

# SIGNAL

VOLUME 3

No. 6

DECEMBER

1965



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THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

## ACKNOWLEDGMENT

Sir,

May I take this belated opportunity to express my deep gratitude to all sections of Irish Shipping for their deep sympathy with myself, my wife and family on our recent tragic bereavement occasioned by the death of my dear son Thomas, R.I.P.

No words of mine could adequately express the consolation and comfort brought by your kind words and actions. In times of great sorrow deep sympathy can go a long way to console and bring comfort to tortured minds and hearts. I, my wife, and family, have nothing but thanks and admiration for all Branches of Irish Shipping for their efforts to lighten our heavy burden. The arrangements for the arrival of the remains and subsequently the Funeral with the beautiful wreaths will always be remembered, and the courtesy and help of the Executive members of Irish Shipping was most helpful and consoling. To the Seamen's Union of Ireland for their sympathy and kindness we also express our deep gratitude. As it would be impossible for me to thank individually all who offered their sympathy, I hope all will accept my deep thanks. Would you also please convey to all the ships our deep gratitude for their messages of sympathy, to the Officers and Crews of the Irish Sycamore, Irish Maple, Irish Poplar and Irish Fir, for Mass Cards received and particularly to the Captain, Officers and Crew of the Irish Fir, who were so kind as to present a beautiful wreath and to arrange for a Requiem Mass here in Youghal. As a token of gratitude the Hely Sacrifice of the Mass has been offered for their intentions.

Paddy Ring.

## New Container Service

Palgrave Murphy Ltd. commenced a self-refrigerated container service between Dublin and Continental ports in October. The introduction of the service represents one of the most significant developments within the Company since Irish Shipping Ltd. acquired at 43% holding last year.

This container run initially will link Dublin with the ports of Le Harve and Rotterdam and the 130 containers available will have a total capacity of at least 500 tons of chilled or frozen products.

Speaking at the inauguration ceremony, Mr. E. H. Childers, Minister for Transport and Power, said that Palgrave Murphy were pioneering a new kind of traffic and had overcome complex interational procedures.

The equipment involved in this new venture was developed as a result of detailed research by a group of consultants. It is the first of its kind used anywhere in Europe for the major transfer of meat products by sea. Handling of the meat at the ship side is completely eliminated, the products being carried at controlled temperatures from door to door over land and water to markets as far away as Italy.

## World's Largest Tanker

The world's largest tanker, the 150,000-dwt. *Tokyo Maru*, was launched on September 27th at the Yokohama yard of Ishikawajima-Harima Heavy Industries Company Ltd. She will become the world's largest vessel, overtaking the present queen, the 132-000-dwt. *Nissho Maru*.

In recent years the trend towards larger and larger vessels, especially tankers, has become obvious and Japanese shipyards are currently contracted to build more than 20 tankers, all over 100,000 tons.

Shortly after her completion in December, the *Tokyo Maru* will enter service carrying crude oil from the Persian Gulf to Yokohama, making nine voyages a year. She is capable of carrying 150,000 tons of oil on a single voyage.

The vessel has an overall length of 1,005 feet, a moulded breadth of 155 feet, a moulded depth of 78 feet and a draft at full load of 52 feet. She has a total deck area of 139,933 square feet (more than two acres). Her rudder is 36½ feet at its highest point, 23¼ feet in breadth and covers 861 square feet. Diameter of the propeller is 25½ feet.

A single plane turbine engine producing an M.C.R. output of 30,000 h.p. at 97 r.p.m. and a service output of 28,000 h.p. at 95 r.p.m. provides her with a service speed of 16 knots when fully loaded.

Through a wide range of the most advanced automated systems in both the engine and cargo handling sections, her crew members have been reduced to 29, and loading and unloading time has been shortened to 24 hours.

## *From General Manager to Ships' Companies and Office Staff*

*I am very happy indeed to have the opportunity once again of sending you Season's Greetings through the pages of "Signal" and to thank you all for your valuable team-work during the past twelve months. The healthy co-operation existing between our seagoing and shore based personnel is producing very positive results within our organisation, enabling the Company to make a significant contribution to the growth of the country's economy.*

*On behalf of the Directors and Management I wish you all a very happy Christmas and continued health and happiness for yourselves and your families during 1966.*

*L. S. FURLONG.*



Mr. Brian Donnelly served as a Preventative Officer at the Cork Customs & Excise for the past forty years. To mark his retirement, his colleagues made him a presentation of a T.V. set. He is one of the most well-known personalities at the port of Cork and during his long career earned a host of friends, particularly in the Irish Shipping fleet. He will always be remembered for his unfailing courtesy and cheerful efficiency. Our photograph shows, left to right, Mr. P. J. Daly, Mr. B. J. Donnelly, Mr. J. J. Kelly, Collector, Customs & Excise, Mr. C. J. Kilty, C.P.O., Customs & Excise, Mr. B. Donnelly, Mr. L. McCarthy, Mr. S. Hayes.



# SPORT ON "IRISH PLANE"

By E. SULLIVAN, R/O.

Since last hearing from you we have been engaged in our usual pastime of crossing and re-crossing this vast stretch of water between America and Japan.

We left New Orleans on the 5th of August and duly arrived a month later after an uneventful voyage. Shortly after our arrival, Mr. J. Ennis, our Chief Engineer, left us to join the *Spruce* in Puerto Rico and was replaced by Mr. N. Whitfield. We hope Mr. Ennis has settled down as quickly as his relief here seems to have done.

Accompanying Mr. Whitfield was Mr. C. Devlin, Superintendent, checking on the general condition of the ship while she was in dry-dock. However, despite our invitation to remain with us, he had his feet firmly planted on terra firma when we eventually set sail. Incidentally, we had to leave our Fourth Engineer, Paul White, in Japan. He had to have his appendix removed rather suddenly. Under the circumstances I suppose his absence can be excused. All of us here wish you a speedy recovery, Paul, and hope you are back at sea before very long.

While in dry-dock our football team had two games. The first one was rather a disappointment to say the least. We lost 5-nil. However, on our second outing we won, beating the team from the dry-dock 5-4. This game was followed by some liquid refreshments organised beforehand by our manager/trainer, Mr. J. Bennett, Chief Steward, and our Treasurer, Mr. J. Reddy, 2nd Steward.

We finally left Japan, penniless as usual, and arrived five days later in Palupandan in the Philippines. We loaded part cargo here and then moved to Iloilo, 20 or 30 miles away, to complete loading.

While in this port our Senior Apprentice (the only one), Mr. D. Brunicardi, decided to buy an outrigger canoe, but on consultation with higher authority deferred the purchase and rented one instead.

On the first outing in this strange craft it was discovered it required a lot of skill to make it go in the desired direction. However, nothing daunted, a second and more prolonged voyage was planned for the purpose of acquiring sand for the Chief Officer.

On this occasion the occupants of the boat were Mr. Brunicardi, Mr. J. Gorman, 2nd Officer, and myself. As I had no knowledge whatsoever about handling either the rudder or the sail, I was soon ordered forward and spent the remainder of the outward journey sitting in about three inches of water in the bottom of the boat.



On arrival at the beach it was discovered that it consisted of coral, so we packed our bag and shovel in the boat and had a swim instead. After a short while we decided to head for home and try elsewhere on the morrow. Then our troubles started. The boat would go everywhere but in the direction of the ship. After about an hour of this, we finally accepted a tow from a passing ferry-boat. The only thing wrong with this was we were headed in the wrong direction and having arrived some time later at a jetty our friend demanded hard cash before towing us back to the ship. My two fellow sailors became indignant at the mention of money and flatly refused to accept further aid, so off we set again, this time paddling, the wind having disappeared completely. The paddles, I think, deserve mention. They consisted of an 18 inch shovel and a termite eaten affair usually used for steering.

*(Continued opposite page)*



Noon sights on the "Irish Plane", Captain F. Kirk with, left to right, Mr. K. Geoghegan, 3rd Officer and J. Gorman, 2nd Officer.





"All hands on deck!" "Batten down the Hatches," Captain Kobylinska-Wallas of the Polish m.v. Wilja, looks out from the bridge of her vessel in berth recently at Dublin. Her husband is 3rd Officer on the ship.

## New Lighthouse

On the evening of November the 9th last the 3,000,000 candle power Kish Lighthouse was switched on by the Chairman of the Commissioners of Irish Lights.

The beam is now guiding ships approaching and leaving Dublin Port and the lightship which had guarded the bank for many years has been withdrawn.

The first time that a light was placed on the Kish was in 1811 when the then Port Authority purchased a galliot with three masts with a light on each mast and had it floated on the Kish bank.

The present lighthouse is the first successful attempt to place a lighthouse in this place. It will usually operate at 2,000,000 candle power, but can be increased to its full capacity during a fog.

The head keeper of the lighthouse is Mr. Jack Roche and his three assistant keepers are Mr. Edward Cummins, Mr. Frank Coughlan and Mr. Charles Connolly.

## PLANE— *Continued*

By this time tropical darkness had fallen and our progress seemed to be in the reverse direction, so we decided to go in close to the shore and push!

Believe me it's hard work pushing an outrigger canoe when you are up to your neck in water. I remember on one particular occasion peeling myself painfully off a submerged mountain and hearing Mr. Brunicardi holding forth on the beautiful phosphorescence visible from his seat on the prow of the boat. My comments, needless to say, are unprintable, but by all means use your imagination.

After about three hours alternating between pusing and paddling, we lost the shovel. Secretly I think it was thrown away, but can't say for sure. In any case having being reduced to half our engine power we were forced to call at the nearest village for help.



We had barely landed before we were surrounded by what appeared to be half the population of the Philippines demanding to know what we wanted. Our plight provoked hilarious laughter from the crowd and no doubt our appearance would not have won any prize for the best dressed men in Irish Shipping, being clad in shorts and "flip flop" slippers.

in progress and professed teetotalism at an offer of some of the local brew, we set to bargaining for a tow.

The haggling was going rather poorly for us, but as the crowd seemed to be increasing by the second I decided it was no time to start being thrifty and agreed to the price demanded. So we set off with two hefty villagers, a new set of paddles, and a rousing cheer from the remainder of our new-found friends.

On arrival on board the state of emergency earlier declared was cancelled and we partook of a very welcome beer. The comments from all present were very enlightening. We soon discovered we were the only people aboard who didn't know how to handle an outrigger, in fact about the only one who didn't try to further our education was "Whack," the Mate's Mynah bird. I guess he had too much bird sense to open his beak.

# POPLAR NEWS

By RAYMOND CLARKE

On commencing our present charter to Iranian National Shipping Lines we loaded at Antwerp and headed for Port Everglades in Florida. There one lucky crew member had the opportunity of going to Miami which is only 18 miles away to see some relations of his. He came back with vivid descriptions of that millionaires' playground. I had a hard time convincing all hands that I actually have relations there.

In Houston our Chief Engineer, Mr. Moynihan, has very good friends in Mr. and Mrs. Hutchinson. One of the many memorable evenings we enjoyed there was when we were introduced to Fr. O'Brien from Dublin, who is out in Texas for the past 12 years. He showed some coloured slides covering his last leave in Ireland some two years ago.

Father O'Brien did us a wonderful favour by coming down on board our vessel to say Mass. This was held on the boat deck as the weather was extremely hot. Two of Mr. Hutchinson's sons served Mass.

Farewell to Houston on June 19th and back to New Orleans, sailing from there on June 23rd, but, as you are all aware, we had a serious fire on board while crossing the Gulf of Mexico. Fortunately we were not too far from land and were eventually escorted into Tampa by the U.S. Coast Guard. A long sojourn there, very nearly seven weeks in all, while major repairs were effected under the supervision of Mr. G. Cronin. While at this fisherman's paradise in the "Sunshine State" all hands became ardent lovers of that sport. Amongst the most notable to obtain expensive gear was the Engineering Dept., where Mick Gillen and Jack Nolan outshone all. The Deck Dept. was ably supported by the 2nd Officer, Jack Byrne, and 3rd Officer Tom O'Brien, although Tom usually went after shrimp which he could devour in ever-increasing quantities. But while all this expensive gear was around, our good friends K. McLoughlin, J. Sloan, M. Shiel and P. Fitzsimons were hauling them in with the hand line. They had special tutoring from John Sloan who is a wise man in the ways of fish.

At Tampa we had the good fortune of having Ollie Plunkett, our 2nd Steward, return to us after his appendectomy at Houston.



Captain J. Flanagan makes love to a snake on the "IRISH ASH" at Colombo, Ceylon.

It was nice having Ollie back, but when we saw on the menu a few days later "Consomme a la Appendix" all hands began to wonder.

Before we left on August 9th some of our young Romeos had made the acquaintance of many of the fairer sex, since borne out by all the mail received with the "Tampa" postmark.

Two of our crew were hospitalized there for brief spells, including the author, with a slight ulcer. They say I acquired it worrying about how and when I'm going to get back on the North Atlantic. The other was Kevin Edwards, Assistant Steward, who had an operation, but after ten days or so Kevin was back with us.

Our long stay in the United States came to an end when we sailed from Kingsbay in Georgia for the Near and Middle East. Many people I am sure would be agog, as were many of our younger crew members, with mystic visions of such countries as Libya, Egypt, Arabia, Oman and Persia (now Iran). But we here on the *Poplar* were disillusioned because

(Continued opposite page)

## POPLAR—Continued

we were unloading at an anchorage all the time and had no opportunity to get ashore and view these ancient places and observe their customs.

One of our anchorage ports was Damman in Saudi Arabia where the fishing tackle came into its own. Around or before sun-up the larger fish would swarm around the various ships at anchor to dine leisurely on the millions of minnows which hugged close to the hulls. These larger ones were caught easily, and our Chief Cook, Andy Buckley, would always oblige for anyone who fancied one. Andy never did any fishing: as he said "Sure, why should I when they are handed to me on a plate".



And now the true tale of the really "Big One". Around about 8 or 9 p.m. it was a regular occurrence to see two persons taking a walk aft. This puzzle was finally solved after a few days when Second Engineer Mick Gilen and Junior Engineer Jack Nolan, with grins from ear to ear, proudly presented a nine-foot shark, which believe it or not was caught on ships gear, not the most expensive Tampa stuff. Yes, they had a self made shark hook hanging under a 10 gallon drum which was being used as a float, hanging from a rope line over the stern. Someone told Mick you could make earrings from sharks teeth, suits from the skin and walking sticks from the back bone. Needless to say all these items are at a premium. But as the old man says, the finest thrill of all is the "Dap" rising to the mayfly on the Corrib.

We parted with two of our crew at Damman: Thomas O'Mahony, our Bosun, and Patrick Lyons, the Messman. Both were flown home to Dublin and we all sincerely hope they have regained their usual good health. Again we had the sad news from home that Kevin McLoughlin and Henry Darcy suffered the loss of their fathers. We sympathise with them and their families in this sad bereavement.

On to Khorramshahr via Levan Island and Bushire. At Khorramshahr all hands were looking forward to their first real shore leave, but we had to be content with a little sight-seeing. Like the *Hawthorn* crew in Russia we

had to have shore passes to go ashore. The curfew time was midnight, but very much unlike the *Hawthorn* none of our passes were cancelled. This was because there was little to do. For the record, a bottle of beer equivalent in size to our own costs in the region of 4/- to 4/6, so one can see that this port does not suit "Jack".

Bunkered at Abadan, thence on to Kharg Island and thence to Mina Al Ahmadi, Abu Dhabi, Suez Canal, Genoa, Marseilles, Alicante and New York. Genoa will be our first real opportunity to go ashore, the others being the usual anchorage ports up here in the Arabian Gulf. So Genoa, here we come, E.T.A. early December.

We now take this opportunity to wish our many friends both in the Dublin and Cork offices and afloat the compliments of the season and continuing prosperity in 1966.



Mr. Dermot Byrne, Chief Officer, hooked an elephant while fishing at Colombo, Ceylon.

We are pleased to hear that Gerry Cronin, Supt. Engineer, who has been on the sick list for some weeks, is getting along nicely. We wish him a complete and speedy recovery.

## New Position

Captain Ivan Tyrrell, who resigned from this Company recently, has joined the staff of the Bristol Steam Navigation Company and is now acting as their Dock Superintendent at Dublin. Captain Tyrrell's many friends throughout the fleet will join us in wishing him every success.

# FROM THE BRIDGE

By J. ANON.

It's great to be off the Atlantic, and back on  
the Coastal Run,  
No more we spend twelve days at sea, but  
three or two or one.

Load coal for here, load coal for there; it's  
really not offensive,  
But keeping the tipmen and lockmen happy  
can work out quite expensive.

We've Hospitals' Requests on Wednesday, Top  
Ten on Monday night.

We can telephone home quite often—why!  
There's hardly need to write.

Indeed, you know, as jobs go it couldn't be  
much neater,

But there's one black spot, there's one com-  
plaint, we don't have a gyrorepeater.

Who wants to go to Houston, to Calcutta or  
to Kobe?

It's not for me, I want to be where a laundry  
can do all my dhobi;

And loading coal, though it sounds quite foul  
is not so very dusty.

The only problem is, you know, my sextant's  
getting rusty.

No! I don't want to go deepsea, I like it here  
where I am,

I like the Missions in Swansea, in Manchester  
and Rotterdam.

Here I'll stay where the sea is grey, not blue  
or calm or sunny,

But what keeps me sad and drives me mad is  
trying to keep track of the money.

Sand-bars, narrow channels, 'closed waters;  
we can manage the whole bloomin' lot.

Why! Without any fright, up beyond the Rock  
Light we've picked up the Mersey Pilot.

You've got to be cool and not be a fool, to  
last on the coast you can see,

But I will concur, it's rather poor for picking  
up Sundays-at-Sea.

I could happily stay here forever, and get to  
know all this long coast,

To know every light by day or by night, then  
it would be my proud boast

That I'd know how to go in rain or in snow  
and fear neither fog nor hail.

But would I be eternally on lowly "E" class  
payscale.

## *Nobody wins*

The following is an editorial from the  
American magazine the *Maritime Reporter*:

"A dozen years ago the wildcat strike was  
an accepted way of life on the New York  
waterfront. If a worker had a grievance and  
enough buddies, he urged them to go out  
with him on a 'quickie' strike. Sometimes  
the grievances were justified; other times they  
were not.

"In 1953 there were 53 wildcat strikes in  
the Port of New York. Many of them lasted  
for days. In 1963 there were only five  
'quickie' strikes and almost all had ended in  
a few hours. The reason: effective grievance  
procedure plus the collective determination by  
the ship companies not to yield to the pressure  
of wildcat walkouts.

"As a result, New York's longshoremen  
have gradually been educated to the fact that  
they need not lose pay for themselves and their  
sympathetic colleagues by a wildcat strike.  
In the first place, they are beginning to realise  
they cannot win their grievances by this pro-  
cedure; on the other hand, they do enjoy  
prompt justice by appealing to their grievance  
committee. Where grievances cannot be  
settled by this Committee, they are submitted  
to compulsory arbitration.

"Isn't this a better way of settling dis-  
putes? Couldn't it also be applied to the col-  
lective bargaining table for new contracts? We  
have had two serious maritime strikes this  
year. Who won them? Nobody."

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We see a lot of locks it's true, sure they're like  
bus-stops to a bus.

And no trouble they cause—in fact the pause  
makes docking much less monotonous.

Now you might feel from this long spiel that  
life couldn't be much easier,

Well it could you know, much heartbreak  
would go if we had a V.H.F. transceiver.

No I don't want to go deep-sea on the luxury  
*Cedar* or *Plane*,

I don't want to be far from a home-like bar,  
and I'll say so again and again.

I want to stay where the sea is grey—as runs  
go it's next to heaven.

And instead of at sea, that's where I'd like to  
be when the wind reaches near-gale seven.





Mr. G. O' Brien, Chief Engineer, Irish Rowan, photographed with his wife at Gibraltar.

## From "Irish Rowan"

Sir, — We thank you indeed for the October issue of *Signal* which we found very interesting, but very depressing and sad. I am referring to the photographs of the funeral of the victims of the *Sycamore* tragedy, they must have given a lot of people considerable food for thought, and we as a ship's company fervently pray that never again will such an occasion arise to warrant such sad pictures.

May I question "The Fleet at Work," namely *Cedar* up the Great Lakes. Surely *Sycamore* must have been the first of the 15,000-tonners to attain that doubtful honour. I recall that she found her way up to Duluth and was wandering round the Lakes during the months of September and October, 1964. The Master, I believe, was very bitter about it, and I understand he was overheard to say that he would second any motion to give the Lakes back to the Indians.

R. M. WOOLFENDEN, Master.



Crew members of the "Irish Rowan" disembark from the aircraft at Gibraltar, where they joined the ship.

## New Ferry Vessel

Greenore Ferry Services Ltd. recently took delivery of a new 1,200-ton deadweight ship, the motor vessel *Owenro*. The ship will operate between Greenore and Preston.

The *Owenro* can load 50 containers. She is at present under the command of Captain John McCann of Donegal, has a crew of eleven and operates at a speed of 12 knots.

# JUKES ON SPRUCE

All the nice things said about us in the last issue left certain members of the crew with a severe case of blushing. They looked so cute that I must repeat it, the *Spruce* is as spruce, if not sprucier than ever. Again referring to the last "Signal" the general opinion on board is that we are on a more popular run than that of our sister ship.

By the time this goes to press we will have completed our voyage on the Spanish Main (Spain through the Azores to the Caribbean coast of South America). It may come as a surprise to many people, though not seafarers, that piracy is still practised in these waters. True, the day of the cutlass and the Jolly Roger are gone, as are the men of the calibre of Sir Henry Morgan and company. Their mediocre successors are shore-based, and have developed a more refined method of looting. The main target is still gold, but now of a liquid variety, though here they



Our photograph shows Mr. and Mrs. P. Barret, married in August last. Mr. Barret is serving on the "Irish Spruce"



Mr. T. Forde, Chief Steward, enjoying the sunshine on the "Irish Spruce".

show poor taste, preferring dross to the refined Irish species.

During this voyage we have contributed to the spread of Western "civilisation." Amongst the cargo discharged were a number of juke boxes. By now, no doubt, they are in action blaring out messages of the Beatles, the Animals and other such gangs. Would anybody consider nominating us for the M.B.E.? The Nobel Peace Prize is out, we have probably furthered the cause of revolution.

One crew member is still shaken from the effects of a recent dream, or from what he consumed to induce the hallucination. In it, not only were we ordered home for Christmas, but a substantial bonus, in liquid form, was to be paid to all hands. Pity it's not true, especially the liquid end. Our next voyage is fixed from Lake Charles, U.S. Gulf Coast, to Dakar. It looks like a warm Christmas in West Africa. Such being the case, all hands take this opportunity of sending Christmas greetings to their relatives and friends at home and with the fleet.



Mr. D. Rocca, Radio Officer, Irish Spruce.

# Westward Ho!

By M. McGellan

It is not every office wallah who has had a free trip on one of the ships. One hears wails and lamentations that we have no fringe benefits, no reciprocal rights, no opportunity of a free passage to the Continent, or even England, leave out U.S.A. and Canada. But once it happened. Not a business venture, nor a stores or income tax voyage where, at any rate, a modicum of work had to be done to earn one's keep, but a free, absolutely free, gratis, and for nothing trip, in the full glory of idleness and rubber-necking tourism. Yes, once it happened, unknown to the Brass—and it happened to me. Thusly:

The *Irish Cedar* arrived one glorious June morning, a Sunday, from the U.S., with a full complement of twelve passengers. Mostly Americans, in the national uniform of alpaca, stetson and camera. The vessel docked at No. 3 Oil Wharf, awaiting a berth at the grain silo. Sunday morning, 7.0 a.m. high summer, balmy breezes, blazing sun, blue sky, calm sea—the lot. A heaven-sent day for a free cruise. I boarded, met the passengers, asked if they had any complaints (they were seldom without them), saw them through customs and immigration, chatted gaily with them, ran over things with the Master and Chief Steward, and an hour or so later toddled up on deck to debark.

But what was this? Lines cast off, the vessel leaving the wharf, drifting with muted engines out from the oil berth. By Neptune and Triton, we were putting to sea again! My heart beat wildly, an exultation seized my soul. How it happened I knew not, I cared not, but it *had* happened. Indubitably we were moving, picking up speed. I stood on the boat deck with a few passengers, exhilarated with the thrill of my first passage on a moving I.S. vessel. I could feel the low throb of power, the infinitesimal vibration of the steel deck. No, absolutely no doubt—there—the oil jetty was 100 yards away now.

So we were cruising. Admittedly by a rather narrow interpretation of the term, and consequently there were minor disappointments. Some of the trimmings were missing. No flying-fish glided across our bows, nor friendly dolphin cavorted alongside. Neither albatross nor Mother Carey's chickens bore



Captain R. Greene, our Dock Superintendent at Cork.

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us company and the blue whale, alas, never appeared. But Peter Lennon's rowing boat now showed up on the horizon, which was some sort of compensation, and slowly the great vessel nosed to the wharf, a few idle natives lounged along the quay wall, and all too soon we were sung and fast to old Erin's shore again.

But as I sadly debarked on Alexander Wharf, with fond memories of No. 3 Oil Jetty now fading into the kaleidoscope of memory, I nursed by guilty secret, and swore never to reveal it to a living soul. Yet as the spirit calls for confession, so my guilt-complex demands a clean breasting, and now it's done, and like the ancient mariner, I am free of my burden for ever.

# NEW DECK OFFICER APPRENTICES



**Mr. D. O'Brien, Dalkey**



**Mr. N. D. McCarthy, Cork**



**Mr. E. Connellan, Limerick**



**Mr. J. J. Cody, Cobh**

## Officers on Leave

MASTERS: Captains A. R. Evans, T. R. Hughes, J. S. Kerr, T. Glanville, S. Gleeson (sick leave).

CHIEF OFFICERS: Messrs. K. F. Dooley, J. J. Martin, M. O'Connell, M. Kelly, F. M. Leigh, R. Needham, D. Marnier, C. Ball.

SECOND OFFICERS: Messrs. P. V. Buckley, B. Kehoe, K. McKenzie, P. Donohoe, K. Laniyan, C. N. McCarthy, F. G. Raftery.

CHIEF STEWARDS: Messrs. J. Dillon, R. Heapes, J. Murphy, B. Dorgan (sick leave), J. Moynihan (sick leave), N. Curran.

THIRD OFFICERS: Messrs. M. Coleman, M. Doyle, R. Gordon, P. Kehoe, J. P. O'Leary, E. Doyle, N. Foley, P. Keane, G. Kyne.

PETTY OFFICER: Mr. J. K. Maher (bo'sun).

APPRENTICES: M. J. Brophy, D. E. Collins, A. Minihan, C. O'Connell, A. Moynihan, D. Kavanagh.

CHIEF ENGINEERS: Messrs. G. Cunningham, P. Walker, P. Otter.

ELECTRICIANS: Messrs. J. Dunn, M. J. O'Callaghan.

2ND ENGINEERS: Messrs. M. Curley, J. Lyons, M. O'Connell, J. Scott, J. King, T. O'Driscoll, A. J. O'Mahoney, J. Young.

3RD ENGINEERS: Messrs. W. Maher, D. O'Connell, T. Flynn, T. Murphy.

4TH ENGINEERS: Messrs. G. Dorgan, D. P. Hoey.

JUNIOR ENGINEERS: D. Harrington, J. McArdle, J. E. Maher, S. Kenny, W. McCarthy, T. O'Sullivan, M. Punch, K. Edwards.

\* \* \*

RESIGNED: Mr. K. Roche, Chief Engineer.

### CORK

Mr. Liam St. John Devlin, one of our directors, has been elected Chairman of Cork Harbour Commissioners.

## Ship Strikes Bridge

The Palgrave Murphy vessel *City of Cork* struck the parapet of Clontarf Bridge in Cork last month, fracturing the main supporting girder and damaging the road surface. The bridge had to be closed to road traffic.

## Dinner Dance

The annual Christmas Dinner-Dance for the staff, shore and seagoing, will be held this year in Jury's Hotel. The date is Thursday, December 16th. Those who wish to obtain invitations should contact the Hon. Secretary of the Social Committee, Mr. Maurice de Mangeat, Operations Department, Head Office.



Mr. J. A. Cotter, Waterford, New Deck Officer Apprentice



Mr. J. Ryder, Arklow, New Deck Officer Apprentice





# ADVENTURES OF AN ENGINEER



When the *M.V. Irish Oak* arrived Port Alfred in the early morning of the 15th September, Captain Shiel informed me that he had a message for me to pack my gear and get down to New York as quickly as possible to exchange positions with the Chief Engineer of the *Irish Maple* and that she was leaving New York that night.

No reasons were given for this exchange, but speed was essential and I had to be at the airport at 10.00 a.m. I packed and Captain Shiel and myself were up to the Agent's office by 9.00 a.m. The Agent, who was very helpful, had my ticket booked through to New York through Montreal and said I would be met at Montreal. They gave me a letter of introduction explaining the reasons for my travelling, for the U.S. Immigration Authorities—more or less an explanation as to why I had no Passport Visa for entry into the States.

## DEPARTURE

The plane took off and I arrived in Montreal about 12.30 noon. I hung around a little but no one seemed interested in me so I got on with the job of getting my effects through the U.S. Customs. There were the usual questions to answer about the reasons for wanting to go into the States, and I told them and I must say it sounded a bit of a thin yarn even to my ears, but it didn't have much to do with the Customs and I left them and had some lunch. Then I went for my next hurdle to the U.S. Immigration Department. I presented my Passport, Seaman's Discharge Book, British Seaman's Identity Book, Letter of Introduction and filled in a form of essential particulars and then told them my story, and I must say that under the cold and suspicious eye of the Immigration Officer I hardly believed it myself. I couldn't tell him what dock the ship was in and what she was carrying and why she was in New York when the ship I had left was in the St. Lawrence. However, he kept my Passport and Letter of Introduction and told me I would get them in New York

and I was allowed on the plane and off to New York, arriving there about 4.15 p.m.

## UNDESIRABLE ALIEN

I now went off to Air Canada office to claim my Passport and clearance but now found I had become a *transit without a visa*, which is evidently something very low, just above a *stateless person* and I wasn't getting that passport until I had been sponsored by some responsible person. I was hoping that someone would come and recognise me and claim me but again no one was interested, so the only thing was to get on the phone to the Agents. Unfortunately, I had been wrongly given as our agents in New York the Oceanic Steamship Co. and I gave their address to Air Canada and off they went telephoning while I snatched a meal. It was nearly an hour later that they told me our Agents were Hansen and Tideman and that someone was wanting to speak to me.

## COME HOME

I now found out that I should have been stopped in Montreal and that all arrangements had been altered and that I had better make all speed back to Port Alfred. He suggested that I mention their name and the Air Canada would give me a ticket back, and he couldn't have been more wrong about that. I now took the opportunity of finding out what all the fuss was about, and he told me about the Chief Engineer's wife having an accident but things had turned out not so bad and they had decided not to carry on with the exchange, thinking I would not have left Port Alfred, or if I had I would be stopped at Montreal.

In the meantime, I had had a search and found that I had just sufficient money of various denominations to pay my own fare and that there was a plane in about an hour back to Montreal by another Company, to which I could get transferred. I got over to

(Continued opposite page)

the money exchange and with Irish, English, Canadian and some American notes was able to pay my fare and had 17 cents left over, but this caused me no worries at the time as it was now a straight-forward business and in any case Hansens had told me they would meet me at Montreal; also, I had found out there was a plane to Port Alfred about half an hour after my arrival in Montreal. So I was now handed over to a hostess who took me to Eastern Air Terminal and handed me over to another hostess. These young ladies were hanging on to my passport and ticket and not parting with either. (I found out subsequently that had I got away the Air Company would have had to pay at least \$500 fine).



No sooner had I got to this terminal when the weather deteriorated and the place virtually closed down for fog and poor visibility. My plane time went and I soon knew my chances of getting to Port Alfred that night were very remote, and also I was beginning to realise that I was only worth 17 cents, which was the price of one telephone call or one cup of coffee. So I sat in the hall of this immense terminal sweating it out and visited by my watcher who told me what the weather was doing every now and again. Around 9 o'clock she came and told me that there was a meal for me and I told her it had better be free as amongst other things I was stopped *transit without a visa*. It was free and very enjoyable. About 9.30 I was hustled into a plane, given my passport and ticket and we were off to Montreal, arriving there about 11.00 p.m. Before I left New York I had enquired about the next plane to Port Alfred and to my horror was told there would not be one until Friday the 17th; it now was the night of the 15th.

When I got to Montreal I was met by a representative of the agents but, unfortunately, nice chap that he was, he had neither authority nor money, being just a taxi driver. When I suggested we drive down to Port Alfred in his car he told me that it would not be a practical proposition to do this, roads being bad and under water, etc. He had found out that there would be a flight the next morning at 8.00 a.m. which would get me to Port Alfred as quickly as we could do if we went by car

and in any case I had been booked into the Hilton Hotel for the night, everything laid on, so what could I do but agree. So off we went to the Hilton Hotel.

But nobody had ever heard about me nor booked a room and in any case it was full. From the Hilton we went to a number and variety of hotels, meeting the same answer, and it struck me that if we did find a place with a room we then had to sell them the idea that we had no money and that the agents would meet my bills, and from then on I realised we didn't have a chance. The taxi driver did offer to take me to his home to sleep on his chesterfield, but I said I would go back to the airfield and have a sleep on a chair. However, we thought we would try the Sailors' Home and we went down and knocked them up at 1.00 a.m. and I was able to get a room and, what was more to the point, the next morning I was able to borrow three dollars from the steward, which I signed for on a bill for the agents, so I could get my breakfast and a morning paper. Another driver came for me at 6.30 and we went to the airport for the 8.00 plane. The driver saw me into the ticket office and that was his part done.



Now it was all straightforward sailing, but my luggage got on the scales and the ticketer now discovered I had excess baggage and required \$2.50 and he wanted that sum before I got on board. This was the last straw. I told him the baggage had been backwards and forwards, that he was the first one to baulk at the weight; that for one thing I had no intention of paying, for another I had no money left. He suggested I give him a cheque, and I told him I would give him one for 15/- on Barclays in West Hartlepool, otherwise nothing; that a ship was waiting for me and was costing 2,000 dollars per day in waiting and I would hold him responsible for any further delay, and so forth, etc., etc. At that he scratched out all the weight figures and said it was on the house and off I went. The agent was waiting for me in Port Alfred and ran me down to the ship. I got on board at 10.15, re-signed on and we sailed at 10.45 a.m. It was all very interesting.

# From SHORE to SHIP



## Birthday Greetings...

Birthday greetings on the 11th December to our son, Noel Edwards (Jun. Engineer), on the *Irish Larch*.—From Mam, Dad, George, Rita, Mary, Jerry and all your nieces and nephews.

To Brian O'Flynn, *Irish Willow*: Love and best wishes on your 21st birthday, 5th December. God bless you always. — Dad, Mum and all the family.

Fondest birthday wishes to Gerald McCann on his birthday, December 15th.—From Dad, Mam and family.

To Edward Fowler, *Irish Larch*: Birthday greetings and best wishes for your 17th birthday on the 26th October. Hope you are well and enjoyed your birthday. All our best regards. — From your Mother, Arthur and little Robin at 98. All the best, also, from Kathy and Anthony Fowler, 4 Glen Terrace, Waterford.

Michael Duggan, Eng. Cadet, *Irish Cedar*: Love and best wishes on your birthday (3rd November).—From Dad, Marie, Jerry, Hughie, David, Sheila and Eddie King, and all at No. 6 Boyces St., and next door.

Birthday greetings (12th November) for Sean Maguire, Deck Boy on the *Irish Hawthorn*.—From Mam, Dad, Margaret, Seamus and Sandra, with love.

Noel O'Sullivan, A.B.: Loving wishes for a happy birthday on December 19th.—From your loving wife, Martina, and all at home.

Loving wishes for a happy birthday on December 14th to Jim Willis, *Irish Willow*.—From Mam and Dad.

John Buggy, *Irish Oak*: Wishing you a very happy 20th birthday on December 22nd. God keep you safe always.—Mammy, Daddy, sisters and four brothers.

Michael Cronin, *Irish Maple*: Love and best wishes for your 20th birthday on the 24th November.—From Mam, Dad, Peter, Jean, Claire and Brenda.

John Hall, *Irish Willow*: Happy birthday on the 15th January, 1966.—With love from

May, daughters Annette, Sally, and son Peter.

Noel McGuinness, *Irish Rowan*: To wish you a happy birthday.—From James, Tubby, Dick, Paul, Argo, Liam and Fitzer.

James Rickard, *Irish Willow*: Wishing you a happy birthday on the 15th December.—Mam.

Edward Fowler, *Irish Larch*: Wishing you a very happy 17th birthday. Hope you had a nice time. — From Aunt Kathy and Cousin Anthony, your brother Arthur, and little Robin sends all his love. We are looking forward to seeing you, P.G. Lots of love from all at home, especially your mother, also Maura and the Kinsella boys. God bless.

Kevin Edwards, *Irish Poplar*: Wishing you a very happy 20th birthday on the 17th January, 1966. Hoping you will be home soon.—From Mammie, Dad, David, James and Dermot.

## Christmas Greetings...

### "IRISH FIR"

Joe Barry, Steward—This message comes from your sister, Kathleen, also May, Paddy and family at 31, Marie and Val. To wish you and all other members of the crew a very happy Christmas and the best of luck for 1966. Hope to see you very soon.

John J. Hearne, Bosun—A very Happy Christmas from your wife and family; also grandchildren, Mona, Dymphna, Gabrielle, Sean and Adrian.

Thomas Chaney, Catering—Seasons greetings and best wishes for a happy Christmas from Mammy, Daddy, Billy, brothers and sisters.

Pat Kearney, 3rd Officer—Wishing you a very Happy Christmas. From your niece and nephews, brother, sister, mother, father and sisters-in-law. Hoping to see you soon.

James Murphy, E.D.H.—Christmas greetings and best wishes from Mam, Dad, sisters, Anne, Mary, Sadie, Breda, Theresa, Margaret, and brothers, George, Tony, J., Joe, Gregory, also sister-in-law, Mary, and little nephew, David.

Captain and Mrs. John Poole and Mikie wish a very Happy Christmas to all aboard the "Irish Alder" and to all their friends afloat and ashore.

### "IRISH CEDAR"

Vincent Murphy, "Irish Cedar"—Best wishes for a very Happy Christmas Day, Vince; we will be thinking of you that day and every day from Mam, Dad, Anne, Sean, Carmel and your favourite sister Dolores, and the Boylans, Ryans and Kavanaghs.

# Alder News

B. FITZSIMONS, Radio Officer

Since last July the *Alder* has been voyaging backward and forth across the North Atlantic. During this time her holds have bulged with the goodness of Guinness, the power of Power, sweetened by tons of sugar, crates of fruit—cake, chocolates, cheeses, biscuits; filled with the down to earth usefulness of peat-moss, bagged seaweed meal, carpets, tweeds, ropes, jaunting cars, ballbearings and sacks of Christmas parcel mail—the uplift of crane-tower sections from Killarney; the music of piano—wire and tiering pins from Dublin, and two sturdy Connemara ponies.

In New York Harbour, across from the concrete cliffs of the Battery, is Pier 7, and the bunkering station of Monteros up the hill of Atlantic Avenue, now that the Merchant Navy Club, in the Hotel Great Northern, has closed. On down the east coast to Norfolk Va.; it's the Cup and Saucer for loading orders. There we load our bulk-grain and soyameal cargo, though we have on occasion finished off the bulk-corn portion of our homeward bound cargo at Baltimore.



During the summer school holiday time, Mrs. Poole and Mickie made a summer trip, and with Capt. Poole were entertained at the Irish Pavilion of the World's Fair. The Second Steward, Nicholas Blake, was hospitalised for an appendix operation in New York, but joined us for the trip homewards. Messman Desmond O'Sullivan was taken to the Regional Hospital, Limerick, from Beighcastle anchorage for a similar operation.

Mr. M. Curley, 2nd Engineer, with N. Hayes, Junior Engineer, as best man, was married in Dublin on 27th October. Mr. and Mrs. Curley slipped away to the south coast for their honeymoon. Mr. M. Kelly, Chief Officer, is on leave. Mick Coleman, 3rd Officer, and Andy Moynihan, Senior Cadet, are now on study leave. We welcome first trippers Leslie Willis, Junior Engineer; Jerry Barrett, Elect., and John Cotter, Deck Officer Apprentice.

# The Whitfield Bearing

(From the Phantom Poet)

John Nangle, he had knowing ears,  
"All's not well with the blinking gears."  
So he slowed her in and called the Chief,  
"There's something wrong," it's my belief.

They opened up to have a look  
And what they saw it would have shook  
A lesser man, but not our Nick.  
He stood the shock like a regular brick.

A bearing gone? Well, get the spare.  
Oh merciful hour, it is not there.  
The question is now what to use,  
We haven't much from which to choose.

The measurements they won't agree  
With anything we've got you see.  
At last he yelled "I've got it, feller,  
We'll use a so and so pump impellor."

Oh what a job to "turn" this down.  
O'Mahony stood there with a frown.  
For ten long hours he carved away,  
T'would take at least another day.

Would the poor old lathe just stand the strain?  
It sounds just like a diesel train  
Rattling up to Dublin town.  
However, smile boys, do not frown.

The rest of the lads they toiled and moiled,  
In the crankcase they were nearly boiled.  
The heat was bad, the humidity worse,  
But you'd only hear an occasional curse.

The lads on deck they had some larks  
While accounting for some ten fine sharks.  
The blue fish gobbled all the gear,  
From the rod men they had naught to fear.

The oven and fridge came into play,  
And the Whitfield bearing was well on it's way.  
At last it is finished, the gear all replaced,  
The masterpiece hidden, entirely encased.

The test, it is over and all's working fine,  
Everybody cleaned up, everything is Divine.  
A well deserved rest and a hope we all share  
That the thing will hold out until we get there..

# On the Banks...

By P. J. CROWLEY

Miss Sheila O'Sullivan, Comptometer Operator, has tendered her resignation. During her brief stay with us, Miss O'Sullivan proved to be most popular with the rest of her colleagues. We wish her the very best of luck in her new employment.

\* \* \*

We extend a Cead Mile Failte to Miss Mary Humphreys, Comptometer Operator, who joined our staff on 22nd November.

\* \* \*

We have great pleasure in announcing that Mr. P. A. Boland recently passed the final examination, part 11, of the Corporation of Secretaries. It is worth mentioning also that Mr. Boland was given a distinction in Company Law in this examination.

Mr. Tom Brett, attached to our Dock office staff, was recently promoted to the position of head checker. We wish him well in his new appointment.

\* \* \*

Mrs. Mary O'Donnell, shorthand typist, has been giving us a helping hand since August. She will shortly return full-time to her husband and three children. Through the columns of this magazine we would like to express our sincere thanks and appreciation to Mrs. O'Donnell for her invaluable assistance.

\* \* \*

Mr. Enda Mullally, head office, has been "on loan" to us for the past six months. His expert knowledge of customs coupled with the neat and efficient manner in which he carried out his duties have earned for him our heartfelt thanks and admiration. Rather selfishly, we regret Mr. Mullally's impending return to head office.



The handsome group is the staff of our Cork Office. Front Row Left to Right—Miss M. Murphy, Mr. P. A. Boland, Miss C. Buckley, Miss S. O'Sullivan. Second Row Left to Right—Mr. Ibar Wyley, Mr. D. Whitehouse, Traffic Dept., Mr. P. J. Crowley, Manager, Miss R. Barrett, Mr. W. Lilley. Back Row Left to Right—Mr. S. Mullally, Mr. A. Brooks, Customs Dept., Mr. V. McMahon.





The 3rd Year Marine Engineering Class. Back Row Left to Right—Martin Cahalan, Nmaju K. Nmaju, Adebayo, Awarun, John A. McGrath, Owen Prunty, Liam Sherringham, Thomas Kenny. Front Row Left to Right—Donald Menzies, James T. Doran, Thomas P. Redmond, Mark Byrne, William Lettis, William A. O'Callaghan, Francis Fagbule.

## More About Poplar

By Deck Officer Cadet Brendan Stockdale

As I write, we are "swinging on the hook" in Kuwait Harbour, quarantined;

Our funnel colours are changed to the red, white and green tricolour of Iran, embossed with the initials "ISL" of the charter Company. What a coincidence!

After leaving Suez, severe *tankeritis* (madness associated with tanker men) was contracted by nearly all hands. Things have been said and done . . . !

Our first Port east of Suez was Jeddah, not far from the holy city of Mecca, the Rome of the Moslem world. There we saw a pilgrim ship, "down be the head" with a deck cargo of pilgrims returning home from Mecca. Soldier guards were aboard all the

time to see that no refreshments other than coke were consumed. The same applied in Dammam. There we played eight a side football with a team from a Russian ship. The Russians (who beat us 3 - 2) looked like professionals in their smart yellow jerseys and white shorts. If the Russians had not brought along some of their pretty female crew members to support them, the Paddies might have done better. Our Russian comrades invited us along every night for the film shows they put on on board.

From Khorramshahr, after bunkering in Abadan, home Port of Irish Shipping's tanker men, we called at Kharg Island (find that on a map!) with bits and pieces plus one motor car and the cheese, which nearly reduced the Chief Steward and Cook to tears, as they thought it was forgotten about.

We wish everyone a happy Christmas and prosperous New Year.



Supt. C. E. Darcy, Dublin Harbour Police, making a presentation to Commander A. J. O'Brien Twohig, who retired recently as Harbour master in Dublin.

## Livestock on "Maple"

Mr. Robert Clarke from the Riverside Farm, Ballymena, Co. Antrim, who accompanied some valuable livestock aboard the *Irish Maple* on the journey from Dublin to New York a few months ago has written as follows:—

"Seven of the cattle, with two mares, two foals and one other mare, made up the shipment. When all were taken off the ship and the cattle on their way to quarantine and horses to Miss Brown 300 miles North of New York, I couldn't help but go up to the Captain and relate the kind words the Vets. said of the good condition of the cattle and horses, and how they had been cared for.

"It was a great pleasure for me to accompany the shipment. I have many pleasant memories of my association with Captain Langran, Mate Mitchell, Chief Steward John Doran and all the other officers and men on the ship. The boatswain, Peter, was helpful to me at all times.

"On my way through to catch up with the *Irish Maple* I was able to call at the Black Watch Farms, Wappingers Falls, New York, where they carry through a sale every year. They seemed pleased to have their cattle come by Irish Shipping, and it is likely that in the near future you will have more go that way. I called at the office of Mr. Spiers in the Ministry of Agriculture and told him how well I enjoyed the treatment on the *Irish Maple* and also stated you had accommodation for about 20 cattle on the ships and stressed no better way to send them to U.S.A."

## New Harbour Master



Captain P. A. Leighton who succeeds Commander O'Brien Twohig as Dublin Harbour Master.

### *Letter to General Manager*

"The Harbour Police have reported to me that on the afternoon of 5th October, 1965, members of the crew of the m.v. *Irish Maple* assisted in the recovery of the body of the late Sergeant John Stephens, Harbour Police, from the water at Ocean Pier.

"Please convey to the Master of the *Irish Maple* my thanks and those of the Superintendent and personnel of the Harbour Police Force for the great assistance received from his crew on this sad occasion."

P. A. LEIGHTON, Harbour Master.

### ***From "Irish Maple"***

G. McNAMARA, Radio Officer

Winter has come in earnest in the Atlantic, and having had relatively calm voyages for the past nine months we were up against it this time. Westbound, we ran into the remnants of hurricane "Elenna" which put a few days on the passage, and eastbound we were hit by one of the worst storms, just a day off the Fastnet. We were to have loaded some valuable racehorses in New York for shipment to Ireland, but luckily they were cancelled at the last moment.

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This is Mr. Jim O'Rourke who is in charge of our  
Cork stevedoring operations.

## THE MAPLE—Continued

During a recent stay in Dublin we were privileged to welcome on board Mr. D. Barnes, one of I.S.L. directors. He took a very keen interest in all aspects of the vessel's operation. Another distinguished guest was Captain T. McKenna of Irish Naval Service, who was accompanied by his wife.

All on board were sorry to hear that Mrs. M. Byrne, wife of our Chief Engineer, was hospitalized after being involved in a road accident. We all hope that she is recovered by now.

We were all glad to hear that we are being diverted to the Canadian run next voyage for it gives us a very good chance of being in home waters for Christmas. All on board would like to take this opportunity to wish all our friends, both ashore and afloat, a Merry Christmas and a Happy New Year.

## Some Christmas Greetings . . .

(See page 27)

### "IRISH ALDER"

**Michael O'Sullivan, Apprentice Engineer**—Wishing you a very Happy Christmas. From John and the boys.

### "IRISH CEDAR"

**Noel Hart**—Wishing you a Happy Christmas. From your Mother, Father, Brothers, Sisters, Aunties, Uncles, Cousins, Grandad and Granny. Also a Happy Birthday on December 9th.

**Cadet Engineer Paul Carroll**—Greetings and best wishes for Christmas. Looking forward to seeing you in the New Year. From Mother, Father, Barrie, Frank and Bob, and from all at 121 Upper Kilmacud Road.

### "IRISH LARCH"

**Dermot and Jack Rogan**—Christmas Greetings from Dad, Mam and Noleen. Also birthday greetings to Dermot on 27th January.

### "IRISH ROWAN"

**Tom O'Donovan, 4th Engineer**—Best wishes for Christmas from Dad, Mam and Michael at Court Square, Pauline, Seamus and family, Rita, Tommy and family, Gus, Laura and family. We will all be thinking of you on Christmas Day and hope to see you soon.

**Sean O'Neill, 3rd Engineer**—Best wishes and always hoping to see you soon. Dad, Nora and Pat.

### "IRISH SPRUCE"

**Dan Breslin, Shipwright**—Greetings for Christmas and the New Year from your Mother, Father, two sisters and girlfriend and all your relations. We miss you very much and hope you have a very Happy Christmas.

### "IRISH ROSE"

**Liam McLaughlin, 2nd Officer**—Very best wishes for a Happy Christmas and every blessing for 1966. From Mammy, Daddy, Cecil, Marilyn, Aileen and Jan.

### "IRISH SYCAMORE"

**Standish O'Grady**—Very Happy Christmas and Prosperous New Year from Mum and sisters Dolores, Patricia and Mary, and brothers Seamus, Brendan and Roderick.

**Philip Hawkins**: Christmas greetings and a very Happy New Year from Mammy, Daddy, brothers Steve, Liam, Denis, John, Seamus, Declin, Michael and sisters Betty, Marian, Ann, Emily and Geraldine at 2 George Reynolds House, Irishtown.

## Quits !!

During a court case in Limerick one time just as the defending counsel began his closing address a goose was heard honking outside.

"Hold on," interrupted the judge. "One at a time please, Mr. Bartley."

Later in the day as the judge commenced his summing up an ass tethered near the courthouse brayed loudly.

"Would you kindly repeat those last few remarks, my Lord," asked the defending counsel, "the acoustics here are very bad."

# Of Human Kindness

By YARDS NA HASALEEN

I was down in the local milk bar the other night havin' a few glasses of the creamiest in town, when the Editor, who was doin' ditto, turns to me and sez "How about a bit of stuff for th'oul Christmas number? Ye know, something funny."

"If it's fun ye want," sez I, "Yards is yer man."

"Are," sez he, "Yards are." Mr. Ed. gets fierce metic-metic. He gets very exact when he has a couple of bottles of milk in him.

"O.K.," sez I. "Have ye anythin' in particular in mind?"

"I have," sez he. "How about doin' somethin' on the Boss?"

"Do you mean me missus," sez I, "or are ye referin' to Mr. Bigshot in th' office?"

"Mr. Bigshot, of course," sez he. "Who on earth would be interested in hearin' about yer missus?"

"Well," sez I, "by a strange coincidence Mr. Bigshot would be interested in hearin' about me missus and it may also surprise you to learn that Mr. Bigshot takes a deep personal interest in each individual one of me ten kids."

"Ye must be jokin'," sez he. "Bigshot is only interested in two things: makin' money and keepin' it."

"Oh!" sez I. "I can well understand how you feel about him for I felt the same way until the last time I went in to ask him for a rise. It was then I saw Mr. Bigshot as he really is: a soft, kind-hearted man, tryin' to do his best for everyone."

"Ye mean tryin' his best to do everyone," sez Mr. Ed. "Real bitter like."

"Wait 'till I'm finished," sez I, "before ye pass hasty judgment on an already much maligned gentleman. As I was sayin', I went in to ask for a rise and in me ignorant, selfish way I was ready to take one if I got it without as much as a thought for me less fortunate fellow workers. It will show you how selfish I was when I tell you that I didn't even think there were any workers less fortunate than meself. But Mr. Bigshot soon put me wise in his own gentle, kindly way."

"Mr. na hAsaleen," sez he, "or may I call you Yards."

Such humility from one so great almost brought a lump to me throat an' sez I: "Certainly, Mr. Bigshot, please call we Yards."

"Well, now, Yards," sez he, "I'm glad you came to me with your problem because I want you always to feel free to consult me when you find yourself troubled with little personal worries. I firmly believed in the old adage, 'a trouble shared is a troubled halved.' And that is why I want to ask a favour of you, Yards, my dear chap. I want you to share some of my problems. Then we'll compare our worries and perhaps the result will provide a degree of mutual consolation for both of us. Now, Yards, my dear fellow, I am acutely aware of the fact that you have a wife and ten wonderful children to support, and, indeed, the magnificent manner in which you have shouldered your responsibilities has been a shining example to us all. I can assure you that this fact has not gone unnoticed by myself nor indeed by the Board of Directors."

I was dumbfounded to think that the Directors were concerned about me and I felt ashamed after all the horrible things I said about them from time to time. I used to think that they didn't even know I existed, let alone the wife and ten kids. However, Mr. Bigshot had more eye-openers for me and he went on to tell me that I had only ten children whereas he had hundreds, as he regarded each of his employees as a father looks on his own children. I could hardly believe Mr. Bigshot was capable of such tender feelings and I'm afraid I almost revealed my remorse of conscience by letting a single tear roll down my cheek as he went on. He explained to me the reason why I didn't get the job of Chief Assistant to the Assistant Head-Book-keeper after I had been Deputy Chief Assistant to the Assistant Head Book-keeper for the previous thirty-five years. It appears the Board of Directors spent a whole meeting discussin' whether or not the job was right for me. Eventually they decided that a man of my talents would be wasted in a job like that, so they're goin' to keep me in my present

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Some of the boys from the 1st year Marine Engineering Class at the Crawford Institute, Cork. John Reilly, Donald Brien, David Walsh, Peter Sinnott, Tony Barry, Anthony McCarthy, William Malone.



2nd year Marine Engineering Class.  
Back Row Left to Right—Joseph Pryme, Pat Collins, John O'Toole, Fintan O'Beirne, Waldemar Borrmann.  
Front Row, Left to Right — James Baker, Tom O'Keeffe, John O'Doherty, Kevin Branagan, Edward McSweeney.

## ON HUMAN KINDNESS—*Continued*

position until somethin' more worthy of my particular talents becomes available. Of course, I asked Mr. Bigshot to convey my personal thanks to the Board for the kind consideration they had shown me and I only hoped I would prove worthy of the confidence they had in me.

Mr. Bigshot then told me about all the worries he has himself and do you know that when I make a hames of somethin' it's not me the Board of Directors blame. Oh! no. They blame poor Mr. Bigshot who had nothin' at all to do with it. I can tell you I felt a right heel lettin' poor Mr. Bigshot take the rap for my own carelessness and stupidity and I wouldn't blame him if he didn't even talk to me. But Mr. Bigshot is not one to bear a grudge and he told me that all he wanted of me in return was that I should look on him as a close friend and to understand the way he felt when he was unable to give me the rise. Needless to say, it will be many a long day before I bring pain and sorrow to Mr. Bigshot by asking him for a rise knowin' the poor man will have to refuse it even though it breaks his heart to do so. From now on I will try to show him more consideration than I have in the past and undo the great wrong I have done him in years gone by. Of course the missus still thinks he is a stingy oul' skin-flint and nothin' will change her opinion. However, I know the real Mr. Bigshot and that is why I refuse to write funny things about him.

## "IRISH LARCH"

The only two Irish families living in Antofagasta, Chile, were delighted with the opportunity of going aboard an Irish ship when the *Irish Larch* called at this Chilean town in October last. Other visitors to the ship were some officers of the Chilean Army, one of whom was of Irish extraction. Subsequently an article on the ship appeared in the local newspaper *Mercurio*.

\* \* \*

## Raffle-Draw Postponed

The draw for the painting "The Two Brothers" by Bernard Byrne has been postponed, and will now take place at the Staff Dinner Dance at Jury's Hotel on December 16th. Counterfoils may be returned up to the date of the draw.

Sir,—Please convey my sincere thanks to Mr. Devlin on the *Irish Plane* for delivering a letter to my father from Drumcondra F.C. to enable me to obtain a visa to travel to East Berlin to play in the European Cup. I wish him a happy Christmas, and thanks again.

SHEAMUS DOYLE.

Congratulations to Mr. Bill Lilley and his wife Noreen on arrival of a baby daughter—the first—to be named Elizabeth Ann Therese.



# Cheers and Prosperity

BY OUR DEVELOPMENT CORRESPONDENT

To the young people of this bewildered generation I bring a message, not of hope, but of consolation. Even though you never had it so good you are afflicted by doubt and apprehension. The road ahead once looked bright, but it is really, you are told, a dark and thorny way. To deepen your gloom, as you were informed recently, somebody failed to diagnose your economic indices in advance, throwing your future and the prospects for the national wellbeing to the winds of fortune. You are entwined in mortgages, suffer a chronic dearth of cash, you have just added the bright red printed final rates demand to your extensive archives, and the eldest child needs an appendix operation. But these are but minor cares. What really chills your heart is the frightening information that the nation's external reserves have fallen to the dangerous level of £200 million sterling.

To your spendthrift wife, ready to squander precious currency on wallpaper for Christmas (or to your girl friend expecting a ring) you passionately explain that according to the very best authority the nation's resources are being corroded by dangerous inflationary trends, which if permitted to gather momentum will undermine the very infra-structure of our society, plunge the nation into a mire of stagnation and delay for many generations hence the attainment of the targets and standards projected in the Labour Manifesto, the Blueprint for a Just Society, and the First, Second and Third Programmes for Economic Expansion.

You are young, innocent, confused, disorientated, and your computerisation factor is at a very low ebb. I commend you therefore to the philosophy of serenity and composure which sustained our brave forefathers through centuries of trial and persecution and which they were wont to express so profoundly in that great Irish maxim "Twill be all the same in a hundred years"—which you will soon recognise to be a literal truth as much as a sigh of resignation. Ponder on the lesson of recent history and you will find that not only will it be the same in one hundred

years, but also next year and the year after that.

## THE GOLDEN PRE-WAR

In my foolish youth I too studied the economic barometer. I soon discovered I was rocking the boat and rushing inexorably to dangerous currents and clouds of crises looming ahead. This was the time I discovered the sinister implications behind a credit squeeze. It was when our family grocer declared a unilateral system involving one pound down for every pound sterling worth of groceries withdrawn from stock. It was, moreover, a period of great expansion, trouble and strife, and doleful warnings. Somebody had started an Economic War, a highly complex affair, much too difficult for uneducated people to comprehend, but I remember that everybody had to pay all sorts of levies, except they weren't called levies, but the net result was the same as to-day—everything cost more money. There was no inflation and no Balance of Payments problem and nobody had any money but nevertheless the guest speakers at those frugal commerce dinners wept bitterly into their brandy liqueurs like their sons to-day, and declared categorically after deep reflection and after careful assessment of all factors

*"that the Economic War was the worst disaster that befell this country since the great potato famine of 1847: a social and economic upheaval which spelled out bankruptcy and ruin for the present generation and for many generations to come".*

## HOLD FAST

We were not to worry. The situation demanded only a little sacrifice on someone's part, and we were certain in time to restore the National Image, fully confident in the deep-rooted integrity and lofty nobility of our people.

Before the 1930's drew to a close with the outbreak of World War II I lived through

*(Continued opposite page)*

crisis after crisis, and panic on top of calamity. Why, even at one time there was a threat by Arthur Guinness & Son & Co. Ltd. to close down the Dublin brewery and transfer to Liverpool. And along with the denial of free speech in those days and the emergence of the dreaded Blueshirts, the country suffered the disastrous Anglo-Irish Trade Agreement of 1938 which was

*"the most far-reaching sell-out to foreigners since Dermot McMurrrough introduced the Normans to Co. Wexford in 1169 A.D. I am confident that this ill-conceived one-sided bargain with our traditional enemy will bring chaos to our agricultural sector and stagnation to our developing native industries already strained to the limit of endurance after years of disastrous mismanagement by those inept adventurers charged with the conduct of national affairs".*

### EMERGENCY

As the lights went out all over Europe the golden age of peace and plenty faded away.

For six long weary years our political and business leaders choked over the smoked salmon while sounding out "grave warnings", "grim forecasts" and "gloomy predictions". Although not directly involved in hostilities we should brace ourselves for every contingency, and if we all stepped together, spurning a disproportionate share of the national cake, remained steadfastly confident in the unswerving loyalty of our people, showed a cheerful willingness to accept some temporary sacrifices, then we should all emerge from the darkness poised for a new leap forward into an era of immeasurable growth and prosperity, unsurpassed even in the golden reign of Cathal Mor of the Wine Red Hand.

I learned to labour and to wait, and cheerfully accepted the tightening of the credit squeeze by our family grocer who wasn't long in demanding £2 in cash for every one pound sterling value of goods which he extracted from under the counter.

### ON THE MARCH

1946: The era of blessed peace reborn; love, fraternity and prosperity for you for me and our children — if we be but patient and not jostle around the boat and exercise restraint and pay due regard to the planners and listen carefully to the warning notes for



You would never find such concentration at Aston Quay. Our photo reveals a typical spot check at the Cork Office.

we are in a bit of fleeting trouble. It appears that while we were going bankrupt during the war we earned too much currency and now a surfeit of money is lying to our credit in London and locked away beyond our reach and is delaying the realisation of our postwar expansionists schemes.

*"Although hostilities have ceased we are still suffering from the worst economic consequences of the costliest war in the chequered history of mankind, rendering it imperative on all sections of the community to join together in a concerted effort to surmount our difficulties which are due entirely to external pressures completely beyond our control."*

And then it happens again. The worst harvest in living memory: and unless stringent measures are applied immediately to alleviate the desperate and unprecedented hardships and sufferings of the whole agricultural community, the entire economy of the country will be placed in serious jeopardy.

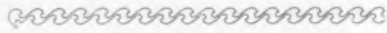
The following year was even better. Never since the establishment of the meteorological office was a snowstorm recorded as that which hit the country in the early spring of 1947. The aftermath of flooded farms and houses, the destruction of crops, and disruption of public services inflicted on the agricultural sector the greatest catastrophe since the night of the big wind in the sixteenth century. Everybody was ruined. The only solution was to change the Government. At the

(Continued on page 26)

## Remembering Irish Seamen

The annual memorial Mass for men who lost their lives on ships flying the Irish flag during the Second World War was celebrated by the Rev. W. Fortune, C.C., at the Church of the Immaculate Heart of Mary, City Quay, Dublin, on Sunday, November 28th.

The Minister for Social Welfare, Mr. Kevin Boland, who was representing the Taoiseach, inspected a guard of honour provided by the Naval Service.



### CHEERS AND PROSPERITY—Contd.

Saturday night debates the speakers thundered out the message

*"repatriate our sterling assets and apply vigour and intelligence to the exploitation of our natural resources and traditional business enterprise".*

### HAPPY DAYS

We brought home our external assets and we applied vigorous measures to the exploitation of our natural resources and in no time even the banks were going bankrupt and the country was in pawn and a new flood of dire warning was let loose culminating in corrective measures designed to put us all back on our feet and inject new strength into the national blood stream so that we should plug the dangerous drain on our foreign reserves and provide ourselves with the tools to strengthen the launching pad for a great thrust forward into the wonderful future, the achieving of our declared targets merely involving some temporary sacrifices and intelligent restraint by all sections of the body politic. These corrective measures were described by some unkind people as "the hairshirt budget"—"the most savage act of barbarity since the defeat of Hugh O'Neill by Queen Elizabeth at the Battle of the Boyne in 1789, inflicting unnecessary suffering and appalling privations and causing such depression in trade and industrial activity as to render unlikely any recovery for this or any generation to come."

### BACK TO THE PRESENT

You will be familiar with the pattern mapped out during the past few years by a highly polished corps of dedicated speakers and writers commissioned to keep you fully

alerted to the dangers inherent in the uncontrolled interplay of inflationary forces, which if allowed to proceed unabated will seriously deplete the viability of our expanding economy and cause a reversal of the upward progress displayed in every sector of economic activity in recent times and weaken our arguments for eventual integration with the European Free Trade Association, the General Agreement on Trade and Tariffs and the fraternity of the European Economic Community.

### TO THE FUTURE

To spare you an avid and frantic reading of next year's newspapers in your search for major pronouncements relating to the prospects of the national welfare. I will now briefly summarise the more important events of 1966, quarter by quarter.

**JANUARY/FEBRUARY/MARCH:** A disastrous trade agreement with Great Britain, followed by the worst winter in living memory, bringing widespread losses and disruption of business, with consequent deterioration in exports and further depletion of our external reserves, making retention of the special levies a vital necessity. Industrial unrest and grave warnings by the Central Bank. Serious flooding and agitation at Sandymount.

**APRIL/MAY/JUNE:** Another hairshirt Budget, protest parades by farmers, and record attendance at the Spring Show. Financial measures cause business recession and a drying up in the inflow of foreign capital. Protest marches by Bankers.

**JULY/AUGUST/SEPTEMBER:** The wettest summer in living memory and record tourist traffic. Agitation by hotel owners; industrial unrest; record crowds at Horse Show. The most disastrous harvest since the potato failure of 1649. The smell of Sandymount becomes intolerable.

**OCTOBER/NOVEMBER/DECEMBER:** Grave warnings by the Chairman of the Toastmasters; a wave of unrest sweeps the country; prices at auctions soar; stringent measures unavoidable and some sacrifices vital if economy is to gear itself for a mighty surge forward in 1967. The agricultural community facing ruin. External pressures piling up. There is no credit anywhere.

And finally, I wish you all a very happy Christmas and a bright and prosperous New Year.

# Christmas Greetings from Home



This smiling group send greetings for a happy Christmas to Shay Cahill, Catering Dept., and to all the men of the "IRISH ROWAN". Our photograph shows Mr. Cahill's mother and his brothers and sisters.



Photographed after their wedding in St. Finbarr's Church, Bantry, Miss Martina O'Connor and Mr. Noel O'Sullivan, of the "IRISH ROWAN", Deck Dept. Mrs. O'Sullivan sends Christmas greetings to her husband.

## "IRISH ROWAN"

**Andrew Kehoe, App.**—Seasonal Greetings to yourself and Michael Byrne. From Barry, Kay, Michael and Oonagh Kehoe.

Christmas greetings and best wishes come from all at home in Cork, including your new nephew, Andrew. Greetings also to Michael Byrne. Hope you'll both be in close harmony at the Christmas party. Happy Christmas come to you, too, from the Gleeson family, Bohernanave, Thurles, Annette and Michael. All the best for Christmas and the New Year. Don't drink too much. Enjoy yourself. God Bless and protect you. Love from the O'Hea family.

**Michael Byrne, App.**—All the best for Christmas and the Love and best wishes to you, Michael, for a very happy Christmas and all the best for the New Year. We will be thinking of you on Christmas Day. Also, a very happy Christmas to Andrew. God bless, from Mam, Dad, and all your friends at home. Wishing you a very happy Christmas. Hoping to see you soon again, P.G. Love, Annette and Michael. The Gleeson family also send best wishes.

**William Carroll, Jun. Eng.**—Wishing you a very happy Christmas and a bright New Year, from Mam, Dad, Austin, Tina, Edmond, children, Aunts, Uncles, Cousins, and a very special greeting from Evelyn.

**M. J. O'Mara**—Best wishes, Micheyk, for a happy Christmas and New Year. M. O'Mara, 16 Mayfield Tce., Ballinteer, Dundrum, Co. Dublin.

**Philip O'Neill, E.D.H.**—A happy Christmas from Mam, Dad, and all at 33 Lr. Midleton St., Cobh.

**Henry Briody, Eng Cadet**—Best wishes for a very happy Christmas from Mammie, Daddy, brothers, sister and two grannies. All the boys around Carlanstown send greetings and say you are badly missed at centre field.

**Michael Byrne, Apprentice**—Wishing you a very happy and holy Christmas and a bright New Year, from Grandfather, Granny and Auntie Cora, also from your friend, Andy.

**G. Burgum, 2nd Officer**—Wishing you a very happy Christmas and all the best in the New Year. We shall be thinking of you always but especially on Christmas Day, with fondest love from Helen, baby Mark, and all our relations.

**Richard Lett**—Happy Christmas and New Year to you—from Mammie, brothers, sisters, aunts, uncles, cousins and friends.

**P. D. Gordon, Apprentice**—Christmas greetings from Mum and Dad, and all your friends.

**Jerry O'Mahoney, App.**—God bless and a happy Christmas, Jerry. Love from Mam, Mary and Richard.

**A. M. Barn, Catering Staff**—Happy Christmas, Archie, and love from your wife, Eileen, Sean, Mary and Colm, also from all at 66 Botanic Avenue, and Mr. and Mrs. Cowman.

**Noel McGuinness**—Loving wishes for a very happy birthday on the 23rd December, and a happy, peaceful Christmas from Daddy, Mamma, Sean, Margaret, Gerard, Brendan, Brian, Teresa, Frances, Donal, and Cyril. God bless you and the crew always.

Enjoy yourself this Christmas, and looking forward to seeing you home. From James, Tubby, Dick, Paul, Argo, Liam and Fitzer.

**Neil Loughrey**—Sorry we will not have you with us for Christmas. We will be thinking of you and so we all join in wishing you a happy Christmas and will be looking forward to seeing you in the New Year, please God. From Father, Mother, Harry, Margaret, Anne, Shiela, Ethna, Michael, Francis and Auntie Julia.

Love and God Bless.

**Patrick Slevin**—Best wishes for Christmas and a happy New Year. From Mam and Derek.

Wishing you all the best for Christmas and the New Year. From Martin and Kay.

**Jeremiah Kelleher, Jr. Engineer**—Happy Christmas from Mam, Dad, Denis, Michael, Eileen and Joan, not forgetting Pat, M. Molloy and your four nephews. Auntie Molly, Michael and Family all send their best regards. Will remember you at Mass Christmas morning. The 110 school send special greetings. Mam and Dad.

**Derek Leonard, 3rd Officer (Act)**—All the family join in wishing you a very happy Christmas. Will miss you this year. Mam and Dad.

**Eddie Brennan**—Wishing you a happy Christmas. From your wife Shiela and Family. We will be thinking of you at Christmas. God bless you.

Wishing you a very happy Christmas and to let you know we will be thinking of you at Christmas. From Nellie, Christy William and Queenie.

**John McGrath**—With God's blessing a happy Christmas. From your loving Daddy, Mamma, Oswald, Charles, Winifred, Mary, Anne, Margaret, Carmel, Teresa and friends.

**Louis Robinson, Cook**—Seasons greetings and best wishes for a happy Christmas from Mr. and Mrs. Chaney, Shiela and all at 15 Measc Road, especially little Tony.

**Noel O'Sullivan**—Birthday greetings and a happy Christmas from Mam and Dad, sister Josie and family in Cork and all the gang in England.

**William D. Garvey, Chief Officer**—Best wishes for Christmas and a happy New Year. Love from Breeda, Siobhan and Kevin.

## "IRISH ROWAN"—Contd.

**Patsy McClean**—A very happy Christmas and a bright New Year to Patsy from Mammy, Daddy, Sil, Alice, Fidelma, Derek and Alan. God Bless you.

**John Walsh**—Wishing you a Happy Christmas and Happy New Year. Looking forward to seeing you next year. Love from your wife and six children.

**Michael Lynch**—A very happy Christmas. God Bless, Heartiest Greeting and best wishes. From Fond parents, sisters, brothers, nieces and nephews.

**John A. Daly, Jun. Eng.**—Wishing you and all your friends aboard a very happy, holy and joyous Christmas an a happy and peaceful New Year. May God bless and protect them all. From Mum, Dad, sisters, Margaret, Breda, little cousins, brothers-in-law. Love from all at home.

**Aidan O'Reilly, Bosun**—Christmas greetings with love and best wishes from Mam, Dad, Ita, Siobhan, Breda and Brendan. Also from nda, Kyros and family, Eithne, Joe and family, Olivia and Keigh, Declan, Madge and family, Keiran, Pam and family.

**Michael Murphy, A.B.**—Christmas Greetings from Father and all at home.



The bride's uncle is Mr. A. Barn, of the "IRISH ROWAN". Miss Marie McGreevy was married recently to Mr. J. Murphy, and they both send Christmas greetings to Mr. Barn.



Christmas and birthday greetings to Noel McGuinness, "IRISH ROWAN" from his sister, Margaret, and his baby brother, Cyril.

## "IRISH PLANE"

**Tom Rickard, E.D.H.**—Love and best wishes for Christmas from Mam, Charlie, Marcella, Peter, Tina, Ned, and all the family. Best wishes also from Marjorie, and looking forward to seeing you in the New Year.

**Leo Hitchcock, Deck Hand**—Greetings and best wishes for Christmas and the New Year. From all at 14.

**James Mason, Cork**—Wishing you a very happy Christmas. From all the family. Clare Walsh.

**Thomas Doyle**—Greeting for Christmas and wishing you a happy and prosperous New Year — your wife, sons, Tom, Shay, Jack, Lisa and Theresa.

**John F. Nangle, Eng.**—Happy Christmas, John, from Mother, Dolores and Noel. Happy Christmas and a prosperous New Year from Michael, Olive, and baby Declan.

**Noel Moynihan**—Wishing you a Happy Christmas, from your Aunt, sister, and niece. Mrs. Coleman, 11 Pidgeon House Road, Ringsend, Dublin.

**James Nangle, Carpenter**—Dear James, we wish you a very happy Christmas and a bright New Year, and to all the members of the crew of the "IRISH PLANE". From your brother and sisters in England, and at home. With all our love. Mam and Dad.

**John Prior, Jun. Eng.**—Greetings from Mother, Father, brothers and sisters, and nephew Cormack, for a happy Christmas and New Year. Hoping to see you in the New Year.

**Sean Hennessey, Jun. Eng.**—A very happy Christmas, Sean, and a bright and prosperous New Year, from Mam and Dad.

**Arthur O'Mahoney, Jun. Eng.**—Happy Christmas, Art, from all at home and the Ridiri Gaisca at SS, Peter and Paul's Cork. (Mrs. Una O'Mahony).

**James Bennett, Chief Steward**—Love and best wishes for a very happy Christmas from Mammy, Mary, Antoinette, Claire, Rosaleen, Philomena and Seamus.

**D. Brunicardi**—Wishing you a holy and a happy Christmas, aware of the thoughts, love and prayers of parents, sisters, relations and friends.

**Eamon Byrne, Engineer**—Wishing you a very happy and a holy Christmas and a bright New Year. We are all looking forward to seeing you early in the New Year, D.V. Best of Good Luck. From Daddy, Mammy, Brother and Sisters.

**Sheamus Robinson**—Best wishes for a Merry Christmas and a happy and prosperous New Year to you and all your shipmates. God Bless and speed you on your way. From : Mam, Dad, Sandra, Mary, Kim, Christy, Tom, and all at "31".

**Eamon Martin, Asst. Steward**—Best wishes for a Happy Christmas, Eamon, from Mam, Dad, brothers, sisters, neighbours and friends.

Also greetings to all your shipmates, especially, Timmy, Tony and Christy. Hoping you have a nice time. God Bless you all. Looking forward to seeing you come next Spring.

**Mr. D. Scanlon**—Christmas greetings to Des from all the Farrell family at 92. Also from "The Slipper" customers.

**Kevin Geoghegan, Act. 3rd Officer**—21st Birthday, Christmas and New Year greetings from Mam, Dad and brothers and sisters.

**James Gorman, 2nd Officer**—Christmas greetings and all good wishes for the New Year from Daddy, Mammy and sisters. God bless you always.

## "IRISH ROSE"

**Captain J. Flanagan**—Every good wish for Christmas and the New Year from Maureen, Mick, Matt, Aine and Caroline, also Nancy and Michael O'Dwyer.

**William Hynes, 4th Engineer**—Happy Christmas, Billie, and a joyous New Year. From Daddie and little Mae.

**Noel O'Neill, 3rd Eng.**—Wishing you a very happy Christmas. God bless. Lots of love from Nancy and the children. Also, best wishes for your birthday on the 21st December.

## "IRISH CEDAR"

**John Waters, Engineer**—With love and best wishes for a very happy Christmas and a bright New Year, John, from Mam, Tommy and family, Eileen and family, Jem and Josephine, Willie and family, and a special greeting from Margaret. Greetings also from all at Casa Rio and 73 Corish Park. God bless you.

Greetings and best wishes for a very happy Christmas. Looking forward to Sept. or Oct., 1966. Love always. Margaret.

**Michael Dillon, 2nd Eng.**—Congratulations on your appointment as 2nd Eng. Greetings for Christmas and blessings from Mammy, sisters, brothers, sisters-in-law, brother-in-law and three nephews.



## "IRISH ALDER"

**John Hurley**—Wishing you a very happy Christmas. Lots of love. Lulu. A very happy Christmas, and hoping to see you soon. Lots of love. Peggy.

**John McEvoy, Eng. Cadet**—Greetings for your first Christmas away from home. We would like you to know that we will all be thinking of you on Christmas Day. All our love. Mam, Dad and all. Hoping to see you soon after Christmas. Hoping you will have a happy Christmas abroad the "IRISH ALDER". We will keep the tree lighting until you get home, soon with God's help. Mam wants the photo before Christmas. Love and best wishes from your brothers, Billy and Michael, and sister, Margaret. We won't eat Ill the Christmas pudd., cake, etc., as we are hoping you can get home before I go back. Hope you will enjoy Christmas abroad the "IRISH ALDER". Love and best wishes, from your sister, Kathleen.

**David O'Keefe, Engineer**—Your parents, brother and sister send their very best wishes for a happy and holy Christmas. We trust that you are enjoying good health.

**Leslie Wills, Jun. Eng.**—Dear Leslie, wishing you God's blessing and every happiness this Christmas, from Dad and all at 36 and 216.

**Brian Larkin, 4th Engineer**—Christmas greetings and good wishes from Mother, Father, brothers Paddy and Anthony, his sister Kitty and her husband Pat. With love.

**Michael O'Sullivan, Eng. Cadet**—Wishing you a merry Christmas and a very happy New Year from Mam, Dad, Brothers, Sisters and all at Delany Park.

**John Cotter, Apprentice**—Christmas greetings from Mam, Dad, Dick, Una and Terry. Hoping to see you around Christmas. D.V.

**Michael Boland**—Christmas greetings and all best wishes for the coming year to our dear son Michael Boland and all the members of the crew of the "Irish Alder". Hoping to see you soon. God Bless. From Mum, Dad and brother Sheamus.



These lovely children, Joseph, Angela and Nicholas Blake, want to wish their Daddy, Mr. M. Blake, 2nd Steward, on the "IRISH ALDER", a very happy Christmas, and they also send best wishes from their mother, Mrs. Ellen Blake.

**Johnny McEvoy**—Dearest Johnny to wish to you a very happy and holy Christmas and to remind you that I will be thinking of you always. From Yours, Bertha.

**Jim Tallon**—Greetings and best wishes to my dear husband for a very happy Christmas and hoping you are keeping well. From his loving wife Anna, John and Norah.

**John Reilly**—Congratulations on passing your exam John and best wishes for a very Happy Christmas. From Mum, Dad, brother, sisters and friends.

**"Sam the Man" (Sam Maher, Jun. Eng.)**—Happy Christmas, from Sparkie and the Engineers.

**Jack Byrne 2nd Steward, Paddy Brennan, Asst. Steward, Ronnie Dunn, Pantry Boy, Timmy Coleman, Galley Boy**—Happy Christmas from Michael Boland, Pantry Boy.

**E. Byrne, James Brady, Eng. Cadets, "IRISH SPRUCE"** John Carroll, Tom Ryan, Tommie Hanrahan. **"IRISH CEDAR"**, Richard Lett, Harry Briody, **"IRISH ROWAN"**, Eng. Cadets—Happy Christmas and a bright New Year. From Mick O'Sullivan and J. McEvoy, Eng. Cadets.

## "IRISH SYCAMORE"



A happy Halloween picture of the younger members of the Leonard family of Cashel Road, Dublin. Mr. Paddy Leonard is on board the "Irish Sycamore" and his son John is on the "Irish Rowan". We send the following message for Mrs. E. Leonard—"To my dear husband and son a very happy Christmas and a bright New Year and best wishes too from the children, aunts, uncles and all the family.

**Tony Mooney, Engineer**—Greetings and best wishes for Christmas and the New Year, from Mrs. Fullam and family, 2 Killan Road, East Wall, and Leo. Leo will meet you in the Log Cabin soon. God bless you.

**John Gilmartin, Jr. Eng.**—Best wishes for Christmas and New Year. Love and God bless from all the family.

**Billy Sheridan**—We wish you a very happy and holy Christmas. All our love. Mammy, brothers and the children.

**Thomas Byrne, 3rd Eng.**—Greetings and best wishes from Mammie, Daddy, John, Cha, Fran, Kevin, Anita, Granny and Granpa. God's blessing and best wishes for Christmas. From the Malone family.

**James Chaney**—Seasons greetings and best wishes to my dear son for Christmas. Also birthday greetings on 22nd January from Mammy, Daddy, brothers, sisters and all your friends.

**John M. Cox, Deck Apprentice**—Mum, Dad, brothers and sisters send their love and best wishes for the happiest Christmas you can have and hope that you will be home soon.

**William Brown**—Happy Christmas from Liam, Christopher, Colm and wife Rita. Please hurry home. We all miss you.

**W. Howie, Ch. Engineer**—Lots of love and best wishes from Mary and the children.

**Colum Morrissey, 2nd Officer**—Kindest regards and best wishes from all of us at "Bay View". Mary.

**Philip Hawkins**—Christmas Greetings and a happy New Year. From Mammy, Daddy, Brothers Steve, Liam, Denis, John, Seamus, Declin, Michael, and Sisters Betty, Marian, Ann, Emily and Geraldine, at 2 George Reynolds House, Iristown.

**Vivian Mayland, Chief Steward**—Cristmas Greetings, with love from your wife and family. We will be thinking of you on Christmas Day.

## "IRISH HOLLY"

**Patrick Hearne, Bosun**—Wishing you a very merry Christmas from Mamie, Daddy and all at home.

**Joe O'Brien, "IRISH HOLLY"**—Good luck with the beer, from the boys on the "Alder".

## "IRISH ASH"

**John McGurrell, Electrician**—Wishing you a happy and merry Christmas, Sean. From Mam, Dad, all the boys and little sister Marie.

**James Clinton, Chief Steward**—Wishing you a very happy Christmas. From Maisie and the boys. God Bless.

**John Shelton**—Best wishes for Christmas and the New Year. From Mammy and Daddy, also many happy returns of your 21st birthday on the 30th December, from the Sheltons, Rynnes and Therkelsens.

## "IRISH POPLAR"

**James Kennedy, Apprentice**—Best wishes for a happy and holy Christmas from Dad, Mam, Shiela and Tony, and to all your shipmates. Hope to see you in the New Year, D.V.

**John Heaney, Carpenter**—Wishing you a happy Christmas and New Year, from Father, Grandmother, brothers, Matt, Peter, Thomas and sister-in-law, Jane.

**Dermot O'Driscoll**—Wishing you a very happy Christmas and hoping to see you soon. From Dad, Mam, and your three brothers Patrick, Con and Finbarr at the Glen, Monkstown, Co. Cork.

**Jack Nolan Jun. Eng.**—We send Christmas greetings and all our love, from Mam, Dad, Phil, Eileen and Brian. Hoping to see you in the near future, D.V.

**John Fleming, A.B.**—Wishing my dear husband a very happy and holy Christmas, from his loving wife, son Fred, daughter Margaret, son-in-law, mother-in-law. God bless also for the New Year. Hope to see you soon, please God.

**Liam O'Neill, Junior Engineer**—Heartiest Greetings and best wishes for Christmas from Mam, Dad, Joe, Kay, Aunt Mary and Gran and all the relations, not forgetting, of course, Trixie.

Best wishes from Sr. Bona Consilia.

**Brendan Stockdale, Deck Apprentice**—Best wishes for a happy and a holy Christmas to yourself and all your shipmates from Dad, Mam, Granda and all your brothers and sisters, especially from the "Gang". Slan abhaile leat.

**Sean Moynihan, Chief Engineer**—From Mother (who is in hospital), Andrew, Denis, Ted and families, wishing you a Happy and Holy Christmas and looking forward to seeing you in the New Year. God Bless.

**Paud Fitzsimons**—Loving Greetings and best wishes for a Happy Christmas. Hoping to see you soon. From your girl friend, Elizabeth.

**Kevin Edwards**—Wishing you a very happy Christmas and a bright New Year. From Mammie, Dad, David, James and Dermot.

**Ted Connell, Chief Steward**—Greetings to you Ted, My thoughts will be with you though many miles divide us. Looking forward very much to seeing you in the New Year. Love Maura.

A happy Christmas Daddy. We will miss you very much. We pray that you will be home soon. Lots of love from Mary, Deirdre and Tom.

**D. Molloy**—Although you are far away we miss you more than words can say. We hope you will be home for Rita's big day. With lots of love and wishing you a very happy Christmas. Greetings also to all your shipmates. Pleasant sailings and Bon Voyage. From Mam, Dad, Tommy, Kevin, Rita, Lesly, Harry, Lillian, Caroline and all your fond relations back home.

**Cornelius Salvin**—To wish you a very happy Christmas whether you are on land or sea. From your loving Mother, Dad, and all the family at home. Greetings also to your shipmates Christy and Paudie, from the boys here to you.

**Patrick Fitzsimons, Deck Dept.**—Heartiest greetings to Patrick. Wishing you a happy and Holy Christmas. From Ann, Frank, Jimmy, Marian and Jack.

Best wishes for Christmas from Mam, Maureen, Elizabeth and Kathleen in Scotland.

**Denis Falvey**—Happy Christmas and a bright and prosperous New Year. We are looking forward to seeing you in the near future. P.G. From Mam, Dad and Kay.

**John Leonard, Electrical Eng.**—Happy Christmas to you and all aboard the "Irish Poplar". God bless you all. From Mother, Father, Sisters and Brothers at home and from Thomas in Holy Ghost Novitiate, Tipperary.

**Aidan McKehoe, Deck Apprentice**—Loving wishes for a very happy Christmas from all at home. Greetings also from the Kehoe and O'Leary Clans, especially from the two Grns. who send their love and many thanks for all the cards you send them from far away places.

**Andrew Bucklev, C/Cook**—Happy Christmas from your brother Paddy, wife Dolores and little nephew Dermot, who is looking forward to seeing you in the New Year. Also greetings from Mam, Dad, brothers and sisters at 136 Collins Ave. East, Donnycarney, Dublin.

**John Byrne, 2nd Officer**—To dear Jackie, with love and best wishes for a very happy Christmas. From Mammy, Jimmy, Una and Teresa. To Jackie. Best wishes for a happy Christmas. Patricia and Michael.

**Apprentice Brendan Stockdale, "Irish Poplar"**, sends his best wishes for Christmas and the New Year to Grandparents, Mam, Dad and all the Family.



A very merry Christmas to John Heaney, "IRISH POPLAR" from the family group photographed here, Mr. and Mrs. Liam Heaney and baby Matthew.

## "IRISH WILLOW"

**Jimmy Rickard, Ch. Off.**—Love and best wishes for Christmas from Mam.

**George Molloy, Assist. Steward**—Christmas greetings from Mam, Dad, sisters and brothers. Hoping to see you soon.

**John Hall, Bosun**—Best wishes for a merry Christmas and a happy and prosperous New Year. With love from May, daughters Annette, Sally, and son Peter.

**Jack Johnston**—Happy Christmas, Jack, from Mam, Dad, Richard, Harold, Olive, Katherine and Grandad, Paddy and Bridie.

**Thomas Farrelly**—Christmas greetings to our Daddy, from your loving wife, Carmel, and children Pauline, Noel, Raymond, Anthony, Derek, Thomas, Carmel and Paul. Hope to see you soon, P.G.

**Francis Stafford**—Wishing you a happy Christmas, with all our love from Mam, Dad, brother and sisters of 26 Whiterock Views, Wexford.

**Robert Broderick**—A very, very happy Christmas from Mam, Dad, Jackie and Marie.

**George Pullen**—Wishing you a very Happy Christmas and New Year from Mam, Dad and brother Jimmy.

**David Clark**—A very happy Christmas to our son and all the crew of the "Irish Willow". From his Mam, Dad, sisters Julie, Patricia, Betty and Deirdre, brothers Robert and John and sister-in-law Chris, and all his friends. We hope you are well and hope to see you soon.

**Peter Kavanagh, 2nd Engineer**—We wish you a very happy Christmas, lots of love from Marie and the two boys, Peter and Andy.

**Larry O'Duffy, 2nd Officer**—Love and best wishes for a happy Christmas. Teresa.

**Frank Walsh**—Greetings and best wishes for a happy Christmas and New Year. From your loving wife Anne, Mom and Pop, Teresa and Peter, Gay and Mary, and your favourite sister-in-law.

## "IRISH SPRUCE"

**Odran O'Moore, Fireman**—Christmas greetings, Odran from your loving wife, Stacia, and children, Aideen, David, Deirdre and Odran.

**Declan McLoughlin, Cadet Engineer**—A very happy and holy Christmas from Mum and Dad, your brothers, sisters-in-law, your nephews and nieces. We will all miss you very much, and hope you have a nice time wherever you are. Love from all.

**John Brady**—Hello John—Hope you are well and have a nice Christmas. We shall miss you here. Love from Mum, Dad, Bernard, David, Francis, June and Estelle. Also best wishes from all in Templeogue, Harold's Cross and Dundrum, not forgetting Lawlor.

**Liam O'Tool**—To Liam—sorry you can't be with us for Christmas. Wishing you a very happy Christmas, from Mam, Dad, Nanna, sisters Olive, Mrs. P. Byrne and her husband, Coventry, two brothers, Patrick and Noel, also his girl friend, Biddy.

**James Fahey, Engineer**—Christmas greetings from Father, Mother, Kathleen, Billy and Eddie.

**Joseph Ennis, 2nd Eng.**—Wishing you and your con-feres on the "IRISH SPRUCE" a very happy Christmas. All are sorry you will not be with us this Season, and look forward to a happy event to come. Mother, Wishing you a very happy Christmas and a bright New Year. Love from Angela and all the Keegans.

**Paddy Kearon**—Wishing you a very happy Christmas from your wife, Eileen, and family, Maria, Pat, Billy, Noel, Annette and Danny. Sorry you could not be with us for Christmas. Hoping to see you in the New Year, please God. God bless you always.

**James Brady, Eng. Cadet**—Whether you be afloat or ashore, for Christmas and New Year, good wishes galore. Mam, Dad, Eleanor and Geraldine.

**Pat O'Rourke**—Merry Christmas to you. All our love. Ethel, Derak, George, and Tony.

**Patrick Redmond**—Wishing you a very happy and holy Christmas from your sister Ciss. Greetings also from Eugene, Eileen and family, Maura, Liam and family, Rosaleen, Matt and family, Una, Tom and baby Breid Marie.

**Patrick Orange**—Loving wishes for Christmas from Dad, Mam, Elizabeth, Patricia, Martin and Ciaran, and all your friends in Portlinton and Tinnecrannagh.

**Erick Hensey**—Wishing you and all the Crew a very happy Christmas and a bright and happy New Year wherever you may be. Love from your Mam, Dad and Sisters.

**Frank Blake, F. Man**—Wishing you a Happy Christmas. From your wife Alice, daughters Vera and Joan, sons Mick, Joe, Francis and Terry, Hoping you will be home soon. Love from all.

To my Daddy to wish you a very happy Christmas. From your loving daughter Vera. Miss you very much.

**Brian Byrne**—Wishing you a very Happy Christmas. From Mother, Uncle John, Cohn, Tony, Ned, Pamela, Maureen, John and all your nieces and nephews and all your fans. 21 Castle St., Wicklow.

**Thomas Byrne**—Greetings and good wishes from all at Best wishes for Christmas and the New Year and hoping to see you soon. From your loving wife Mary, children Tommy, Margaret and baby Susan.

**Brian McBride, Electrician**—Your Dad, brothers and sisters at 65 St. Mary's Park, Walkinstown, wish you a very happy Christmas. Dad.

**Frank Kirwan, 3rd Eng.**—Wishing you a Happy Christmas. With all our love. Carmel and Dymphna.

**Ted Russell**—Greetings for a very happy Christmas and also a happy birthday on the 25th November. Looking forward to seeing you soon Ted. From Mam, Dad, Rena, James, Patricia and Granda.

Greetings for a very happy Christmas and hoping to see you soon P.G. From Nuala, Regina and all at Greystones.

**Henry Kent**—Christmas greetings from your wife Nora and children Mary, Ann, Pat, Eileen and Henry. Greetings also from father-in-law, mother-in-law and Nell.

**Ferghil Henderson, 3rd Officer**—Birthday greetings and love from all for 25th November and congratulations on your engagement to Clare Hicks, Ramlegh Park, Milltown. Also Christmas Blessings and greetings to you and all abroad the "Irish Spruce". From Mam, Dad and family.

**James Mullen**—A very happy Christmas from Mam, Dad and all the family.

**Pat Kelly**—Greetings and best wishes for a happy Christmas. From Mam, Dad, Anne Marie, Angela, Andrew and Maria. Best wishes to all aboard.

**Gavin St. John Gillen, Apprentice**—Very sorry not to have you home for Christmas. Have a nice time. We will all be thinking about you. Love from Mam, Dad, Doreen, Berna, Roddy, Michael and all your sailing and water skiing pals in Rosses Point.

**James Ryder**—A very happy and Holy Christmas. From Kathleen, Betty, Mary and Jim. Greetings to all the boys from Arklow.

**Paddy Barrett, "IRISH SPRUCE"**—Happy Christmas. Wacker, from Chippie (D. O'Neill).

## "IRISH ASH"

**John P. Murphy**—Greetings from your Mam, Dad and your six sisters. We all wish you a happy Christmas. Looking forward to seeing you in the New Year. Have a nice Christmas. God bless. Lots of love from all at home.

**F. B. Kelly, Ch. Officer**—Best wishes for a very Happy Christmas and New Year, from Mother, Dad and Uncle Kit.

**Wm. Gleeson, Jun. Eng.**—Wishing you a very happy Christmas and hoping to see you soon, from Mammy, Dad brothers, sisters, grandparents and all your friends in Carlow.

**Mossie Hurley**—Dear Mossie, a very Happy Christmas to you wherever you may be this Christmas. We will be thinking of you. Love from Mom, Pop and all the family.

**Henry Courtney, 3rd Officer**—Love and best wishes for a Happy and Holy Christmas and lots of luck in the New Year. God Bless from Mam, Dad, Jimmy, Joseph, Aunt May, Uncle Joe, Christy, Timmy, Mr. and Mrs. McLaughlin and all your friends in Cobh.

**Terence Egan, Pantry Boy**—Dear Terence, we wish you a very happy and holy Christmas, from your loving Mam and Dad, sisters, brother and all at 16 St. Patrick Square, Cobh.

**Thomas Keaney, O.S.**—Greetings for Christmas from Mother, Father, brothers, sisters, and friends in Reid's Place. Wishing you a happy Christmas.

**Sean McNelis, 2nd Engineer**—Greetings for your birthday on 15th December. Also a very happy Christmas and merry New Year. Hoping you will be home for Christmas. Best wishes from Mam, Dad, sister Peggy and friend Annie T.

**Brendan Hearne**—With best wishes for a very happy Christmas and looking forward to seeing you soon. All the best from Mam, Dad and the Boys.

Wishing you a happy Christmas and hoping you will be home soon. Josephine and Eddie To Uncle Brendan—This seven month old sends her Christmas greetings, Patsy.

**Tony O'Toole, 3rd Eng.**—Greetings and best wishes for a happy Christmas from Mam, Dad and all the family at Corballis. Regards also to Bill Fleming, M. O'Toole.

**Joseph Caffrey**—Greetings from Mother, Father, Brothers and Sisters. Wishing you a happy Christmas. Hoping to see you soon.

**Billy Russell, 2nd Steward**—Loving wishes for a Happy Christmas and a Bright New Year. Longing to see you. Love from Mam, Dad, Myrna and all your friends at home. God Bless you.

**Jack Johnson, Ch. Eng.**—Kindest regards and best wishes for Christmas and for 1966 from Arthur, Betty, Susan and all at home.



Estelle Marie wishes her Uncle, Mr. John Brady, "IRISH SPRUCE" a very happy Christmas.

# For the "Irish Larch"

**Wm. Shorten, Messman**—Greetings and best love for Christmas from Mary and the children, especially Carol, whose birthday falls on Christmas Day. Looking forward to seeing you.

**Bernard Mooney, Electrician**—Greetings from Mam, Dad and all the family, also Sylvia; Rover, too! Love, and looking forward to seeing you. Good wishes for Christmas from Betty, Des, Gerard, Ann all at 35.

**Gerard McCann; Carpenter**—Our very best wishes for a happy Christmas. Will miss you very much. Hope to see you soon in the New Year. Mrs. Purdy and family and Mr. and Mrs. Tierney wish you a very happy Christmas. Hope you have a happy time. God bless you always.

**Noel Edwards, Jun. Eng.**—Wishing you every blessing and happy Christmas. Will be thinking of you. God bless. Mom, Dad, George, Rita, Mary, Jerry, and all your nieces and nephews.

Greetings to our son Noel for a happy Christmas and God's blessing and all our thoughts are with you. Also love from George and Rita, Mary and Gerry and all the kiddies and also greetings to your Captain and all aboard. Every blessing for 1966 and safe journey home (P.G.) Mam and Dad.

**J. F. Kelly, Ch. Officer**—Best wishes for a very happy Christmas and New Year from Mother, Dad and Uncle Kit.

**Robt. Carrick**—A happy Christmas and a bright New Year, from Andy, Maggie and family. Christmas greetings and happy New Year from Mother, Father and Brothers from South Shore, Rush.

**Noel Little, 3rd Eng.**—Christmas greetings from all the family, and we are all looking forward to seeing you again.

**Raymond Pender**—From all at home, we wish you and all aboard the "IRISH LARCH" a very happy Christmas. Mom, Paul, Peter, Francis, Pop and Liam Roe, and Francis in Wellington, N.Z. Good Luck.

**P. V. Flynn**—Loving Christmas greetings to you from your loving wife and family.

**Barry Tallon, 3rd Officer**—Very best wishes to you, Barry, and all the boys afloat for Christmas. Sincere regret all round that you will be so far away for a second Christmas. We will be thinking of you and no doubt envying you the gorgeous sun! From Mum, Dad, Maeve and Helen, John and Mrs. Slattery, Dermie and all the gang at home, in other words "Les girls".

**John Ormond, Engine Dept**—Happy Christmas, Johnny. Hope you are well. Will be thinking of you on Christmas Day. Best wishes from all at 46 Hazel Rd., Donnycarney. Mother.



To. Mr. W. Cusack, A. B., "Irish Larch", love and best wishes for Christmas and your birthday, Decem 29th, from Theresa and the children, Gerard and Jacqueline.

**Edward Fowler, Catering Dept.**—Christmas Greetings and all our love for Christmas and the New Year. Hope you have a nice Christmas. Brothers Arthur and little Robin send all their love. All the best from all at home especially Mother. Greetings and all the best of good wishes for Christmas and the New Year. Hope you liked all your Birthday Greetings. Looking forward to hearing from you. All our love. From Aunt Kathy and Cousin Anthony Fowler.

**Finbarr Perrott, Apprentice**—Christmas greetings dear Finbarr.. Hope you will have a lovely time. God bless and protect you. Love from the O'Hare family. Wishing you dear Finbarr a very happy and a holy Christmas and best wishes for a Captain and all aboard the "Irish Larch" a very happy Christmas. Mother.

**Andrew Myler**—Happy Christmas to Andy and Shipmates. Love from daughter, Betty, Sons, Michael and Andrew. Plenty of cheer. Love, Wife Ann.

**Patrick Colgan**—Wishing you a happy Christmas and we hope you are enjoying yourself, also all your friends and all the crew. All at home were asking for you and hope to see you in the New Year. Noel sends his regards. Francis anxious to see you. From Ma, Dad and all at home.

**Patrick Walsh, (D. Greaser)**—Greetings for a happy Christmas and a prosperous New Year. Hoping to see you soon. Love and best wishes from your loving wife Peggy, daughter Kathleen, son Maurice and all the family.

**Colm Currihan, Jnr, Eng.**—Wishing you and all aboard "Irish Larch" a very happy Christmas and New Year. Love and best wishes from Mam, Dad, Declan, Ann, Des, Barry and relatives.



The Colgan family send Christmas greetings to Patrick on board the "Irish Larch"—Photo taken at Halloween.

**Paddy Walsh, 2nd Eng.**—From Mother, brother, sisters and niece Mairir. All our love and wishing you the blessing and joys of Christmas.

**Brian Daly, Deck Apprentice**—Wishing you and your shipmates a very happy Christmas. Mam, Shiela and Pop.

**Nigel Kinsella**—Christmas greetings from your Parents, F.C.A. Unit, and from his wee admirer Thomas.

**Charles Melia**—Wishing you and all aboard a happy Christmas and a bright New Year from your wife, Bridget, and sons, John, Christy, Charlie, Margaret and all at 56, and Betty.

**Joseph Maxwell**—Christmas greetings from Daddy (Mammy and all at home. Hoping to see you soon.

**W. J. Lyons, 2nd Steward.**—Loving Christmas greetings for the last time from dear old Ireland. Looking forward to the great day in Australia. A very happy Christmas and God Bless. From Patsy, Eddie and Mam.

**Peter McDonnell, Carpenter**—Best wishes for a happy Christmas. From the O'Reilly family, East Hill, Cobh.



Mr. T. McCarthy, Irish Oak

### FROM "M.V. LAGOS PALM"

I would like to extend to all my ex-shipmates on the "Irish Maple" the season's greetings. I had the pleasure of sailing on the Maple when she was on the "Maru" run a couple of years ago. There are many friends who were on the Maple during that "Maru" voyage, among them J. Nangle, S. Geran, A. Bolger, H. Loughrey, A. Minihan, E. Brady, B. Hearn and "the leek" R. Waterhouse, not forgetting, of course, Captain O'Dwyer, and it is to these I particularly wish to send greetings.

I would also like, via your very popular magazine, to send greetings to Johnny Gilmartin at present serving on the Irish Sycamore.

E. T. Kirby,  
Radio Officer..

### "IRISH MAPLE"

**Jim Whyte, Apprentice**—A happy and holy Christmas, Jim, from Mum, Dad, and all at home.

**Michael Cronin**—Love wishes for a very happy Christmas and a happy and holy New Year to you and all your shipmates. Love from Mam, Dad, Peter, Jean, Claire, Brenda, Granny and all the family.

**Jerry A. Desmond, Deck Apprentice**—Wishing you a very happy and holy Christmas and may God bless you son, from your mam, Dad, brothers and sisters.

**Pat Tyrrell, 3rd Officer**—Best wishes for a happy Christmas from Dad, Mam, sisters and friends.

**Ronan Dunne**—Greetings, love and best wishes for a very happy Christmas from Mam, Dad, Aedamar, Ciaran and Darina.

**James Redmond, (Junior)**—Wishing you a happy Christmas and a bright New Year. From all the family, Mrs. H. Redmond, 13B. North Strand Flats, Nth. Strand Rd., Dublin.

**Philip Malone, Deck Apprentice**—God's blessing and best wishes Philip, for your 19th birthday on December 20th; also best wishes for Christmas. From Daddy, Mammy and Billy.

Greetings and best wishes from all at 21 Castle St., Wicklow.

**M. Byrne, Chief Eng.**—Greetings and good wishes from all at 21 Castle St., Wicklow.

**Harold Caughey**—Happy Christmas Harold. Hoping you are safe and well. Best wishes from Mother, Father, Sean, Maurice, Rita, Pat, Rosemary, Brendan, Agnes and Martin.

**James Hamilton**—Sincere Christmas greetings to James especially as this will be his first Christmas away from home. Love from Mam, Dad, brothers and sisters and his four little nieces.

**Turlough MacMahon**—Christmas greetings from Mam, Dad, Fionnuala, Dara, Morrogh and Patty. We all hope to see you soon.

**Des. Scanlon**—Wishing you a happy Christmas and a Prosperous New Year, with plenty of ballast from the Deep Tank. From Bert and Charlie Lumsden and all his friends on the 'Ash' and 'Maple'.

**Jimmy Ryder, Deck App.**—Very happy and holy Christmas to you from Mam, Betty and Mary.



Mr. Michael Moody, Irish Oak

### "IRISH OAK"

**P. D. Kelly, Apprentice**—Best wishes for a very happy Christmas and New Year from Mother, Dad and Uncle Kit.

**John Buggy**—A Happy Christmas to you and to all the crew of the "IRISH OAK". God send you all home safely in 1966. Mammy, Daddy, your four sisters and brothers.

**Eugene Currivan, Cadet Eng.**—Every blessing for Christmas and the New Year, from Mam, Dad, Marie and Hilary.

**P. J. Quinn, Engineer**—Greetings and best wishes to you from your parents, brothers, and sisters, also from the Clarke family, McEnroe family and from all his friends.

**Desmond Keogh**—Happy Christmas to you from Mammy, sister and brothers at 2 St. Patrick's Terrace, Monkstown, Co. Dublin.

**A. T. Metcalf, Ch. Engineer**—Merry Christmas and a healthy and prosperous New Year. With love from your wife, Gladys, daughters Shiela and Margaret, son-in-law, Tom, and grandchildren, Patrick and Mark.

**James and Gerard Redmond**—(Father and son). Wishing you both a happy Christmas and a bright New Year. From all at home. Mrs. H. Redmond, 13B Nth. Strand Flats, Nth. Strand Rd., Dublin.

**Austin Bolger**—Happy Christmas Austin wherever you may be and all aboard the "Irish Oak". From Mammy, Mary, Eileen and Cecile.

**Jack Harford**—Christmas and New Year greetings from all the Carricks.

**Michael Moody**—Greetings on your birthday 27th December from Mom, Betty, Grannv and Aunties. Also best wishes for Christmas and the New Year.

**Jim Doherty, "IRISH OAK"** (Electrician)—"Happy Christmas". From Bill Daly (Electrician).

### TO WHOM ON "IRISH SPRUCE" ?

Happy Christmas and New Year, from Mam, Dad, and all the family, Tom and Jane, Tom and Rose, Albert and Anne, Moira and Geroid.

*Happiness is to have enough for the day's needs,  
with always some to spare for those who have not  
It is to possess the love of friends and to have  
the knowledge that all is well with them  
It is to Live In Peace With All Men  
Happiness is to have the strength to face with courage  
all that the day may bring  
It is to cherish the gift of laughter, to be quick  
to note all that is lovely and of good report  
Happiness is to find our joy in the common things of life  
for so will youth abide—in our hearts till the end of our days*

— Supplied by Mrs. E. Tallon

# FLEET PERSONNEL

(DECK AND ENGINE OFFICERS IN ORDER OF RANK)

**"IRISH FIR":** Captain J. Walsh. Deck Officers: C. Hahon, D. Curtis, P. A. Kearney. Engineers: Y. Loughran (Chief), T. Carroll, S. Lorgan, T. Onions. Chief Steward: W. Gouldson. Deck Dept.: J. J. Hearne, T. Horan, P. Coyle, M. Lennon, J. Murphy, C. Maguire, E. McFadden. Engine Dept.: P. O'Brien, T. Finnegan. Catering: J. Mulligan, J. Barry, W. McCormack, T. Chaney.

**"IRISH MAPLE":** Captain M. Langran. Deck Officers: J. Mitchell, D. Daly, P. Tyrrell. Engineers: M. J. Byrne, W. Parslow, J. M. Long, P. Byrne. Junior Engineers: J. P. Murphy, J. Doyle, L. O'Toole. Apprentices: N. D. McCarthy, S. Murphy, J. Whyte, P. Malone, J. Cody, D. O'Brien. Engineering Apprentices: J. Mooney, A. Byrne. El. Engineers: A. Richards, P. Morgan. Chief Steward: J. Rogan. Carpenter: R. Curry. Deck Dept.: P. Sharkey, F. Chandler, M. Lynch, M. Cronin, J. Latimour, J. Fox, G. Derham, J. Donnelly, P. Douglas, T. McMahon, J. Redmond, P. Kiernan. Engine Dept.: J. Buckley, R. Lumsden, E. Twomey, N. Crowley. Catering: R. O'Reilly, J. Greene, R. Dunne, T. Coleman, J. Byrne, P. Brennan, M. Geraghty.

**"IRISH OAK":** Captain P. O'Shea. Deck Officers: D. Warner, J. Gaul, P. Kehoe. Engineers: A. Metcalf (Chief), M. Curley, W. Cleary, P. Quinn. Chief Steward: J. Dillon. Junior Engineers: J. Gallagher, S. O'Sullivan, M. Punch, E. Engineer: J. J. Doherty. Apprentices: J. Ryder, J. Murphy, C. O'Connell, M. Brophy. Engineering Apprentices: F. J. Fenlon, F. B. Cronin. Carpenter: W. McCann. Deck Dept.: M. McCarthy, J. Donnelly, J. Crowley, J. O'Grady, J. Murphy. Engine Dept.: J. Manford, B. Cullen, N. Walsh, J. Early. Catering: D. Gibbons, J. Caffrey, J. Buggy, M. Moody, T. Fay, A. Stevens, J. Murphy.

**"IRISH ROSE":** Captain J. Flanagan. Deck Officers: J. St. John, L. McLoughlin, D. Buckley. Engineers: J. J. Reed (Chief), A. Hughes, N. O'Neill, W. Hynes. Chief Steward: R. Gaffney. R.O.: J. J. Dempsey.

**"IRISH WILLOW":** Captain J. Lee. J. Rickard, L. O'Duffy, B. O'Flynn. Engineers: R. Tennent (Chief), P. Kavanagh, Robt. Broderick, E. Lynch. Chief Steward: F. Walsh. R.O.: Wm. Carty. Deck Dept.: J. Hall, T. Tancred, D. Clarke, J. Willis, G. Pullen, T. Dillon, T. Keegan. Engine Dept.: T. Farrelly, P. Proctor. Catering: C. Cunningham, G. Molloy, John Johnson, Albert Stafford.

**"IRISH ALDER":** Captain J. Poole. Deck Officers: D. Byrne, T. McKenna, N. A. Dillon. Engineers: H. Mooney (Chief), I. Stuart, D. O'Keefe, B. Larkin. Junior Engineers: M. Hayes, G. Faulkner, L. Wills. El. Engineer: W. Daly. Engineer Cadets: M. O'Sullivan, J. McEvoy. Chief Steward: E. Fricker. Apprentices: P. Noonan, D. Kirk, J. A. Cotter. R.O.: B. Fitzsimons. Carp.: D. O'Neill. Deck Dept.: J. Tallon, T. Perle, J. O'Brien, P. Grant, W. Carroll, P. Tallon, W. Boone, J. Murphy, D. Bates, C. McKee, J. Collins, J. Reilly, J. Lynch. Engine Dept.: J. O'Leary, E. Carberry, M. McCabe, J. Rossiter. Catering: N. Blake, W. Murphy, J. Buckley, J. Fleming, M. Boland, K. Wickham.

**"IRISH LARCH":** Captain B. Reilly. Deck Officers: J. F. Kelly, P. B. Flynn, J. Tallon. Engineers: G. Rowe (Chief), P. Walsh, J. Little, N. Kinsella, C. Curran, N. Edwards, J. Healy, B. Mooney. Chief Steward: J. Rogan. Apprentices: F. Ferrat, B. Daly, A. Quashi, P. Nyong. Deck Dept.: P. McDonnell, J. Cadogan, R. Hanlon, J. Beausang, D. Rogan, C. Cusack, R. Carrick, R. Pender. Engine Dept.: L. Ormond, C. Donovan, P. Walsh, J. Maxwell. Catering: J. Lyons, C. Melia, G. McCann, W. Fanning, W. Fowler, J. Colgan.

**"IRISH SYCAMORE":** Captain J. Caird. Deck Officers: E. Greevy, C. Morrissey, T. J. Byrne. Engineers: W. Howie (Chief), T. M. O'Leary, G. McDonnell, B. McKevitt, J. Gilmartin, J. Harvey, A. J. Mooney. Elect. Eng.: J.

O'Connor. Chief Steward: V. Mayland. R.O.: J. P. Murphy. Apprentices: J. M. Cox, E. Coleman, C. Okoro, S. Jebutu. Deck Dept.: P. Byrne, F. Brennan, M. Treacy, M. Folan, G. Farrell, P. Hawkins, T. Rowan, R. Byrne, S. O'Grady, T. Hand, G. Clarke. Engine Dept.: P. Leonard, W. Brown, C. Donovan, M. Smith. Catering: M. O'Rourke, J. Chaney, C. Cashin, W. Sheridan, R. Fagan, J. McCarthy.

**"IRISH PLANE":** Captain F. W. Kirk. Deck Officers: W. Willoughby, J. Gorman, K. Geoghegan. Engineers: N. Whitfield (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. Birmingham, 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. Kenney. Catering Dept.: J. Mason, T. Savage, J. Reddy, F. Martin, C. Gallagher, B. O'Reilly.

**"IRISH SPRUCE":** Captain I. Shiel. Deck Officers: M. Devine, W. Kirwan, F. Henderson. Engineers: J. Morgan (Chief), J. Ennis, F. Kirwan, W. O'Toole, J. Fahey, T. Fitzgerald, B. McBride. Eng. Cadets: J. Brady, E. Burke. Chief Steward: H. Bond. Apprentices: F. Kirk, G. Gillen, R. Livingstone. R.O.: P. J. O'Shea. Deck Dept.: D. Breslin, J. Ryder, J. Deegan, P. Redmond, P. Barrett, T. Byrne, P. Kelly, P. Kearon, H. Kent, T. Valente, R. Saunders, E. Hensey. Engine Dept.: P. O'Rourke, W. Wiltshire, F. Blake, O. O'Moore, A. Rackley. Catering Dept.: E. Byrne, E. Russell, J. Brady, H. O'Neill, B. Byrne, P. Orange.

**"IRISH HOLLY":** Captain J. M. O'C. Devine. Deck Officers: M. Carey, J. P. Lannin, G. Anderson. Engineers: T. Barry (Chief), P. Shortall, J. Kelly. Deck Dept.: P. Hearne, J. Murphy, R. Leonard, K. McCormac, P. Bolland. Engine Dept.: S. McCarthy, C. Cavanagh, J. Kelliher, G. O'Hara, J. O'Brien, W. McCarthy. Catering: G. McGovern, T. Nolan, B. Fay.

**"IRISH ROWAN":** Captain R. Woolfenden. Deck Officers: W. Garvey, G. Burgum, D. Leonard. Engineers: G. O'Brien (Chief), J. J. Sullivan, S. O'Neill, T. O'Donovan, J. Daly, W. Carroll, D. Kelleher. Eng. Cadets: H. Briody, R. Lett. Elect.: P. Slevin. R.O.: A. J. Daly. Chief Steward: C. O'Donovan. Apprentices: J. A. O'Mahoney, P. Gordon, M. A. Byrne, P. Fennell. Deck Dept.: H. O'Reilly, A. O'Reilly, M. Murphy, M. Lynch, A. Kehoe, N. O'Sullivan, J. Dawson, P. O'Neill, L. Allen, J. McGrath, E. Brennan, N. McGuinness. Engine Dept.: N. Loughrey, J. Walsh, A. Clarke, D. Scanlon. Catering Dept.: M. O'Meara, P. McClean, L. Robinson, A. Barn, L. Cahill, J. Leonard.

**"IRISH POPLAR":** Captain C. Raftery. Deck Officers: R. McMahon, J. A. Byrne, T. O'Brien. Engineers: J. Moynihan (Chief), M. Gillen, D. Falvey, M. Murphy, D. Molloy, J. Nolan, W. O'Neill, J. Leonard. R.O.: P. R. Clarke. Chief Steward: T. O'Connell. Apprentices: A. Kehoe, H. Byrne, B. Stockdale, J. Kennedy. Deck Dept.: J. 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. Coyle. 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, N. Hearne, H. Courtney. Engineers: J. Johnson (Chief), J. McNelis, A. O'Toole, J. Masterson, W. Gleeson, T. Russell, J. P. Murphy, J. McGurrell. Chief Steward: J. Clinton.

**"IRISH CEDAR":** Captain M. O'Dwyer. Deck Officers: M. Kelly, J. Coady, D. Murphy. Engineers: R. Murray (Chief), M. Dillon, J. Waters, J. Gaul. Apprentices: M. Larkin, P. Kenny, A. Essien, P. Etim. Engineering Apprentices: M. Kennedy, M. Duggan, J. T. Carroll, P. Bardon, J. T. Manahan, P. V. Carroll, T. A. Ryan. El. Engineer: R. Clothier. Chief Steward: P. Farrelly. Deck Dept.: P. Balmaine, P. Colfer, N. Marti, P. O'Rourke, T. Barry. Engineering Dept.: W. Martin, J. Mannah, P. Tierney, J. Fanning. Catering: P. Murphy, R. Whelan, M. McGowan, E. Devlin, V. Joyce.