Maguire. Engine: P. Kernan, D. Shanahan, J. Clarke, G. O'Malley, J. McCarthy, F. Carlyon. Catering: S. Murphy, N. Crowe, S. Fullam, J. O'Reilly, J. McNally, P. Teeling, J. Matthews.

"IRISH FIR": Captain J. S. Kerr. Deck Officers: C. Mahon, K. K. Laniyan, F. Henderson. Engineers: R. Harrison (Chief), T. Carroll, D. O'Connell, D. Hoey. Chief Steward: R. Hoapes. Deck Dept.: J. Hearne, H. O'Farrell, G. McNeill, E. McFadden, E. Farrell, M. Lennon. Engine: P. O'Brien, C. Curley. Catering: J. Barry, B. Crilly, W. McCormack, J. Maguire.

"IRISH MAPLE": Captain M. Langran. Deck Officers: J. S. Mitchell, C. McCarthy, P. Tyrrell. Engineers: H. Mooney (Chief), T. O'Driscoll, H. Caughey, S. Langan, J. Kenny, J. Hamilton, L. O'Toole, S. Smith. Chief Steward: J. Doran. Deck Apprentices: D. Kavanagh, J. White, J. Desmond, J. Cox. Eng. Cadet: J. Mooney. Deck: K. Curry, P. Sharkey, H. Kent, F. Chandler, M. Lynch, M. Hurley, J. Fox, R. Saunders, M. Cronin, B. Mulready, J. Lattimour, J. Treacy, A. Hearne. Engine Dept.: J. Buckley, F. Murphy, G. Hayes, R. Lumsden. Catering: R. O'Reilly, J. Greene, E. Cullen, H. O'Neill, T. Coleman, R. Dunne.

"IRISH LARCH": Captain J. Lee. Deck Officers: W. Garvey, C. Morrissey, J. Tallon. Engineers: G. Roe (Chief), P. Walsh, J. Little, A. Nevin, C. Currihan, V. Noud, J. Healy, B. Mooney. Chief Steward: J. Rogan. Apprentices (Deck): D. Leonard, F. Perrot, B. Daly, P. Gordon. Deck Dept.: P. McDonnell, J. Cadogan, R. Hanlon, J. Beausang, D. Rogan, C. Cusack, R. Carrick, J. Phelan, R. Pender. Engine: J. Ormond, C. Donovan, P. Walsh, J. Maxwell. Catering: J. Lyons, C. Melia, G. McCann, W. Fanning, W. Fowler, J. Colgan.

"IRISH OAK": Captain I. Shiel. Deck Officers: M. Doyle, J. Rickard, J. Whelan. Engineers: M. Byrne (Chief), J. Scott, T. Flynn, W. Scott, J. Greene, V. O'Donnell, M. O'Callaghan. Eng. Cadets: D. Buckley, E. Currihan, M. Kennedy. Chief Steward: V. Thorne. R.O.: P. Higgins. Apprentices (Deck): P. Kelly, J. J. Goulding. Deck Dept.: W. McCann, M. McCarthy, P. Kelly, J. Fitzgerald, J. McGrath, J. Donnelly, T. Byrne, J. Barry, P. Redmond, O. McGrath, G. Redmond. Engine: M. McCabe, J. Redmond, F. Waldron. Catering: J. Duff, H. Moore, M. Moody, D. Gibbons, J. Buggy, A. B. Kelleher.

"IRISH PINE": Captain M. O'Dwyer. Deck Officers: M. Devine, K. McKenzie, T. J. Byrne. Engineers: T. Loughran (Chief), R. Murdoch, J. Waters, T. Onions, J. Harvey, T. Fitzgerald, A. Read. Chief Steward: J. Clinton. Apprentices: G. Gillen, P. Fennell, P. Malone. Deck Dept.: H. O'Reilly, P. Harris, J. Murphy, P. Hawkins, C. Maguire, A. Rooney, J. Dawson, S. O'Grady, B. Warren, G. Clarke, V. Murphy, M. Brazil. Engine Dept.: P. O'Rourke, J. Broderick, J. Walsh, H. Byrne. Catering: E. Byrne, A. Barn, C. Cashion, J. Gaffney, E. Hynes.

"IRISH ROSE": Captain J. Walsh. Deck Officers: T. Scollay, L. O'Duffy, D. Buckley. Engineers: J. J. Reed (Chief), A. Hughes, N. O'Neill, W. Hynes. Chief Steward: R. Gaffney. R.O.: P. Dempsey. Deck Dept.: J. Twomey, P. Byrne, F. Brennan, D. Clarke, M. Folan, M. Treacy. Engine Dept.: M. Cogan, J. O'Sullivan, B. Malone. Catering: M. O'Rourke, A. Manley, D. Hynes, R. Fagan.

"IRISH WILLOW": Captain J. Gleeson. Deck Officers: D. Warner, A. McMahon, B. O'Flynn. Engineers: J. Morgan (Chief), J. Barron, H. Shannon, E. Lynch. Chief Steward: G. Zacher. Deck Dept.: J. Hall, T. Kelly, J. Murray, R. Early, N. Stoot, T. Ward, C. O'Driscoll. Engine Dept.: A. Clarke, C. Curley. Catering Dept.: F. Stafford, P. McSweeney, B. Murphy, G. Molloy.