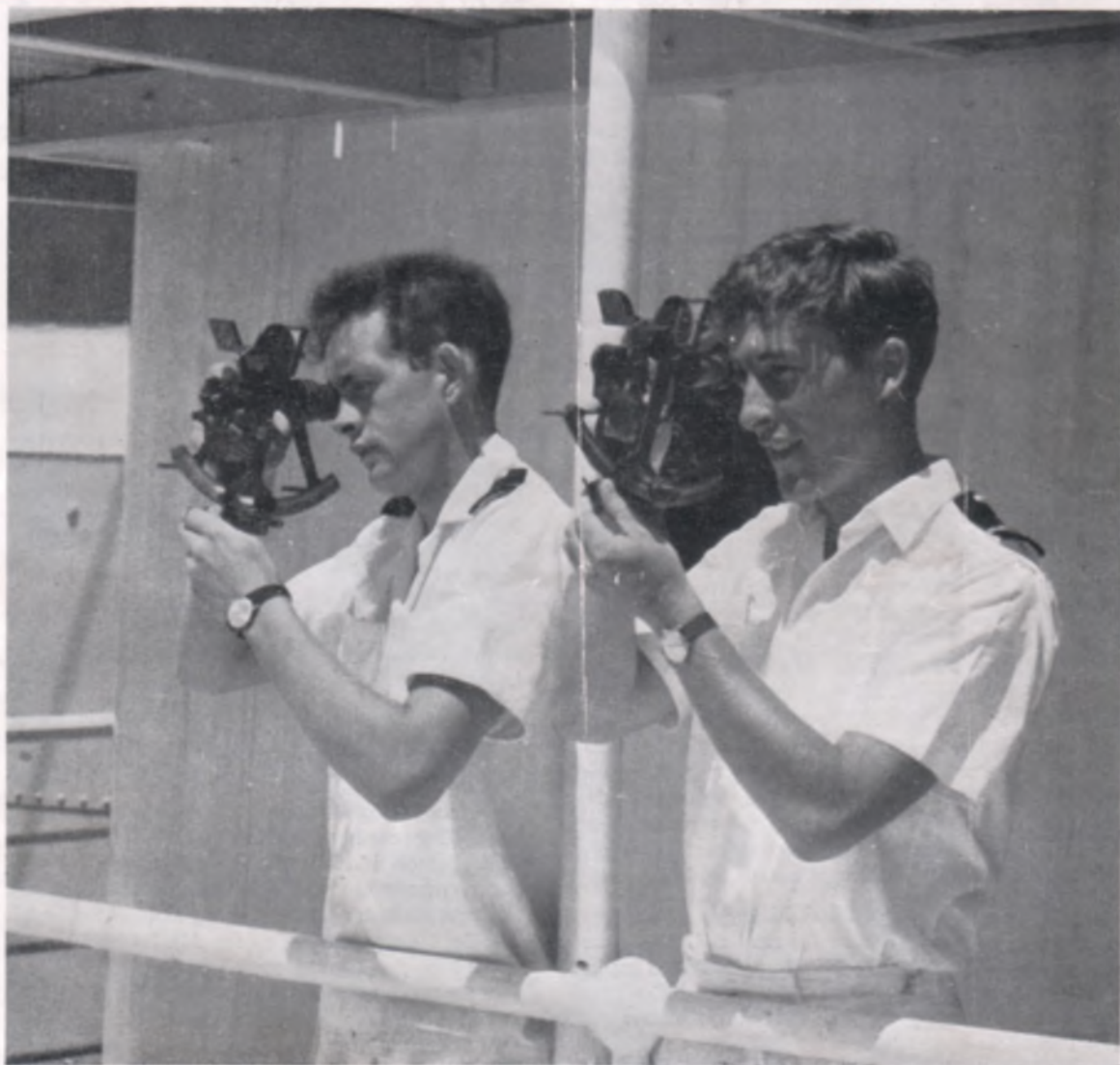


# SIGNAL

VOLUME 3  
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↑  
TAKING A SIGHT  
—“Irish Maple.”

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# UPSET TO U.S. SERVICE

This is a protest involving beef and ships. Did you know that the current prices cattle are fetching on the Irish markets have seriously upset our Liner Service to the U.S.A.? One may well ask how the bargaining about beef on the hoof can have any bearing on shipping services across the North Atlantic. But the sad fact is that our U.S. trade has received a body blow as a result of what we will term the present cattle stampede.

Briefly what is happening is this. Buyers from England and the European Continent are bidding against each other for Irish cattle. Prices are rising sky high. The farmers by and large are happy and the beef barons are delighted. But the meat factories cannot afford to compete. They are committed to supply processed beef to the U.S. at a certain price. With the continued spiral in cattle prices the meat factories, as far as the U.S. trade is concerned, are out of business. And this puts our two refrigerated ships, "IRISH SPRUCE" and "IRISH POPLAR" out of business on the North Atlantic.

## MARKET LOSS

We spent many thousands of pounds equipping these two steam turbine ships with refrigerated space to cater for the once prosperous frozen beef trade to the U.S. In 1963 its value had risen to £10,000,000. It had fallen to £1,500,000 in 1964. The prospects for 1965 are about nil. The "IRISH POPLAR" and "IRISH SPRUCE" are expensive ships to operate. They were built for speed to provide a frequent service to Irish exporters and importers. The volume of Irish exports to the U.S.A. has never been large enough to fill anything but a fraction of their large holds for the Westbound passage, and their retention on the North Atlantic was justified so long as the refrigerated spaces were filled out. Deprived of the high yielding meat freight these ships are entirely uneconomic on the U.S. run. We have been disastrously let down by the meat trade, and incidentally, by the sugar trade as well where the story is similar: high prices and shortages in Ireland leading to a loss of sales in the U.S.

## ANXIETY FOR THE FUTURE

Over the years markets for meat and sugar were painstakingly built up in America and generous import quotas were conceded by the U.S. authorities after intensive lobbying by Irish interests. Suddenly the shippers here are unable to fill the orders—a situation leaving the door wide open to the abolition of the quotas, or at best to the refixing of quotas for the future based on the year just gone by when our exports diminished to a mere trickle.

We can sympathise with the meat exporters in their dilemma; they too have invested heavily in machinery

and plant. However, their trade to the U.S. is but a fraction of the whole field of processed meat shipments. Their interests are well diversified and there is a rising demand for their products in Britain and the Common Market countries.

## BLOW TO LINER TRADE

In Irish Shipping we are concerned about the long term effects on our North Atlantic Service. The "IRISH POPLAR" and "IRISH SPRUCE", with the mainstays of their Westbound cargo gone, must now be diverted to other trades. A Liner Service is not built up overnight. There must be a reasonable expectation of continued support from the trades it is serving. Its operations have to be planned months ahead. In the case of frozen meat we invested heavily in anticipation of regular shipments but it appears that the unrestricted export of cattle on the hoof has not only been allowed to undermine the processed beef market in the U.S.A., but also to jeopardise an important part of our shipping industry.

It has been argued that the high prices gained for cattle exports swell the country's foreign credits and ease the balance of its international payments. This cannot be denied, but nevertheless undue reliance on live cattle exports is alien to the economic policies propounded here since the State was born. It is in effect robbing ourselves of the raw material for the important meat processing and ancillary industries and depriving the shipping industry of vital support. The cattle exporters hail record cattle prices but are always loud in protest when shipping freights are increased.

## PLANNING AHEAD

Surely we are justified in asking that the special problems of the shipping industry be taken into account when future plans for the nation's exports are formulated. There must be proper integration of all sections of the economy, including our own, if we are to plan our services ahead with any degree of confidence. Before markets are jettisoned again, let those involved consider the repercussions on the shipping services.

We hope that vigorous measures will be applied to save the frozen meat trade to the U.S.A. for which we had such high expectations and invested so heavily. Our sentiments in regard to sugar are no less fervent. There is, moreover, a mounting campaign to sell Irish goods in North America. Our vessels need the guarantee of the substantial quantities consigned by the large established industries to justify their being in position to take the small lots going forward from those shippers new to the export field.

## GOVERNMENT BUYS B. & I.

The Irish Government has concluded negotiations to buy out the British & Irish Steam Packet Company, according to an official announcement just released by the Government Information Bureau. The price quoted is £3,600,000. Legislation will be introduced shortly by the Minister for Transport & Power to give effect to the purchase and to set up a new Company to operate the service.

The news of the take-over has been acclaimed in trade circles and among the general public.

A full report will appear in our next issue.



### CHAIRMAN RETIRES

Mr. J. J. Stafford, Chairman of the Board of Directors, announced on January 18th that he intended regretfully to retire on medical advice. Apart from the onerous duties connected with the position, his attendance at the Company's offices involved a great deal of travelling which imposed a severe strain on his health.

Mr. Stafford joined the Board at the formation of the Company in 1941, and was nominated Chairman in 1954 to succeed Mr. E. T. McCarron. He played a significant role in fitting out the old ships for service in the difficult war years 1941 to 1945 and in the expansion of the post war fleet.

On behalf of the whole organisation we extend to him every good wish for the future.

### "IRISH WILLOW" AT WICKLOW

History was made at Wicklow port on January 12th when the m.v. IRISH WILLOW docked to complete discharge of a sulphur cargo for Nitrigin Eireann Teo. The vessel was the first of our Fleet to enter the port. She had been diverted from her berth at Arklow owing to rough seas which had prevented the unloading of the cargo.

When the vessel docked, the Master and crew were welcomed by Mr. Thomas A. Delahunt, Chairman, and members of the Wicklow Harbour Commissioners.

On the following day a reception was held for the ship's Master, Captain J. A. Gleeson, and Mrs. Gleeson, at the Stradbreaga Hotel. Mr. Delahunt presided and the attendance included Messrs. J. Everett, T.D., F. Conway, Vice-Chairman, Wicklow Harbour Commissioners; T. Conroy, U.C., Mr. P. K. O'Neill, Manager Shamrock Fertilizers, T. Cullen, Commercial Manager, Nitrigin Eireann Teo., Col. M. J. Geraghty and Captain W. Kinsella.

Mr. Delahunt extended a welcome to Captain and Mrs. Gleeson and said that they were very pleased to have such a fine ship visit the port. It was the first occasion for an Irish Shipping Ltd. vessel to call there but they hoped that more would follow. They were very proud of the amenities in Wicklow for the handling of cargoes.

Mr. Delahunt said that he was sure that Captain Gleeson was surprised to see such a good port and one capable of taking ships up to 3,000 tons and over.

Captain Gleeson thanked the Commissioners and Mr. Delahunt for the very warm and sincere welcome extended to the ship. He was, he said, very proud to command the first of the Company's ships to call at Wicklow and hoped that they would be back soon again. He was very impressed with the facilities available at the port.

# IRISH PLANE VISITS DUBLIN



*Mr. E. H. Childers, Minister for Transport and Power is welcomed aboard by Captain F. Kirk.*



*Mr. D. O'Neill, Captain F. Kirk and Mr. J. Dunne.*

Making the first visit to her home port since leaving Rotterdam on her maiden voyage in April, 1963, the IRISH PLANE arrived in Dublin on January 20th, with a full cargo of Coal from Newport News, for Messrs. P. Donnelly & Sons Ltd. and Messrs. M. Doherty & Co. Ltd.

To honour the occasion a reception was held on board on January 27th attended by the Minister for Transport & Power, Mr. E. H. Childers, representatives from the cargo receivers, Irish Shipping Ltd. officials and all the ship's Officers. The Minister was welcomed aboard by the Master of the vessel, Captain F. Kirk.

Speaking to the guests, Mr. Childers said it was gratifying to know that this vessel was not only showing a net profit but was contributing to the country's balance of payments. This was a creditable performance having regard to the generally depressed freight rates since the vessel came into service, which had made it very difficult for shipowners throughout

the world to balance their accounts.

The results being achieved by the IRISH PLANE, he said, augured well for this type of vessel. There was a growing tendency towards even larger ships but Irish Shipping Ltd. had, however, to maintain a fleet which would be suitable for supplying the country with essential goods in the event of an emergency and for this reason the Company's policy could not be guided entirely by purely economic considerations.

The Minister welcomed the fact that Messrs. Donnelly and Messrs. Doherty found it suitable to engage the IRISH PLANE to bring in this big coal cargo from the United States.

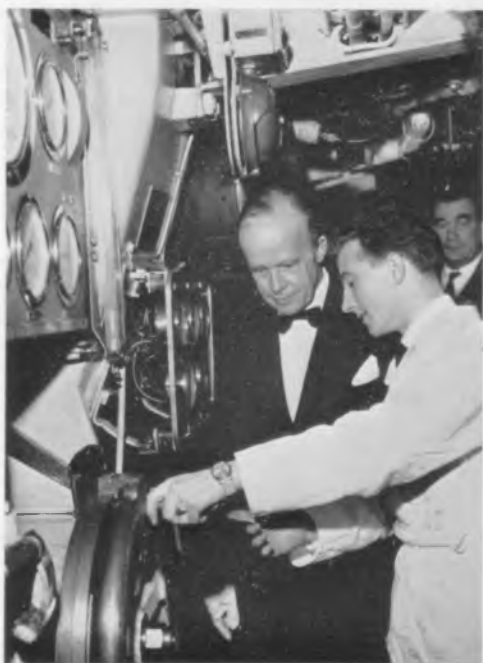
Mr. Stephen MacKenzie, Director, Irish Shipping Ltd. paid a tribute to the Minister who, he said, had always been most helpful to the Board. Mr. Childers, he said, took a keen interest in the development of the shipping industry and was always most co-operative in solving the many problems they had to face.



*At the "Irish Plane" reception: Mr. P. Walker, Mr. J. Ennis, Mr. J. Dunne, Mr. P. J. Lalor, Mr. M. Carey.*



*Mr. E. F. Sullivan and Mr. J. Gorman.*



(Top) The Minister is shown around the engine room by Mr. C. Devlin, Mr. J. P. Hamilton and the Chief Engineers.

(Left) Mr. N. Kinsella, Engineer, explains the controls to the Minister.

(Right) Looking after the guests are: Aurturo Bernal, John Phelan and Brendan Lestrangle, under the direction of Mr. J. Bennett, Chief Steward.



# Apprentice of the Year

The Insurance Corporation of Ireland, with Head Offices located at Dame Street, Dublin, are the Insurers of our Fleet. As such they have a very special interest in the well-being of the ships. Accident-free navigation is of paramount importance to Underwriters and Shipowners alike.

Recognising that highly qualified personnel are essential to efficient ship management, our Insurers decided recently to make a positive gesture to encourage our Apprentices in their studies. They instituted the Insurance Corporation of Ireland Annual Deck Officer "Apprentice of the Year" Award. This award will be granted every year to the Deck Officer Apprentice who has made the best all round progress in his training.

The Winner for 1964 is Mr. Brendan Hearne, of Corish Park, Wexford, who has been training aboard m.v. IRISH MAPLE. Mr. Hearne joined Irish Shipping Ltd. in 1960 and spent a year on the IRISH LARCH before transferring to the IRISH MAPLE. He was appointed Acting 3rd Officer on the IRISH MAPLE last September. He came ashore in January to complete his studies at the Irish Nautical College, Dun Laoghaire, in preparation for the Second Mate's Certificate examination to be held next March. He already holds the Efficient Deck Hand Certificate and the Lifeboat Certificate.

The General Manager of the Insurance Corporation of Ireland, Mr. D. Herlihy, presented the 1964 award—an inscribed Sextant—to Mr. Hearne at a special reception and dinner held at the Moira Hotel, in Dublin, on January 15th. In the course of a brief speech, Mr. Herlihy said that the Corporation had insured the Irish Shipping Ltd. fleet for many years and was aware that ship management in the fleet was among the highest in Europe. This was the outcome of having good ships and good men to sail them. It was no surprise that a Wexfordman had won the award as Wexford had a proud tradition in Irish shipping circles, he added.

Mr. R. J. O'Halloran, Assistant General Manager, Irish Shipping Ltd., said that the award selected by the Corporation was a very fine and practical one and would encourage other fleet Apprentices to try a little harder to succeed. Conditions and wages at sea had improved vastly in the past few generations. The sea should be considered by young men as a very worthwhile career, he added.

Mr. Hearne thanked the Insurance Corporation of Ireland for their generosity and said that he was very proud to be the first recipient of the Award. He paid a special tribute to Captain Langran who had done so much to help and encourage him with his studies.



*Mr. D. Herlihy, General Manager, Insurance Corporation of Ireland, presents the inscribed Sextant to Mr. B. Hearne.*

## SUGGESTION SCHEME

Following reconsideration of a number of proposals submitted by seagoing staff the Suggestion Scheme Committee have recommended initial awards for the following:

Mr. W. G. Howie, Chief Engineer.  
Mr. E. Ivimey, Chief Engineer.  
Mr. Thomas J. Byrne, Apprentice.  
Mr. George Anderson, 3rd Officer.

## NEW WHARF PROPOSED

A scheme for the provision of a new wharf at Corcanree, Limerick, which will cater for vessels up to 10,000 tons is being prepared by the Limerick Harbour Commissioners and the overall cost is estimated to be about £300,000.

The proposals include a river side wharf, 450 feet long with a 23.5 feet depth at lowest spring tide initially, but provision could be made at a later date if required for a depth at the lowest spring tide of 27 feet.

The development is part of the scheme in connection with the £1½ million plywood and blockboard factory at Corcanree.

## LIFEBOAT ADRIFT

An empty ship's lifeboat was seen drifting past the Coningbeg light vessel 8 miles off the south coast of Wexford on January 12th. The lifeboat, which was completely waterlogged, was painted blue and was seen to contain sails and oars. It is thought to have come from a French trawler.

## CHRISTMAS ON "IRISH OAK" —By Jasper

Christmas on board the OAK was passed in St. John, New Brunswick—a more cheerless hole it would be hard to find this side of the Rocky Mountains.

Apart from the population having the cockeyed idea that every ship is a floating "Murphy's" or "Beamish" warehouse they insist on building their churches on top of the highest hill they can find. We discovered this when we climbed up there through the snow and slush for Midnight Mass on Christmas Eve and again on the Sunday within the Octave.

The worst part of the night was coming back down the hill and observing the parents of the various families sampling the Christmas ham etc., which are usually cooked about that time. With mouths watering we plodded on back to the ship and had pork "sarnies" before hitting the sack.

Christmas Day opened dull, freezing and hazy. It was a day off for most of us, but the catering staff were on the ball preparing the main "meal of the year".

Having partaken of a couple of aperitifs with the Master we adjourned for dinner.

This offering began with a fish course, followed by the traditional main course and, of course, the Christmas pudding. When it was over all hands sat or lay down for that feeling of well-being to pass. When it was, the yarning and sing-songs started, assisted nobly by a moderate amount of lubrication. This was the general theme for the afternoon, interspersed with "various" visits to "various" cabins for "various" reasons.

Then supper time rolled around. This was as good as the dinner and when it was finished another nap followed by a couple of hours quaffing, singing and yarning and then to bed.

This may sound strange to some people—going to the bunk on Christmas night—but you may not know that *some* of us have to work. No five-day-weeks here boys, Christmas or not.

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### SEAMAN'S BODY RECOVERED

The body of Mr. John Tone, lost overboard from the IRISH LARCH in the St. Lawrence River last July, has been recovered and will be taken home on the IRISH PINE for burial in Dublin.



*The Winner photographed with Captain O'Neill and the guests who attended the reception.*

## THE TEN DAYS OF CHRISTMAS

—By P. J. O'Shea, Radio Officer "Irish Ash"

MONTREAL NOON, 15th. That's it boys away at last, Belfast here we come, should make it by Christmas Eve and with a little luck get the last train to Dublin. 1800 15th. We've had it ! This tie up at Three Rivers because of ice (the typewriter refuses to print the rest).

0700 16th. Well at least we are moving, you never know we could still do it. Well at least we could get to Belfast at about the same time as Santa Claus—so what if the pubs are shut.

Noon 17th. Gulf of St. Lawrence. Aye it's cold, but grand weather all the same, and she's going like a bomb. Let's get the Christmas Trees and decorations up, all hands will help.

Noon 18th. Cabot Strait. She's not doing so good, still the forecast is good and the decorations brighten up the place.

Noon 19th. Cape Race. Just our luck, gales, head seas, and fog. That nut in the Radio Room must have been talking Irish Sea weather not Western Ocean stuff. Still we'll have company, the PINE is just North and for Belfast also.

Noon 20th. What's she doing? Sweet darn all, this tub couldn't pull herself out of the way; Christmas ! we've had it, and the so an' so's PINE will greet us with a big jeer when we arrive sometime in the New Year.

Noon 21st. 48.53N 37.07W. Did you hear that clown on Radio Eireann saying that there was only 3½ shopping days to Christmas, there's 368½ as far as we are concerned. Still we seem to have the edge on the PINE at least that's something.

Noon 22nd. See the Christmas Greetings from Head Office? It's up on the notice boards. Nice of them, let's return the compliment and wish them in the same place we are going to be.

Noon 23rd. There's still a chance but it depends on the morning tide, the galley radio has it that only the first ship in will get a berth. That PINE will need watching, she's giving a slower speed but the distance apart has not changed, we've got to beat those chancers.

Christmas Eve. It looks good for Christmas Day, if we only knew what the Pilots are doing. We have the PINE—she gave away her position in a weather report, we're ahead.

Midnight. Happy Christmas everybody, Tory Island is in sight and the Pilots have confirmed that we dock tomorrow, the PINE is also coming in so we will meet old friends, they're a good crowd on that ship.

Christmas Morning. It's snowing, Rathlin to the South, and Scotland to the Northeast are white

with it. Hello Belfast Pilots, compliments of the Season, what time do we dock? 4 p.m.? Good ! We will be anchored at Carrickfergus in time for dinner, and have time to do justice to it, the Catering Dept. have really gone to town to keep us happy. Happy Christmas to all stations listening on V.H.F. 4.30 p.m. That's it ! Safe and snug, "Fine Girl You Are", we knew you could do it. Right ! Now for the mail, there's a load of it, sent on by Head Office, hope they are having a good Christmas too. About 10 p.m. Give us another bar of "I'll Tell Me Ma"—that's it, the Clancys haven't a patch on us. Midnight. "Not a soul is stirring, not even a mouse"—"Silent Night".

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### SEA SAFETY RULES CHANGE

The 1960 International Convention for the Safety of Life at Sea, which goes into effect on May 26th, shows significant changes from the current one which came into effect in 1948.

One major departure is the inclusion of provisions concerning nuclear merchant ships, a development which the 1948 convention did not foresee.

A new procedure says that a nation may evaluate the safety of a foreign nuclear ship before it enters a harbour, and may take steps to ensure that the nuclear vessel does not create unreasonable hazards while in port.

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Our annual Christmas Party for the retarded children of Stewart's Hospital, Palmerstown, Co. Dublin, was held on board the IRISH ASH on the 3rd January. Hosts to the children were Captain J. Flanagan, Master, Mr. J. Reid, Chief Engineer, Mr. Frank Kelly, 2nd Officer, Mr. E. Fricker, Catering Supervisor, Messrs. Liam Murphy, J. O'Haier, Liam Fanning and Tom Keogh of the catering department, assisted by a number of Head Office staff. Music was provided by the "Accordian Beats".

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### CHRISTMAS: "IRISH FIR"

We sailed from Genoa on the afternoon of Christmas Eve bound for Sfax in Tunisia. Christmas Day dawned with the weather beautifully fine giving everyone on board a chance to enjoy his Christmas dinner in comfort. The Officers' smoke room and the crew mess room were both decorated, with the latter carrying Christmas greetings printed in many languages. The menu for the day, prepared by the catering staff, was really wonderful.

—MASTER.



# CHRISTMAS AT SEA

“IRISH SYCAMORE”—by Colin Grey

There are not many of us at sea, if any I'm sure, who don't foster their secret longings that the next Christmas will be for them a Christmas at home. We all do I'm sure and it's always with much disappointment that we learn we are in fact not going to be home but somewhere which may be thousands of miles from that cosy little sitting room with its lighted tree and gay decorations. More often than not we find ourselves in places which bear no resemblance to what we associate with Christmas, no staff parties, no dances, no real Christmas trees and, of course, no snow. That's the seaman's lot though and we accept it as such and, although we don't have all the facilities which make Christmas at home such a happy and carefree affair, you more often than not find that if all the lads make the most of their position a good time can be had and enjoyed by all.

The SYCAMORE in her usual capacity as company's breadwinner, the ship that has the reputation for first times, our latest is Korea by the way, was again at sea for Christmas and, whereas last year found her in Yokohama, this year found her passing north through the Malacca Straits enroute from Manila to Colombo. Our Christmas was a quiet one, there were no noisy parties which we normally associate with a Christmas at sea, and due to the lack of these we spent a pleasant day. Previous to Christmas Day we had all been busy, the Chief Steward dug deep into his assortment of lockers and emerged with a case of paper decorations, fairy lights and Christmas trees which we used in the task of decorating the ship. None of us I'm afraid would ever make window dressers, but the result had its effect in as much as it gave the ship the Christmas atmosphere and did a lot to dispel the melancholy we all felt at being away from home.

On Christmas Day, which dawned a perfect day, typical of the northeast monsoon season, we had a get-together among ourselves in the smoke room at eleven-o'clock; we were all there, the Captain, the Chief Engineer, his wife and two young daughters Lyn and Lesley—the whole gang in fact. Of course seeing we were at sea, watches still had to be kept but everyone got the chance to join in by a system of relieving one another, no one missed it. A fine time we had, Mick Curley, our fourth engineer, was in form that morning and being a dab hand on the accordion was called to play us some tunes, and a fine job he made of the carols. Mick, along with our electrician, Don Nolan, when they both get together on the squeeze box and guitar can beat out anything as good if not better than anything our friends on the BLACKTHORN can do with their Mr.

“IRISH CEDAR”—by Mama San

Thinking of Christmas, one immediately associates oneself with bright lights, smiling faces, jostling crowds, present giving and an overwhelming feeling of goodwill towards everybody. These are all symptoms of the festive season ashore, but at sea most of this atmosphere is missing and so our Christmas tends to be somewhat nostalgic. However, this is all the more reason why everybody tries all in their power to make it as special an occasion as possible.

For us on the CEDAR Christmas morning started off as normally as any other day, yet there was a special kind of atmosphere; khakies were that little bit clearer, faces a little chinier and the smiles and greetings were radiant.

About a week previously the Smoke Room and Saloon had been very nicely decorated (despite the lack of “fairy lights”) by our Chief Steward and Mrs. O'Galligan, who is our Second Engineer's charming wife. The feminine touch straightened out a lot of difficulties in the decorating.

After breakfast there were traditional invitations all round to partake of a drop of the “tincture” and Christmas greetings and good wishes were exchanged among all hands. By noon everybody was awaiting the arrival of Christmas dinner and a really wonderful feast it turned out to be. Great credit is due to the Stewards and cooks for providing this feast.

Having partaken of the main meal, those who were not on watch retired to the smoke room where a party was soon in full swing. Our two leading musicians were in attendance and provided great entertainment with guitar and accordeon; the former was handled by Liam Scott and the box by Bill Fleming. Mrs. O'Galligan added an interesting touch to the music with her first-rate playing of the melodica. (Anyone from R.E. reading this, please note). The vocals were provided by one and all.

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Acker Bilk and the renowned piano of theirs. The accordion played and we all sang till two-o'clock when lunch was served and we followed Mick into the saloon to the tune of the Londonderry Air or as most of us know it by, Danny Boy.

Christmas Dinner at sea I have always thought of as too much of a good thing, and our Christmas Dinner was no exception. A fine meal it was, the inevitable turkey and roast ham, all the trimmings and a more than adequate helping of plum duff made us feel we could go without food for a month after. As it turned out we didn't quite go that far but there were very few of us that turned up for tea in the evening.

# Fashions and Uniforms at Christmas Party

BY TWO LADIES

Our social affairs are invariably attractive functions, and this year's Christmas party held in Jury's Hotel was no exception.

We think the decision of the Committee to make it a "dress" party contributed in no small way to such an enjoyable evening. The men—both in uniform and dinner jackets—looked extremely well and, in a way, rather stole the show. We never knew we had such good-lookers amongst us (! ! !) and we were delighted to see so many of our officer personnel. Needless to say, the ladies looked stunning. Long dresses in many lovely colours looked charmingly feminine.

Chairman of the Committee was Mr. Bill Lynch, ably assisted by Miss Maureen Grogan and Marie Cooper, and Messrs. Maurice de Mangeat, Bernard Byrne and Paddy Fitzpatrick. After Dinner, a very energetic and lively evening of dancing commenced.

The entertainment laid on by the Committee was something to delight in. The setting for the Christmas Carols was unusual and rather beautiful and our thanks to the "Ladies of the Lamps" for the hard work they undoubtedly put into this.



*Mr. and Mrs. J. Rickard (2nd Officer).*



*Mr. J. Gorman and partner.*

A fashion show suavely compered by Monsieur P. Shanahan brought to light—amongst other things—what the best dressed men should wear in 1965. One debonair male model—Clement P. Kinsella—was suitably turned out for anything from a Board Meeting to an F.C.A. Manoeuvre. The "female" models were no less ravishing. Our Asst. General Manager was obviously captivated by Christine who previous to this had been hiding 'her' light under a bushel in our Cork Office. Under new Projects, possibly, further diversification could include modelling for the House of Dior, in Paris, France.

This year we had the pleasure of welcoming our Directors, Mr. Frank Robbins and Mrs. Robbins and Mr. Dermot Barnes. A notable absentee was our General Manager, Mr. L. S. Furlong, who was ill.

Out of town visitors included Pat Crowley, Cork Office Manager, and Mrs. Crowley, and Captain and Mrs. John Poole who travelled up from Wexford.

Everyone seemed to be in general agreement that "a great night was had by all".



*Stores Department party.*



*Mr. and Mrs. E. Harris and Mr. and Mrs. P. Smith.*



*Mr. F. Kelly, 2nd Officer, photographed at the Children's Party on the "Irish Ash."*

# JOINING A SHIP

By M. H. Willoughby

Recently I joined the IRISH PLANE in Mauritius. There were certain similarities to the time I joined the first IRISH PLANE in Dublin in the year 1942.

First, the Chief Engineer, Mr. P. Walker, had made his first trip to sea on the old ship, and secondly, she was loading sugar, which was a familiar cargo on the original, except that we loaded it in bags during the early years.

However, there the similarity ends. I joined the first PLANE in Dublin, my mode of conveyance was a bicycle and I had to make several runs to and from Kildare Street, where I was then living, to get my gear on board.

Joining the modern PLANE was a very different proposition; I flew from Cork to Mauritius; I didn't see my gear from the time I deposited it at Cork Airport till I arrived at Mauritius.

After a short look around the airport in London we were on our way to Paris in a Caravelle. This time I had a window seat. We crossed the English coast at Beachy Head, which I easily recognised, having passed it so often, though at a lower altitude. In only fifty minutes we were in Orly Airport, Paris, which to my mind is an even more fabulous place than London.

Following a wait of some six hours at Orly we embarked, or should I say emplaned, for the direct flight to Tananarive in Madagascar. By "direct" I mean no changing of planes. This was a Boeing 707, a tremendous aircraft. Climbing into it one wonders how it could ever get off the ground, never mind climbing into the sky, but climb it did, right up to 38,000 ft.

A good sleep was had by all between Paris and Cairo, our first stop. We landed and took off after fifty minutes while it was still dark, any scenery we had missed was more than made up for in a little while by the beauty of the dawn over the desert.

After stopping at Nairobi, where we changed crews and had a very welcome shower and brush up, we approached Kilimanjaro, the highest mountain in Africa, height about 17,000 feet; we were at 19,000 feet and as it was very cloudy we could only see the summit, covered with snow. The pilot obligingly circled and so let everybody in the aircraft get a good view.

Approaching Dar es Salaam we had a good view of the clove island of Zanzibar on our port side and the numerous coral reefs off the coast.

Coming in on the approach of Tananarive the main impression is the redness of everything, houses, fields and even the airport runways are all of a drab almost maroon colour. It was a relief to get out of

# SIX EASY LESSONS

Bonjour mes Amis,

Greetings from "LE IRISH ASH", the numerous poachers of the title "Maru" to which we alone can lay claim, may until further notice use that name as they please. French is now the order of the day, dictionaries, phrase, and reference books, in the language have appeared, and a mistake made in Montreal, where *Oui* was taken to mean *wee*, and "two large wans" insisted upon, will not be repeated. Even a set of Linguaphone records have been resurrected, and if present enthusiasm holds will be worn out before long. To further help us, we have a French expert Monsieur D. Laurent, on board, time permitting he will also act as Supercargo.

This change from the Western, to the Indian Ocean became a must last December when we made our last call to Montreal. There we found that we, normally the largest Irish ship calling at the port, were now in fact the smallest of three docked. The BLACKTHORN and PLANE having tied up there earlier. Our injured pride was somewhat lessened the following day when the PINE arrived and took over the role of "Little Fella", which (with apologies to certain foreign newspapers) leads to the question, is this a record, four of the fleet berthed in an overseas port?

All year we chased after a first, somewhere, anywhere, but without success. By a narrow margin the LARCH beat us to Limerick, it was even closer in the race to Montreal, the WILLOW being the victor. We never did get a first, instead in the final weeks of the year we got a last, the last of the Fleet to leave the St. Lawrence, for which distinction we had to put up with freezing rain, snow, ice and sub-zero temperatures. We attribute our present position to the Chartering Dept., who viewing our pinched, and woebegone appearances, decided that we needed a sunshine cruise in which to revive from the rigours of a Canadian winter. Thank you gentlemen, you forgot our meeting was immediately after Christmas.

Finally it may be of interest to the Personnel Dept. to know that we have no longer a Captain on board—the official title is now "Le Commandant". Stores may also be interested, that surely merits an extra row of scrambled egg, how about it?

DE LA PART DU COMMANDANT,

AU REVOIR.

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Tananarive, two hours in the non-air conditioned airport buildings was quite enough. We took off in a Constellation aircraft this time, and the rest of the journey was made in the dark. After stopping briefly at Ile de la Reunion we set down at Mauritius after a perfect flight.

## OFFICE NEWS

Congratulations are extended to Maurice de Mangeat on his wedding which took place on February 10th. Maurice, who is attached to Chartering Department, is a prominent member of our staff social committee.

On a five weeks work study course in Cranfield, England, is Des Stanley of the Accounts Department, while Rory O'Connor and Barney Guerins also of Accounts Department were on a three day course for supervising staffs on 2nd, 3rd and 4th February.

Derek Mills was recently on a trip to the U.S. with Mr. Bucknall of P. A. Management Consultants and Mr. Gerry Cronin, Assistant Superintendent, aboard the m.v. IRISH MAPLE.

We understand that Martin Donnelly of Stores Department is at present building a big reputation for himself in the sphere of Bowling. He is a prominent member of the "Alley Cats" team.

\* \* \* \*

## SPORTS NEWS

**RUGBY:** In the first international of the season, Ireland drew with France, 3-3, at Lansdowne Road. This unexpectedly good performance by the Irish team caused the selectors to choose the same fifteen for the match with England, also at Lansdowne Road, on February 13th.

**G.A.A.:** A number of county conventions throughout the country here passed motions calling for the removal of the ban on foreign games. This probably means that there will be increased support for the motion at the Annual Congress to be held next Easter.

**SOCCER:** Owing to the withdrawal of Syria from the World Cup competition, Ireland now face Spain, home and away, for the right of entry to the final stages. The finals will be held in London next year.

**BOXING:** The Irish amateur boxing team drew, 5 all, against England at the Royal Albert Hall, London, on January 28th.

### CAPTAIN CYRIL BRENNAN

It is with profound regret that we report the death of Captain Cyril Brennan which took place on the 19th December last after a prolonged illness.

Captain Brennan served his Apprenticeship on the vessels of the Anglo Saxon Petroleum Company and joined Irish Shipping Ltd. as 2nd Officer of the IRISH FIR in April 1957. He was promoted Chief Officer on this vessel in October of the same year. In June 1963 he was appointed Master of the IRISH BLACKTHORN and was Master of the IRISH ASH for a short period before taking over command of the IRISH WILLOW. It was from the latter vessel he was taken ashore in Canada seriously ill. He is survived by his wife and three young children who live at Foxrock Park, Co. Dublin.

\* \* \* \*

### CAPTAIN P. O'SEAGHDHA BEREAVED

On behalf of all our staff ashore and afloat we extend our deepest sympathy to Captain and Mrs. Pdraig O'Seaghda in the tragic death of their son Donal which followed a car crash in Dublin on December 21st last.

**Mrs. Joyce Lee, Captain of the Greystones Sea Rangers writes:**

Captain O'Shea has also been on our mind just recently as we were all shocked to hear of the tragic and very sad death of his son. We did not feel that we were in a position to offer sympathy but should the opportunity ever arise for you we would like him to know that he was remembered in our thoughts and prayers.

\* \* \* \*

### STAFF BEREAVEMENTS

We express our sincerest sympathy to the following staff members who have been recently bereaved:

Mr. Patrick Wilde, IRISH FIR, on the death of his mother in early December.

Mr. Paddy Fitzpatrick, Charter Department, on the death of his mother on January 24th.

Miss Gabrielle Reilly, Services Department, on the death of her father on January 6th.

Mr. John Higgins, Accounts Department, on the death of his mother on January 9th.

Mr. W. Hynes, Junior Engineer, on the death of his mother on Decemebr 31st.

We extend our sympathy to Mr. R. J. O'Halloran, Assistant General Manager, on the death of his father which took place on January 28th.

## PERSONAL

We are informed that Mr. Joe Ennis, Chief Engineer IRISH PLANE has become engaged to Miss Angela Keegan. They are both from Castletown-geoghegan.

Congratulations to Chief Engineer Mr. R. U. N. Murray and Mrs. Murray on the birth of a son January 2nd.

Congratulations to Mr. P. J. Lalor, Electrician on the IRISH PLANE, and Mrs. Lalor on the birth of a son on January 18th.

We have pleasure in announcing the following promotions and extend our congratulations to all concerned:

- J. Ennis, 2nd Engineer to Chief Engineer.
- P. Otter, 2nd Engineer to Chief Engineer.
- J. McNelis, 3rd Engineer to 2nd Engineer.
- J. Scott, 3rd Engineer to 2nd Engineer.
- D. Burke, 3rd Engineer to 2nd Engineer.
- T. O'Driscoll, 3rd Engineer to 2nd Engineer.
- J. Barron, 3rd Engineer to Acting 2nd Engineer.
- G. Elder, 4th Engineer to 3rd Engineer.
- E. Doyle, 4th Engineer to 3rd Engineer.
- D. O'Connell, 4th Engineer to 3rd Engineer.
- R. Broderick, Junior Engineer to 4th Engineer.
- S. Mahon, Junior Engineer to 4th Engineer.
- P. Spillane, Junior Engineer to 4th Engineer.



*Rory O'Connor dances a hornpipe at the Christmas Party.*

*(Bottom left) Miss N. O'Brien Personnel Dept., and Mr. J. Dunne.*

### BIRTHDAY GREETINGS

Greetings to **Raymond Whelan** of the IRISH ASH from Mam, Dad, Patricia, Lorna, Desmond and Sean. Raymond was 18 on February 26th.

**Bernard Culligan**, IRISH ROWAN, celebrates his birthday on the 9th February and we are sending him the following message: "Wishing you a very happy birthday Bernard. Looking forward to seeing you soon. Lots of love. Lily".

To Apprentice **P. D. Condon** on the IRISH PINE, who celebrates his 19th birthday on the 8th February "congratulations and good wishes from Mam and Dad".

For **John Waters**, Engineer on the IRISH MAPLE: "Love and best wishes John for a very happy birthday from Mam, Tommy and Moyra and family. Eileen, Dick and family, Jim and Josephine, Willie and Bridget, and a special greeting from your little niece Stephanie. Love and best wishes from Margaret, all at No. 9 Casa-Rio, all at 73 and at 71. God bless you".

**Barry O'Meara**, IRISH CEDAR, "All our love and best wishes for your 19th birthday on the 24th February. From Mammy, Daddy, Peter, Maevie, Patrick, Jane, Ruth and Owen.

**Turlough MacMahon**, IRISH FIR, "A happy birthday and many happy returns of February 2nd to Turlough. From Patty and all at "West'rn Rock".



### WE CONGRATULATE:

Mr. R. Murdoch who obtained his 2nd Class Motor Certificate in December.

Mr. C. Lavery who obtained Masters Foreign Going Certificate.

Mr. E. Greevy obtained Masters Foreign Going Certificate, now serving as Chief Officer on m.v. IRISH OAK.

K. McKenzie obtained 1st Mate Foreign Going, now serving as 2nd Officer on m.v. IRISH PINE.

J. P. Coady who obtained his 1st Mate Foreign Going.

J. Gorman who obtained his 1st Mate Foreign Going, now serving as 2nd Officer on m.v. IRISH PLANE.

T. Joyce, who obtained his 1st Mate Foreign Going.

K. F. Dooley, 2nd Officer promoted to Acting Chief Officer m.v. IRISH CEDAR.

R. Needham 2nd Officer promoted to Acting Chief Officer s.s. IRISH HAWTHORN.

P. Donohue 3rd Officer promoted to Acting 2nd Officer s.s. IRISH HAWTHORN.

R. Gordon, Apprentice promoted to Acting 3rd Officer s.s. IRISH HAWTHORN.

P. B. Scott, Apprentice promoted to Acting 3rd Officer s.s. IRISH SPRUCE.

T. P. McKenna, Apprentice promoted to Acting 3rd Officer s.s. IRISH FIR.

P. Kehoe, Apprentice promoted to Acting 3rd Officer s.s. IRISH MAPLE.

K. Geoghegan, Apprentice promoted to Acting 3rd Officer s.s. IRISH PLANE.

P. Keane, Apprentice promoted to Acting 3rd Officer s.s. IRISH WILLOW.

### RECENT APPOINTMENTS:

Chief Officer: Mr. J. H. Evans.

Deck Apprentice: Mr. J. Cox.

Electrical Engineers: Mr. T. J. Coughlan, Mr. F. Mulholland.

Junior Engineers: Messrs. K. Maye, T. McMahon, A. O'Mahony, C. Lee, J. S. Masterson, G. Faulkner, P. F. Murphy, John A. Prior, H. T. Conboyne, J. J. Nolan, J. Power, Mr. N. Croasdell.

Your note of Mr. P. Otter obtaining his First Class Steam Certificate in a record minimum time has surprised me. As reference to your Company records will show that others (non Irish Shipping Apprentices) have obtained this Certificate in a shorter time.

ACCURACY.

(Top Right) Mrs. Vera Dillon, pictured here with her family, sends birthday greetings (March 11th) to her husband, Mr. John Dillon, Chief Steward, "Irish Rowan."

(Right) The young lady is Geraldine Hawkins, who sends birthday greetings to her brother Phil on the "Irish Willow" from herself, Mam, Dad and family at Irishtown.



# Personnel on Leave

Masters: Captains J. Lee, C. Raftery, M. Langran, P. O Seaghdha, J. Poole, M. McMahon, E. C. G. Horne.

Chief Officers: Messrs. J. Small, P. Kelly, F. Lee, M. Doyle, M. Carey.

2nd Officers: Messrs. C. Laverty, V. Buckley, F. Kelly, G. Burgum, J. O'Leary.

3rd Officers: Messrs. G. Anderson, J. Coady, J. Gorman, A. Dalton, C. McCarthy, J. A. Burne, T. Joyce, G. Kyne.

Chief Engineers: Messrs. H. Mehaffey, R. Murray, P. Walker.

2nd Engineers: Messrs. A. Hughes, N. Whitfield, P. Walsh, D. Hamilton, G. Hughes, G. O'Brien, W. Brickley, M. Kavanagh.

3rd Engineers: Messrs. D. Falvey, H. Caughey, H. Shannon, G. McDonnell, J. Geoghegan, P. Shortall, T. Wrenn, J. Twomey.

4th Engineers: Messrs. T. Onions, D. O'Keeffe, N. Kinsella, M. Kennedy, W. Maher, S. Langan.

Jr. Engineers: Messrs. M. Murphy, P. Dignam, J. Gaul, J. Bradshaw, T. Molloy, K. Edwards, S. McGarry, W. Hynes.

Eng. Apprentices: Messrs. D. Buckley, E. Currivan. Electrical Engineers: Messrs. W. Lewis, A. Read, J. O'Connor, J. Leonard.

Chief Stewards: Messrs. J. Rogan, J. Doran, B. Dorgan, H. Bond.

Deck Apprentices: Messrs. A. Minihan, R. Grant, L. McLoughlin, N. Hearne.

## SICK LEAVE:

Chief Officers: Messrs. D. Tooher and J. Cullen.

Chief Engineers: Mr. M. J. Byrne.

Junior Engineers: Mr. T. Furlong.

Apprentices: Mr. G. Gillen.

## STUDY LEAVE:

2nd Officers: Mr. D. Warner.

Chief Engineers: Mr. E. Ivimey.

2nd Engineers: Messrs. T. O'Leary, H. Dowdall.

3rd Engineers: Mr. W. Fitzgerald.

Apprentices: Messrs. H. Courtney, P. Tyrrell, L. O'Duffy, D. O'Doherty.

## MID-APPRENTICESHIP RELEASE COURSE:

Messrs. E. Brady, D. Kavanagh, D. Leonard, H. Byrne, R. Livingstone, J. Goulding.

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## Letters

We thank you for the Christmas edition of SIGNAL, and heartily reciprocate the greetings sent to us by the Management and Staff.

We were also very pleased to hear that our Manager, Mr. Furlong, was fully recovered and back in the office, and we send to him our best wishes for his future health. His past illness came to us as a surprise as we were not aware of it, no doubt due to having missed the previous issue of SIGNAL which apparently got lost somewhere along the line.

Best wishes for 1965,

NOMAD—IRISH SYCAMORE.

\* \* \* \*

The Catholic Seafarers' Club is open to all seafarers irrespective of class, colour or creed. A **Jumble Sale** is being held shortly to help raise funds and articles are urgently required for this venture. Discarded clothing, footwear and drapery goods of any description are more than welcome, but anything which is re-saleable from a needle to an anchor is acceptable.

Items may be left at the Club any evening after 7.30 p.m. or arrangements can be made for collection of large quantities by phoning **49061** after the same time.

PRESIDENT,  
Seafarers' Club,  
"Beresford House",  
3 Beresford Place,  
Dublin 1.



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(Left) Mr. Maurice Demangeat, Chartering Dept., and his fiancée, Miss Rena Cotter. They were married on February 10th.

## SYCAMORE IN PHILIPPINES

By Capt. R. M. Woolfenden

The "Sycamore" sailed from Yokohama, 26th June bound for Manila. The passage down was uneventful but we did have to heave to for a day on the outer fringe of a typhoon. Manila was struck by the same typhoon which caused considerable damage.

We arrived at Manila on 2nd July and found the port in a state of chaos. Two ships had been blown ashore and several severely damaged, apart from the fact that half the lighters in the port had been sunk. Several hundred people had been killed and there was no power in the city. We loaded cargo for the Great Lake Ports consisting of dessicated cocoanut, hemp and gum, sailing for Sagay on the northern end of the Island of Negros.

The passage round was extremely interesting from the navigational point of view,

but entering the anchorage was a little difficult owing to the presence of innumerable reefs, all of which were unmarked, the buoys and beacons having long since disappeared. Sagay is the usual type of native village, palm leaf thatched huts situated at the mouth of the Sagay River which flows out from a thickly wooded jungle. We loaded mahogany boards and sailed for Bislig.

There was a general feeling of relief as we left, as Sagay is in the typhoon area and being hemmed in by reefs would not have been the best of places to be caught in.

Bislig is another small village at the top of a small bay on the east side of Mindanao Island and again difficult to enter on account of unmarked reefs and very few navigational aids. Oddly enough there is a very nice club there with a salt water swimming pool, and we were invited to use the place whilst in port. We sailed from there for Zamboanga.

*(continued on page 19)*



Group taken at the wedding of Mr. Thomas Joyce 2nd Officer, to Miss Mary O'Connor at St. Mary's, Drogheda in September last. Left to right: Mr. Louis Martin, Radio Officer, Irish Shipping Ltd., Mr. Aiden Traynor, Blue Star Line, Groom and Bride, Miss Mary Joyce, Miss Rosaleen Mullen (bridesmaids), Miss Finoula Cronin, Mr. Paul Hughes and Marie O'Reilly, Mr. Thomas O'Reilly and Miss Bernadette O'Reilly.

## SHIPOWNERS' LIABILITY

It is much to be regretted  
That your goods are slightly wetted  
But our lack of liability is plain,  
For our latest bill of lading  
Which is proof against evading  
Bears exception for sea water, rust and ram;  
Also sweat, contamination,  
Fire and all depreciation,  
That we've ever seen or heard of on a ship.  
And our due examination  
Which we made at destination,  
Shows your cargo much improved by the trip.

Furthermore the protest shows  
That the master blew his nose,  
And the hatches were demolished by the gale,  
Oh! we'll all stick together,  
To prove it's heavy weather,  
For we've got the cargo owner by the tail,  
So reserving all defences,  
Alibis and false pretences,  
We suggest that your underwriter man,  
Is the guy that's out of luck,  
We always pass the buck,  
Yes, we always duck the issue if we can.

'Tis a cause of grief sincere,  
And we almost weep to hear  
You are claiming for your cargo wet by rain,  
It really is a crime,  
That you're wasting all your time,  
For our bill of lading clauses make it plain,  
That from ullage, rust, or seepage,  
Water, sweat or just plain leakage,  
Act of God, restraint of princes, theft or war,  
Loss, damage or detention,  
Lockout, strike or circumvention,  
Blockade, interdict or loss 'twixt ship or shore;  
Quarantine, or heavy weather,  
Fog, rain or both together,  
We're protected from all these and many more,  
And it's very plain to see,  
That our liability  
As regards your claim is absolutely Nil.  
So try your underwriter,  
He's a friendly sort of blighter,  
And is pretty sure to grin and foot the bill.

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## THE SHOALS OF HERRIN'

With our nets and boats we're farin'  
On the wide and wasteful ocean  
It's out there on the deep that we harvest our  
herd  
As we hunt the bonny shoals of herrin'.

*(continued next column)*



*At the "Irish Plane" reception: Mr. C. P. Kinsella, Liner Dept. Manager, Mr. Frank Robbins, Director, Mr. Bill Brown and Mr. Marcel Pinsonnault, Jnr., President and Director, respectively, of Brown and Ryan, Stevedores, Montreal.*

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It was on a fair and a pleasant day  
Out of Yarmouth Harbour I was farin'  
As a cabin-boy on a sailin' lugger  
For to hunt the bonny shoals of herrin'.

Now we left our home grounds in the month  
of June  
And for Grannock Shiels we soon were farin'  
With a hundred cran of the silver darlin's  
That we'd taken from the shoals of herrin'.

Now the work was hard and the hours were  
long  
And the treatment sure it took some bearin'  
And I used to sleep standing on my feet  
And I'd dream about the shoals of herrin'.

Now you're up on deck—you're a fisherman  
And your learnin' all about sea farin'  
That's your education scraps of navigation  
As you hunt the bonny shoals of herrin'.

In the biting wind and driving rain,  
Shure you earn the gear that you are wearing  
Sailed ten thousand miles, caught ten million  
fishes  
As we hunt the bonny shoals of herrin'.

Night and day we're going  
Come winter gales or winter stormes,  
Swet'en our lives, grow'en up, grow'en old,  
and dieing  
As we hunt the bonny shoals of herrin'.

## INNOCENTS ABROAD

Back in the Office after their adventurous trip to the United States on the m.v. "Irish Maple" are Mr. Derek Mills, O. and M. Department, and Mr. A. G. Bucknall, Management Consultant. They had travelled on the ship from Birkenhead to Baltimore and were prevented from doing the round voyage by the U.S. Longshoremen's strike. As announced in the previous issue of the magazine, the Consultants are spending periods on the vessels to study the working procedures on board with a view to suggesting improvements in all directions.

Mr. Mills and Mr. Bucknall have asked us to convey to all on board the "Irish Maple" their sincere thanks for the courtesy and co-operation extended them all the time they were on the ship.

\* \* \* \*

## ATTENTION

"Referring to our Circular Letter (Victualing Department), please note that the rate for victualling European Crew must be reduced to 2s. per day. You will be allowed 4s. per head for passengers only.

We enclose a revised Bill of Fare for European Crew marked B/F.1. and a separate Bill of Fare for passengers only marked B/F.2. You will particularly note that when carrying passengers no deviation must be made on the Bill of Fare for officers, and that they will take their meals at a separate time from that of passengers.

A considerable saving can be effected if you inquire prices from suppliers before ordering stores; for instance, at a port where you find veal and pork much dearer than mutton and beef, then cut out the veal and pork. You will find this applies in many other instances, and is a sure source of reducing your present average.

**Salads:** Cut out Tomatoes and Lettuce and use Onion, Beetroot and Potato; this makes an excellent salad.

**Corned Ox Tongue** is not appreciated generally, and is expensive, so exclude from your menu.

**Eggs** must be used sparingly, and not at all for cooking. Once a week is sufficient for table use.

**Poultry** must only be used for passengers. This question of costs is one of vital importance."

*From the Merchant Navy Journal  
November, 1937.*

## SYCAMORE IN PHILIPPINES—cont. from page 17.

Zamboanga is on the southwest corner of Mindanao and is considered a city, quite a nice place with paved streets and a few modern buildings. We berthed alongside a reasonably good pier, where the traffic chaos was something to behold. Passengers, pigs, bullocks, donkey carts all mingled up with lorries, hand carts, sweet and fruit vendors and the inevitable small boys picking up anything they could lay their hands on.

The Philippines appears to be a very backward country, the ports are primitive, except of course Manila, which makes the islands more interesting. Thieving from ships is an art which can only be counteracted by the employment of several watchmen. In Manila Bay there are pirates operating and they are known as the Bay Pirates and ships are warned accordingly. An American ship was attacked only a few weeks prior to our arrival there, so we took the precaution of having lights over the side and a constant patrol round the decks.

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## SHE'S A SHE JUST BECAUSE . . .

Why is ship called she? Thomas G. Miller, general passenger traffic manager in Canada of the Cunard Line, gives 15 answers to the question:

She's all decked out and pretty well stacked. She has a waist and stays and requires a lot of rigging. There's usually a lot of bustle around her, but she always manages to show her superstructure to advantage. Bows and bells are standard equipment, and sometimes she wears a bonnet. She has pleasing lines from stem to stern, and there's generally a gang of men around her.

It's not the initial expense that breaks you—it's the up-keep. It takes a lot of paint to maintain her best appearance. In some parts of the world the man who takes care of her needs at home is known as her "husband," but she leaves him behind when she goes out. She always knows her destination—and her watchword is caution. When entering port she heads immediately for the buoys. When you want to attract her attention a whistle is the appropriate signal. As soon as she gets home all her lines are busy. On a balmy day or a moonlit night she can make any tired business man forget all about his troubles. And once you get to know her, you never want to leave her.

# PERSONNEL OF THE FLEET

(Deck Officers and Engineers in Order of Rank)

**"IRISH ALDER":** Captain J. A. Caird. Deck Officers: J. J. Martin, P. V. Flynn, J. Whelan. Engineers: T. Loughran, (Chief), R. Murdoch, B. Geaney, A. O'Toole, N. Edwards, W. Gleeson, P. Brannigan, J. Dunn. Chief Steward: J. Murphy. Apprentices: A. Moynihan, M. Coleman, P. Fennell, P. Cowman, R. G. Gannon. Deck Dept.: L. Kelly, J. Maher, W. O'Brien, D. O'Neill, G. Derham, F. Brennan, J. Collins, R. Markowski, J. Reilly, C. Buttmer, J. Dowling, D. O'Sullivan, P. Grant. Engine Dept.: F. Kelly, W. Mahoney, J. Davidson. Catering: C. Cunningham, J. Fleming, N. Blake, P. McClean, J. Hurley, W. Russell.

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

**"IRISH BLACKTHORN":** Captain J. Devine. Deck Officers: T. Scollay, M. Henshaw, P. O'Byrne. Engineers: P. Otter (Chief), M. O'Connell, C. Donovan, M. Downes, F. Murphy, D. Dunne, B. Larkin, T. O'Sullivan, W. O'Toole, J. Voss. Chief Steward: T. O'Connell. Apprentices: F. Kirk, J. Whyte. R.O.: R. F. Bennett. Deck Dept.: H. O'Farrell, T. Kelly, R. Early, K. Heinrich, T. Deiter, W. Fleiner, E. Vidal Garcia, D. Clarke, D. Murphy, J. McGrath. Engine Dept.: J. Kelleher, E. Carberry, J. Hannah, J. McCarthy, B. Moore, W. Gahan. Catering: B. Crilly, W. Lawlor, S. Power, G. Molloy, J. Brady, G. Redmond, C. Cox.

**"IRISH HAWTHORN":** Captain G. P. Blaney. Deck Officers: R. Needham, P. Donoghue, R. Gordon. Engineers: K. Roche (Chief), J. A. Lyons, E. Hughes, A. Hall, D. Harrington, J. Kelly, J. Fahey, J. Power, A. Richards. Chief Steward: V. Mayland. Apprentice: M. Byrne. R.O.: D. Renowden. Deck Dept.: T. Rowan, D. McCarthy, A. McCarthy, A. Kehoe, T. Moran, G. Farrell, P. Moretti, D. Ponce, T. McCarthy, J. O'Valle, T. Finnin. Engine Dept.: E. Cabello, R. Cromwell, W. Haddock, B. Cullen, W. Coote. Catering: P. Walshe, L. Russell, E. Maguire, A. Mooney, T. Salas, B. Core.

**"IRISH MAPLE":** Captain M. G. O'Dwyer. Deck Officers: J. Devaney, P. Corcoran, P. Kehoe. Engineers: H. J. Mooney (Chief), T. O'Driscoll, S. Cox, J. Waters, T. McMahon, K. Maye, N. Crossdell, P. Coffey. Chief Steward: J. Clinton. Apprentices: D. Buckley, B. O'Flynn, J. Cox. R.O.: J. D. McNamara. Deck Dept.: M. McBride, S. Neves, D. Mendes, V. Ramos, P. Neves, S. Tanaia, M. Andrade, A. Silva, M. De Sousa, N. Harte, B. Mulready, J. Lattimour, D. Silva. Engine Dept.: N. Loughrey, P. McEvoy, J. Maxwell, P. Kernan. Catering: C. England, H. Howard, R. Cullen, J. McClean, J. Dunne, R. Pender.

**"IRISH OAK":** Captain I. Shiel. Deck Officers: E. Greevy, J. Rickard, D. Curtis. Engineers: A. Metcalf (Chief), J. Scott, J. Little, D. Hoey, W. Carroll, D. O'Leary, P. Bardon, P. Carroll, M. Kennedy, M. Dunphy. Chief Steward: J. Moynihan. Apprentices: F. Perrott, T. Teevan. R.O.: P. T. Higgins. Deck Dept.: B. McEvoy, N. Daly, J. Cahill, M. McCarthy, R. Roe, P. Kelly, M. Walsh, F. Chandler, J. Fagan, J. Fitzgerald, F. Lowry. Engine Dept.: W. Martin, P. Walsh, B. Malone. Catering: L. Robinson, A. Austin, S. Murphy, W. Murphy, E. Hanlon, J. Duff.

**"IRISH PINE":** Captain J. Onions. Deck Officers: J. Mitchell, K. McKenzie, N. Foley. Engineers: J. F. Troy (Chief), I. Stuart, A. Bolger, J. Long, J. Maloney, M. Kavanagh, M. Duggan, D. Barry, J. McLaughlin, S. Mulholland. Chief Steward: W. Gouldson. Apprentices: P. Gordon, P. Malone. R.O.: B. A. Fitzsimons. Deck Dept.: H. O'Reilly, P. Byrne, T. Grannell, J. Donnell, M. Twomey, J. Murphy, J. Fagan, B. Lahive, R. Cooke, B. Byrne, J. Goucher. Engine: A. Rackley, F. Quilty, K. Corcoran, R. Lumsden. Catering: J. O'Reilly, J. Greene, W. Haddock, B. Deering, B. Muldowney, P. Doyle.

**"IRISH PLANE":** Captain F. W. Kirk. Deck Officers: M. Willoughby, J. Gorman, K. Geoghegan. Engineers: J. Ennis (Chief), E. Byrne, J. Nangle, P. White, A. O'Mahoney, J. Hennessy, J. A. Prior, P. Lalor. Chief Steward: J. Bennett.

Apprentice: D. Brunicardi. R.O.: E. F. Sullivan. Deck Dept.: J. Nangle, J. Bermingham, D. Scanlan, P. Wilde, M. Kavanagh, T. Rickard, M. Whelan, G. Duffy, A. Hudson, C. Cronin, L. Hitchcock, M. Byrne, R. Gilligan, J. Robinson. Engine Dept.: T. Doyle, N. Moynihan, J. Gaffney, J. Kenny. Catering Dept.: J. Mason, T. Savage, J. Reddy, E. Martin, C. Gallagher, B. O'Reilly.

**"IRISH POPLAR":** Captain I. Tyrrell. Deck Officers: W. Garvey, A. McMahon, J. Gaul. Engineers: J. Morgan (Chief), M. Gillen, M. Cassidy, F. Rooney, F. Barry, J. Nolan, C. Lee, S. Smith. Chief Steward: V. Thorne. Catering Instructor: E. Fricker. Apprentices: J. Kennedy, J. Desmond, J. Shelton, B. Stockdale. R.O.: P. R. Clarke. Deck Dept.: J. Heaney, J. Ellis, P. Redmond, J. Higgins, T. O'Flaherty, M. Lennon, P. Tallon, P. Kearns, J. Carney, M. Corcoran. Engine Dept.: M. Thuillier, P. Moore, J. Sloan, K. McLoughlin, J. Early, T. Keegan. Catering: A. Buckley, D. Barry, P. Plunkett, K. Edwards, W. Harrison, K. Doherty.

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

**"IRISH WILLOW":** Captain J. Gleeson. Deck Officers: J. H. Evans, D. Daly, P. Keane. Engineers: R. Tennant (Chief), J. G. Barron, D. O'Connell, P. Spillane. Chief Steward: G. Zachart. R.O.: P. S. Edmonds. Deck Dept.: J. Hall, P. Sinnott, L. Cullen, J. Murray, P. Hawkins, D. Mulcahy, J. Coffey. Engine Dept.: C. Curley, A. Clarke. Catering: J. O'Reilly, W. Sheridan, D. Edwards, T. Ward.

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

**"IRISH FIR":** Captain J. S. Kerr. Deck Officers: J. St. John, K. K. Laniyan, T. McKenna. Engineers: R. Harrison (Chief), P. Kavanagh, N. O'Neill, E. Lynch. Chief Steward: R. Heapes. R.O.: R. W. Walshe. Deck Dept.: G. McNeill, J. Donnelly, G. Forde, F. McArdle, J. Turner, E. McFadden, T. Kennedy. Engine Dept.: F. McCarthy, M. McGrath. Catering: T. Masterson, J. Barry, C. Galvin, P. Fitzsimons.

**"IRISH CEDAR":** Captain T. Glanville. Deck Officers: K. Dooley, J. Weston, D. O'Neill. Engineers: J. Johnston (Chief), K. O'Galligan, T. Flynn, H. Loughrey, W. Scott, W. Fleming, J. Gilmartin, R. Clothier. Chief Steward: N. Curran. Apprentices: M. Doyle, T. Bell, B. O'Meara, J. Moynihan. R.O.: C. D. McNeill. Deck Dept.: P. Balmaine, J. Meaney, M. Bougiorkas, D. Argyropoulos, D. Murphy, J. McNally, T. Perle, F. Cairns, R. Carrick, T. Fullam, J. McEvoy. Engine Dept.: J. Broderick, F. Murphy. Catering: M. McGowan, P. Murphy, M. O'Meara, E. Devlin, W. Kelly, R. Egan.

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

**"IRISH SYCAMORE":** Captain R. M. Woolfenden. Deck Officers: C. Mahon, M. Kelly, D. Murphy. Engineers: W. Irvine (Chief), J. Sullivan, W. Cleary, M. Curley, P. Quinn, T. Breen, J. Carter, N. Nolan. R.O.: C. Grey. Chief Steward: R. Gaffney. Apprentices: M. O'Shea, P. Kelly, J. Tallon, A. Kehoe. Deck Dept.: E. Swan, H. Kent, H. O'Sullivan, A. O'Reilly, R. Dunne, M. Tracy, T. Fitzhugh, G. de Villa, Costa Lago, P. Boland, S. O'Grady, J. Cortazer. Engine Dept.: W. Brown, P. Leonard, P. O'Connor, J. Maneiro. Catering: E. Byrne, J. O'Neill, H. Moore, B. Warren, J. McNally, R. Dunne.

**"IRISH ROSE":** Captain J. Walsh. Deck Officers: M. Devine, J. P. Lannin, P. Kearney. Engineers: J. Reed (Chief), T. Carroll, G. Elder, R. Brosnan. R.O.: G. Breen. Chief Steward: W. King. Deck Dept.: P. Harris, E. Hermelo, L. Rodriguez, M. Quarte, K. Healy, M. Brazil, M. Murphy. Engine Dept.: J. Cochrane, M. Cogan. Catering: C. Parker, A. Manley, D. Hynes.