

# SIGNAL

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*M. J. Kennedy, Castrol  
Award winner for 1964.*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# BETTER TRADING YEAR

Review By Chairman

When our new Chairman, Mr. P. H. Greer, addressed the 24th Annual General Meeting of the Company held on June 2nd he was able to report that this year's trading results were the best we recorded in the past 8 years. The operating surplus of £521,732 before deduction of wear and tear expenses, showed an improvement of £68,462 on last year.

The tenor of Mr. Greer's review was optimistic. While admitting that low rates continued to affect the Company's prospects, he declared that recent improvements in the freight market might indicate the turning point in the prolonged post-Suez depression.

"We are", he said, "confident in the future of our industry. The volume of goods moving by sea continues to expand yearly with rising standards of living and development of newly emerging nations and we do not foresee any serious competition for bulk cargoes developing from air transport."

Mr. Greer opened his address by paying tribute to Mr. J. J. Stafford who was Chairman of the Company from June 1954 until January last when he resigned for health reasons. He said that Mr. Stafford contributed much to the success of the Company and would always be held in the highest esteem by the Board and the staff.

The Chairman welcomed Mr. Gerard Jones who was appointed a Director in March.

## Trading Figures

Mr. Greer revealed that the total cost of operating the fleet for the year, including provision for wear and tear on the ships amounted to £3,867,800. The total amount received in freight, charter hire and investment income came to £3,592,958.

This showed a loss on the year of £274,842, after providing for £838,177 wear and tear expenses.

Last year's loss was £556,721.

It was most encouraging that by comparison with last year the deficit had been halved and the aim for the current year 1965/66 was to be back on an overall profit making basis.

The results could be regarded as reasonable when account was taken of the world surplus of shipping, especially tankers, and of all business being secured on the open market in relentless competition with other fleets. The Company, he said, received no tariff benefit or other Government protection, and he emphasised that Irish Shipping had never received or needed a subsidy for its trading operations.

## Next Year

In a reference to current trading the Chairman said that many of our ships had already been fixed ahead for as much as six months. A forecast of the results showed an improvement on the comparable period of the year under review. In the shipping business which was so susceptible to rapid freight fluctuation one could not be prophetic but he would go so far as to declare that the trading year 1965/66 would show a considerable improvement on 1964/65.

## Looking Ahead

Turning to the future Mr. Greer confirmed that a detailed review had been made of the whole position of the Company and that a long term plan had been drawn up and submitted to the Government.

It was proposed that there would be a gradual elimination from the fleet of vessels which because of size, age or type were not likely to be profitable under current and prospective market conditions. It would be necessary to accept an inevitable temporary reduction in the numerical strength of the fleet. The aggregate carrying capacity would, however, be restored by the acquisition of a larger bulk carrier type of vessel. After summarising the measures the Company was taking to meet the changing conditions in the world shipping industry Mr. Greer expressed his belief that we had reached a turning point in our fortunes and could expect more profitable trading results in the years ahead.

## Costly Tanker Trading

The Chairman pointed out that if the net trading results of the tankers had been omitted from the overall reckoning the dry cargo fleet as a whole would have broken even on trading, having fully covered its wear and tear expenses.

## Cargo and Services

Regular services from U.S. ports to Ireland and the U.K. had been expanded. In spite of the collapse of the frozen meat and refined sugar export trades to the U.S., the total tonnage carried on this service showed an increase of 10% over last year.

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# Career Guidance—*Back to School*

BY P. SHANAHAN, Services Manager, and CAPT. J. D. McPOLIN, Personnel Manager.

During our school days we had always looked upon teachers as an eccentric breed and had adjudged the majority of them as completely unfit to be at large. It is scarcely necessary to admit that these sentiments were warmly reciprocated. But a time would come when we should see life through pedagogic eyes. To be precise it came just a few weeks ago when we commenced a tour of secondary schools located in Irish seaport towns. Our mission was to tell the Leaving Certificate students about the careers as Deck Officer Apprentices open to suitably qualified young men on our deep sea fleet.

It didn't sound very difficult—just march in, say a few words to impress the lads and depart for the next town on the list. Our first assignment was a large school in Co. Mayo, and it was here that we suddenly developed a healthy admiration for the teaching profession. Faced with 100 students we felt like an amateur actor taking the professional stage for the first time under the searching gaze of a critical audience. On entering the school our morale had all but collapsed as the old familiar atmosphere weighed down upon us. And here we were at the wrong side of the footlights claiming to hold the attention of a large class. We remembered the long years of baiting and harrying our unfortunate teachers.

The pupils were the soul of courtesy. They appeared grown up and highly intelligent. Straight away it was obvious they would expect to hear something worthwhile, the information delivered in a business-like fashion. They were very attentive, subjecting us to a quiet scrutiny. We had come from Dublin and they were from the West.

We spoke about the Company, its history, achievements, its trading operations. We traced a Deck Officers' career from Apprentice to Master. The information on the salaries paid and on annual leave was given in detail and received with obvious pleasant surprise. Any questions? "Yes Sir", from a freckled face lad of about 15, "when oo're away at sea, Sir, can 'oo bring the wife with 'oo Sir." And he was serious too. These boys were looking far ahead long before they met up with us.

We were to learn that the local economic environment sharply influences the students reaction to career guidance talks. For instance, in Co. Mayo, that harsh land of mountain and bog where industry is practically non-existent, secondary education is generally regarded as training students for (i) the Universities; (ii) the Civil Service; (iii) Jobs in America. A career in industry was obviously not something to be considered

very seriously. Our task then was not only to convey a picture of the career we had to offer but also to "sell" the Company and to emphasise its status, its size and its place in the whole Irish economy.

We learned quite a lot ourselves from our visits to the first two schools in Co. Mayo. We were lucky to meet a number of young highly qualified and dedicated teachers who had made a deep study of the career problems in the West of Ireland and who were working hard to promote local development. These men were fully alive to the importance of exploiting the maritime industry in the interests of the people living along the Western seaboard. The fact that we had travelled from Dublin to invite applications for well paid careers in our native shipping industry gave them great encouragement.

We were particularly impressed by the interest shown by Mr. P. Sweeney, Principal, and Mr. J. Kelly, teacher, at Scoil Damhnait, Achill Sound. Mr. Kelly sees the duties of a teacher as extending well beyond mere instruction in school subjects, and feels that education should not only qualify a boy academically but should fit him for the position he will occupy after leaving school.

Naturally, Mr. Kelly regards career guidance as an integral part of schooling and so impressed was he by our coming from Dublin for that purpose that he devoted a considerable amount of his free time during our visit to discuss the subject with us.

Ireland, and particularly the far west, could do with more teachers like Mr. Kelly.

We also called at secondary schools in Counties Galway, Kerry, Cork, Waterford, Wicklow, and Wexford. We were welcomed at every school, whether large or small. The teachers both lay and religious, were most anxious for career guidance and explained that much more of it could be usefully promoted by Industry in general. It appeared that Irish Shipping was pioneering this activity in the majority of the schools we visited.

In the bigger schools our talks were delivered in the assembly halls, the large audience usually consisting of all the secondary classes from 4th year upwards. In general the students were intrigued to learn that such remunerative careers were available in an industry to which they had never devoted a great deal of thought.

In Counties Mayo and Kerry the sea was regarded as something that separated this country from America; which yielded up a little fish and which

*(Continued on page 6)*

## Chairman's Review—*continued*

Total cargo carried on the Canadian Great Lakes/Ireland service showed an increase of 46%. Irish export cargo alone showed an increase of 25%. The Chairman announced the Company's intention of placing an extra vessel on the Canadian run in the near future. He referred to the mounting campaign to increase trade between Ireland and North America and said that many Irish traders were now vigorously attacking this market. He was confident that their efforts would be strengthened by the knowledge that a fully Irish owned cargo service was operating to cater for their needs on the North Atlantic. He paid a tribute to the importers and exporters who realised that it was just as important to support Irish shipping services as it was to buy Irish goods.

### Palgrave Murphy Ltd.

Mr. Greer referred to our investment of £150,000 in Palgrave Murphy Ltd., and said that this was part of a long term policy aimed at diversifying the Company's interests. The Continental shipping trade he said should have a considerable growth potential especially on Ireland's entry into the Common Market and he welcomed Irish Shipping's association with this most progressive firm.

### Cork Office

Arising from our tie-up with Palgraves, our Cork Office had taken over their agency in Cork and had already commenced operations both for Palgraves and our own vessels.

### Praise for Personnel

**"Our principal asset"**, said the Chairman, **"is our personnel and we are fortunate in having a fine body of seamen who play a vital role in our activities."** Mr. Greer underlined the necessity of changing traditional methods and attitudes. He declared that our future success depended not only on keeping abreast of technical developments but also on the enthusiastic teamwork of our staff both ashore and afloat. He recorded his appreciation of the assistance given both on the ships and in the office to the Management Consultants. He also paid a special tribute to the various Trade Unions for the part they played in creating the harmony which existed in our industrial relations during the past year and for the cooperation they were extending in helping to consolidate and improve our trading position.



*Our Chief Accountant, Mr. T. E. Flynn.*

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### NEW DOCK SUPERINTENDENT

Captain R. H. Greene has been appointed Dock Superintendent, Cork, where he will supervise the stevedoring of our own vessels and those into our agency, including the ships of Palgrave Murphy Ltd.

This appointment follows the recent extension of our operations in Cork where we have established our own stevedoring organisation.

Captain Greene, who resides with his wife and four children in Cork, commenced his sea-going career in 1938. He joined I.S.L. in 1945, and was promoted Master of the IRISH MAPLE in August, 1956. He has commanded various ships of the fleet and has visited the major ports of the world on charter voyages.

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### NEW LIGHTHOUSE

The new 7,500 ton Kish Lighthouse has been towed from its construction point at Dun Laoghaire Harbour to its permanent resting place in Dublin Bay. After being edged along St. Michael's Wharf, the Lighthouse was taken over by the two Glasgow tugs, FLYING MIST and CRUISER.

Additional dredging operations had been carried out to make a channel for the lighthouse which was drawing 29 ft. of water.

The 1964/65 Annual Report and Accounts have just been published. Readers will have noted that the Chairman made reference to the figures in his review. It is good to see that the presentation of the Profit and Loss Account/Balance Sheet is better than ever this year. Not only are we able to read it but reports are circulating that even the Accountants themselves understand it this year.

Rather than reproduce the Annual Statement in full we think that the simple diagram printed here will best illustrate how the year's revenue of £3,592,958 was divided. The diagram shows the gap between wear-and-tear expenses and the corresponding revenue, this gap representing the net loss of £274,842 on the year's trading.

**AGENCY £152,578**

**OFFICE EXPS. £214,274**

**BUNKERS £233,792**

**STORES £251,104**

**INSURANCE £257,339**

**PORT CHARGES £275,169**

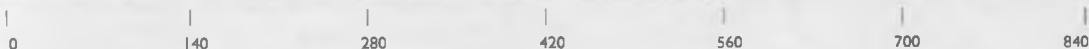
**REPAIRS £431,026**

**STEVEDORING £462,872**

**CREW WAGES £751,469**

**WEAR AND TEAR ON SHIPS £838,177**

Amount of Wear and Tear not earned



NOTE: Each division represents £1,000



*Members of the Dublin Junior Chamber of Commerce attended a reception on board the "Irish Alder" on April 2nd last. They were brought on a tour of the ship by Captain Caird and his officers. Our photograph shows left to right: Mr. M. O'Reilly, President, Dublin Junior Chamber of Commerce, Captain J. Caird, Mr. D. Corrigan and Mr. D. Thornton, National President, Junior Chamber of Commerce of Ireland.*

#### **BACK TO SCHOOL—continued**

bashed against the coastline in strong weather. The idea that the sea could provide a career had hardly occurred to them. On the other hand in schools located in Cork and Waterford, areas with a seafaring tradition, the students were quite familiar with shipping matters, although perhaps a trifle hazy about the various jobs available in our own native shipping industry. It is fair to say that the students everywhere were highly impressed with the standard of accommodation on offer and the scale of the salaries attaching to the various ranks. We were asked at every school to return again next year.

The expansion of our economy in recent years has thrown up a fairly wide selection of openings for pupils finishing school. Career guidance talks aimed at attracting the best students to take up a career at sea must contribute to the prestige of the Company as well as spreading knowledge about the whole shipping industry.

Information and advice on careers is now firmly established as part of the educational programme. The students expect it and the teachers are doing their utmost to provide it.

#### **POTTERY FROM CORK**

When she left the port of Waterford last month bound for Canada, the IRISH PINE had on board a consignment of Carrigaline pottery for the Dominion Stores, Montreal,—a chain organisation with branches all over Canada. This was part of an order of 20,000 items of pottery—all bearing the emblem of the shamrock, specially designed by Carrigaline.

This Co. Cork pottery firm has been steadily and vigorously expanding its export markets to many distant parts of the world. Substantial export orders have recently gone to places as diverse as Nigeria and Belgium while the Carrigaline ware was prominently displayed at a trade exhibition in Denmark.

The export of Carrigaline pottery to Montreal is part of a programme of deliveries to that country which the Company developed themselves through their Canadian agents. Further shipments will leave from the port of Cork on the Irish Shipping North Atlantic Service.



# IRISH ASH AT KARACHI

By P. J. O'SHEA

A note of gloom has crept into the last few issues, too much of the "Good Old Days". For a change lets have a look at things to come. The following extract is from the "Seafarers Log", organ of the S.I.U.:—

"Crewmembers aboard the "Seatrain Texas" recently had to survive part of their last trip without ice cream to go along with their pie. It seems that some how the freezer box got unplugged and all the ice cream melted. The steward promised to make up for it with a little extra work and some really fancy desserts."

That's what we want to hear, not chickenless salads, and poor overworked Head Office Staff burdened with the extra duties of carrying buckets of coal.

Many thanks to Mr. Mahamed Ali of Port Said, for all the nice things he said about us, as reported in the last "Signal", only a diplomat of his calibre could have made us all so happy. Our Supercargo, Monsieur Andre Centofanti, was particularly pleased at being mentioned in dispatches.

During the course of the voyage, several of the

crew recognised old friends, namely the DACCA CIT ex IRISH PLANE, and the MUSTANSIR ex IRISH CEDAR, both going strong, though now mainly confined to trading between East and West Pakistan. Also sighted were, a Canadian Laker, a North East Coast Collier, and a Lowestoft Trawler; after that lot, we'll not be the least surprised to meet the WILLOW, ROSE or even a B & I Boat out here.

While at Colombo, we dispatched an expeditionary force to Ceylon's ancient capital, Kandy. The party departed festooned with enough cameras to make even a froup of American tourists envious. The number of films used has remained a top secret, as have the results. Not a negative or print has been seen—our photographers must be too bashful to have their works printed. Why not run a series of articles on the correct use of a camera, it could well increase the amount of photographic material available for publication?

## Engaged

Married by proxy April 24th., **Frank Piloto** A/B. the Groom, who last saw "the missus", then his girl friend, more than a year ago, hopes to rectify the matter shortly. All hands offer Frank, congratulations and every good wish for the future.



Chamber of Commerce reception "Irish Alder," left to right: Mr. D. Thornton, Miss J. Morrison, Miss M. McGivern, Mr. M. O'Reilly.

# Thoughts on Catering

"What is the food like ?". Inevitably this question is asked about every ship, large or small. Good catering obviously must contribute to the successful management of any vessel. Satisfying meals add contentment to working and leisure hours. Many a seafarer's impressions of a ship have been clouded by vivid memories of poorly cooked food, good food desecrated, or served up with bad grace. On the other hand when the catering represents an honest effort to meet the ordinary tastes of the crew the ship will have happy associations both for the men who sail in her and for any shore visitors she entertains.

There is no intention here of attempting to make authoritative pronouncements on catering. We merely offer a few observations we made when visiting a number of hotels in the country recently. Having remembered a suggestion put forward at a Company business course that some of our cooks and stewards might profitably spend a period of training at our leading hotels we determined to be more watchful than usual. We stress that there is no comparison at all between living on a ship and living in a hotel. In the latter, one usually stays a short time and pays fancy prices. It is all highly artificial. A group of men *live* on a ship and seek only the ordinary comforts of life. We were concerned only to observe the benefits of the training about which so much has been spoken and written.

## Training

The hotel industry in Ireland receives building grants, training grants and widespread publicity. Hotels are registered and graded and are supposedly subject to regular visits by inspectors. Some of the managers have received expensive training on the Continent. They often play host to large society gatherings. Every year their charges go up. To order a substantial meal in some means spending at least a day's wages. What have they produced as a result of the much vaunted guidance to which they have access ?

## The Personal Element

On our journey around the country we visited many hotels, large and small, some expensive, some comparatively cheap. It was at two of the biggest and best known hotels in the country that we found the food standard at its lowest. Many of these big hotels appear incapable of serving an honest wholesome meal. The reason is simple: they have lost the art of ordinary personal relationships. The customers are just so many units, sources of cash to be exploited for the balance sheet. Indifferent meals are served on a strictly profit and loss basis. About some of them

*The authors of the Career Guidance article had a few comments to make about the standards of catering and training in some hotels.*

we venture to say that a group of junior boy scouts could serve a heartier meal cooked on a camp fire.

The first hotel where we stayed commenced dinner with insipid cold soup. The meat we ordered—fowl—was rubbery and had feathers adhering to it. The vegetables had come out of tins. We asked for a morning call and a cup of tea. We received neither. Out of 12 hotels, not one could offer a piece of fresh grapefruit for breakfast (price 6d. each). " 'Tis fresh out of the bottle, Sir" remarked one waitress. At a few other hotels we were cautioned as follows: "You are not *allowed* porridge if you have fruit juice, Sir".

## Haute Cuisine

At a leading hotel located in Co. Kerry, breakfast started off as usual with bottled fruit juice, then the menu offered *Bacon & Egg OR Egg & Sausage OR etc.* (no waste here). At this same hotel we had "Dinner", which was a masterpiece of the culinary art. The soup, bearing a very exotic French name on the menu card was unmistakably hot water and oxo cube—a very tiny piece of oxo xube. The *entree*, printed in Italian on the menu card, was a hash of dough and onion. (The Board Failte brochure had raved about the heavenly fresh fish available in the neighbourhood.)

For the main course we elected to take "chicken and bacon". The portion of chicken was nice but the bacon consisted of a scrap of burned rasher stuck firmly to the piece of bird. For dessert the Continental trained chef's imagination went overboard. There was a choice between ice cream and fruit basket—if you didn't eat cheese. We called for the "fruit basket", and it contained an orange and a banana. Later the smart young highly trained head waiter hovered over the table. "Did you enjoy your meal Gentlemen ?" "We did not". His nose went higher in the air. "What, pray, could possibly be wrong ?". We gave it to him as our considered opinion that his idea of chicken and bacon was a confidence trick and pointed out that in simple Irish homes bacon served at dinner was usually boiled. Up went his nose a little further in the air as he withered us with "No, no, Gentlemen—in 'ot kwiseen' this is the way it is always served".

*(Continued opposite page)*



## APPEAL CASE — SHIPS COLLISION

On the night in November, 1961, when the Arthur Guinness ship the LADY GWENDOLEN, collided with another ship anchored in the River Mersey, it was carrying over 12,000 gallons of Guinness for Liverpool.

The other ship, the FRESHFIELD, sank in dense fog but the 892-ton Guinness ship kept afloat. There was no loss of life or injury.

In the Court of Appeal, London, Lord Justice Sellers said the collision was due to the complete and inexcusable negligence of the Guinness master, Captain Cecil Meredith, in continuing his course at full speed in dense fog.

Also, the master had failed effectively to observe and make use of radar with which his ship had been equipped since he took over command in 1953.

The court upheld a decision by an Admiralty Division judge, Mr. Justice Hewson, that the owners of the LADY GWENDOLEN, Arthur Guinness, Son & Co. (Dublin) Ltd., were themselves guilty of actual fault and were not entitled to limit their liability for the collision to £21,134. It was said that the total claims arising from the collision were £120,000.

### Lords Appeal Barred

Mr. Justice Hewson held that the owners had not sufficiently instructed Captain Meredith as to his navigation in fog and use of radar as an aid.

Arthur Guinness' appeal was dismissed with costs and they were refused leave to appeal to the House of Lords.

Lord Justice Sellers said navigation of a ship at sea was so much in the hands of the master, officers and crew, that failure of the owners to establish no fault on their part was exceptional.

The main case made against the owners was that the highly negligent navigation of Captain Meredith was not an isolated act of negligence, but over his years of service in the ship he had navigated at excessive speed in fog.

According to her logs, the ship had maintained full speed in fog and the master in cross-examination admitted this.

The company's Marine Superintendent, Mr. Robbie had perused the logs but failed to detect this or if he had, had failed to ensure the regulations were complied with. He failed to inform the employers who throughout seemed to have been unaware of the risks the master was taking.

### Capable Master

Capt. Meredith was admittedly a competent and capable Master who held a Mersey pilot's certificate.

Reliance on a competent master and even marine

superintendent had been held not to be enough to exonerate shipowners.

"If Captain Meredith had been given some warning from managerial quarters about the safe use of radar it might have made him more cautious and urged him to comply with the regulations and advice given" said the Lord Justice.

The primary concern of a shipowner was safety at sea and that required safe navigation. Excessive speed in fog was a grave breach of duty and shipowners should use all their influence to prevent it.

Mr. Justice Hewson's conclusion was justified and unavoidable. The owners' failure to warn the master of the risks he was running was a contributory cause of the collision.

Lord Justice Willmer agreed and said it was difficult to imagine a more indefensible piece of navigation. The Master had admitted that but for the fact he had radar he would have anchored because fog was so dense.

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## HOTELS—CATERING—*continued*

### Tolerating Bad Service

What really astounded us in this hotel was the supine attitude of the many guests who were spending their holidays there. They were being fleeced and yet seemed to enjoy it. We could only conclude that our tourists must be brain-washed or have lost all taste for food, or that the standard of eating in Irish peasant homes must be far higher than in "haute cuisine" hotels.

With a couple of notable exceptions at every hotel we stayed we were offered cold stale tea, cold or insipid food, and tinned vegetables. Cheap ends of bacon were invariably tendered at breakfast. We soon began to state our preferences. Although not too popular with many managements, we were given proper service when we asked for it. Training in part of the Irish hotel industry seems to aim at giving as little as possible in as smart a way as possible in return for the most money it is possible to extract.

And our experience bore out the truth that you will get the standard you tolerate. While admitting that training in the catering sector is just as important as in any other job, we are convinced that a much more important element in the preparation and serving of food lies in doing the simple things well and in showing courtesy and respect for the people being served; to take a pride in preparing the simplest course, in doing the smallest service and in presenting a meal just as the server would like to have it given to himself. A final word on a warm-hearted approach: in passing through Crossmolina, Co. Mayo, we rushed into a cafe and ordered tea. Said the proprietress: "What good'll tea do ye, sit down and have the dinner".

## IRISH MAPLE SPORT

By J. McNamara, Radio Officer

Since the IRISH MAPLE began plying the North Atlantic early this year, her first effort at fielding a soccer team was made during a recent visit to Baltimore.

The team was made up of members from all departments, who very gamely took on two teams in the one afternoon. Our first opponents were Americans who were named "THE LOCUST POINT RABBLE." Our boys fared very well against a very fit team and at the final whistle were on level terms. Both teams scoring one goal each. The scorer in our case being apprentice John Cox. At this stage it was decided to play extra time which favoured "The Rabble" who did not tire as easily as our boys, and during this period managed to bang home four more goals. The final score being five to one.

After a brief interval the second game began against a Norwegian ship selection. This game was more evenly matched. The MAPLE going down by the odd goal in three.

We would like to take this opportunity to thank Mr. K. Christopheson of Baltimore for a very generous gift comprising of a record player and a large number of LP records which he presented to this vessel.

### Cargo and Consultants

During her recent visit to Limerick, the IRISH MAPLE loaded a valuable cargo of livestock for shipment to the United States. Proving the importance of the occasion was the presence of a number of newspaper and television reporters. Among the livestock was a prize Aberdeen Angus bull valued at £10,000. Two Connemara ponies were also included in the shipment. Travelling with us, to look after the animals was Mr. Patrick Mitchell, a farm manager from Aberdeen. Care of the animals was made all the easier by the good weather conditions which lasted throughout the crossing to New York. The crossing was completed in just under eight days and the livestock seemed none the worse for it.

Like most shipping companies, I.S.L. is concerned about the rate of turnover of fleet personnel. Three months ago the Company engaged the services of The Tavistock Institute of Human Relations a social science research organisation to look into this problem. It was agreed that initially the study would be confined to the turnover of officer personnel. After spending two months getting a general idea of the nature of the problem and of the Company, two Consultants joined the IRISH MAPLE at New York, to get some idea of life at sea, and the satisfactions and dissatisfactions which the task of transporting cargo from one port to another brings to I.S.L. officers. We wish both Mr. Foster and Mr. Gorman pleasant sailing and hope they come up with all the right ideas.



"Irish Alder," Dublin: Mr. N. Hayes, Engineer; Mr. J. Murphy, Chief Steward; Mr. C. Cashin, 2nd Steward.



Some smiling crew members photographed on board the "Irish Alder" at Dublin.

### BOSUN ON SICK LEAVE

Our first permanent Bosun, Mr. Jimmy Tallon, was injured on board the IRISH SPRUCE at Capetown in May. He has been flown home and is now recuperating. We wish him a very speedy recovery.

The benefits of Mr. Tallon's permanent status with the Company are now apparent, as he will draw sick pay on the same basis as our officers.

### MAN OVERBOARD

The Master of the IRISH LARCH, Captain John Lee, radioed June 1st that Mr. John Thatcher, Deck Hand, of 8 Westview, Longton, Preston, Lancashire, was missing and presumed lost overboard. The vessel was 3 days out from Suez, bound for the U.K. with a cargo of sugar from Australia. Course was altered and the IRISH LARCH carried out a search lasting 12 hours, without finding any trace of the missing man. Mr. Thatcher, who was unmarried, had signed on the IRISH LARCH at Glasgow on February 17th.

# Best Engineering Student

## CASTROL AWARD

Mr. Michael J. Kennedy, 7 Morley Terrace, Waterford, has won the Castrol Marine Trophy for the best Irish Shipping Final year Marine Engineering Apprentice of 1964.

In the Advanced Stage of the Department of Education Examination at the Crawford Municipal Technical Institute, Cork, he won First Prize and Silver Medal in the following subjects: Machine Construction and Design; Applied Mechanics; Heat Engines; Mathematics.

In addition he obtained First Prize for Heat Engines and Applied Mechanics.

The trophy was presented to Mr. Kennedy by the Director and Sales Manager of Castrol (Ireland) Ltd., Mr. John Harding, at a luncheon held at the Metro-pole Hotel, Cork, on May 27th.

In making the presentation Mr. Harding said that the winner was the finest Apprentice produced by the course since its inception.

Mr. P. F. Parfrey having paid a tribute to Mr. Kennedy invited Irish Shipping to cooperate with the Cork City Vocational Education Committee in ensuring that the facilities for Marine Engineering training were the best.

Mr. Kennedy thanked all concerned for the great honour bestowed upon him.



Group taken at the Castrol Trophy Presentation. Left to right, standing: Mr. P. Roche, Engineering Instructor, Crawford Municipal Technical Institute, Mr. P. J. Crowley, Manager, Irish Shipping Ltd., Cork, Mr. D. Flood, Technical Director, Castrol (Ireland) Ltd., Mr. P. Lane, Engineering Instructor, Crawford Technical Institute, Mr. C. Devlin, Superintendent Engineer, Irish Shipping Ltd., Mr. T. Murphy, Principal, Crawford Technical Institute, Mr. T. E. Urell, Engineering Instructor, Crawford Technical Institute. Seated: left to right: Mr. J. O'Keefe, Department of Education, Mr. P. F. Parfrey, Chief Education Officer, Cork City Vocational Education Committee, Mr. M. J. Kennedy, award winner, Mr. J. Harding, Director and Sales Manager, Castrol (Ireland) Ltd., and Mr. B. W. Lynch, Projects Manager, Irish Shipping Ltd.



*Our Marine Engineering students at Cork photographed in the coach which brought them on a tour of the Verolme Cork Dockyard recently.*

#### **Visitor to IRISH MAPLE**

Our U.S. Agents, Hansen & Tidemann Inc., have sent us the following letter which they received from Richard Farrell, aged 14, of Springfield Avenue, Irvington, New Jersey.

#### **My First Time on a Ship:—**

Last Friday, April 2, I visited on board the cargo ship IRISH MAPLE along with my parents and my sister Patricia, age 11. We had just dropped my cousin "Junior Engineer" Brendan O'Connor off at Pier No. 6 Brooklyn after having him spend the day with the family seeing New York. We thought we were not going to stay long but I wanted to get my camera and take some pictures of the ship.

A very well mannered man invited us on board. My parents went to the cabin of Mr. Mooney (Chief Engineer) while I went with Brendan. When I got pictures, Brendan brought me back to Mr. Mooney's cabin and we were going to leave the ship and start for home or so we thought when all of a sudden we heard the clanging and banging of pots and pans; it was teatime. Mr. Mooney invited us to stay for tea. I myself had the full three course meal and the food was excellent.

On board ship fresh-made Irish bread is baked in the galley.

After tea my sister Patricia and my Cousin, Brendan, excused themselves from the table, and headed for Mr. Mooney's cabin. Patricia got curious about the galley and asked Brendan if she could go inside. He said "All right". Patricia started talking to the stewards. One of them said he he was one of the "Rolling Stones" (a singing group) and started to sing for her while doing the dishes. Meanwhile a young man I met showed me how the cranes worked and the spare anchors on the bow of the ship. He explained that if the ship loses one of its anchors it has a spare one, like a car has a spare tyre.

He also showed me where the anchor chain is stored when not in use. After that it started to get dark and I had to go.

My cousin Brendan introduced me to the Captain of the ship as we were leaving. The Captain said "it looks like I'll be signing you up some day." I replied "I hope so" and went down the gangplank. I was very surprised at the cleanliness of the ship and the way our family was greeted by the crew.



Mr. John Harding, Director and Sales Manager, Castrol (Ireland) Ltd., making the presentation to Mr. Kennedy.

### LETTERS

Mr. W. F. Mead of the Marine Radio College, Limerick, writes:—

"I congratulate you on your enterprise. It is such a thrill for ex-seamen like myself to renew acquaintance with old friends, even if only on photographs. I would also appreciate if you would allow me a small place on your next edition to congratulate 2nd Officer G. Burgam and his wife Helen on the arrival of their first child—a boy, Mark."

**Mr. Kenneth King** now studying for the Priesthood at St. Kieran's College, Kilkenny, has sent us this letter:—

"For some time back, on and off, friends of mine have shown me your magazine *SIGNAL*. Being interested in ships and shipping I found many items in the pages of *SIGNAL* which whetted my maritime appetite! I was wondering would it be at all possible to obtain, regularly, copies of your excellent publication?

Here I might add that at present I'm studying for the Priesthood, but in 1957 I was appointed a Deck Apprentice in I.S.L. subject to the usual medical and sight test. All went well 'till the colour-vision examination came and there I fell! This finished me as regards a career in the navigating department. However, all over the years I have kept a keen interest in Irish Shipping and as an Irishman I am proud of the fleet. Through Apostleship of the Sea work in the realm of ship visitation I have been on many Irish Shipping vessels in Dublin. It is a great comfort to see the great build-up of our Irish Merchant Service over the years.

My best wishes to F. Henderson, 3rd Officer, *IRISH FIR*—we've been great pals for about 20 years. As an Apprentice he was my main source of information regarding ports of call and I.S.L. news in general.

Wishing you and all I.S.L. sea-going and shore personnel God's blessing."



Touring the "Irish Alder," left to right: Mr. N. McConnell, Mr. R. Gahan, Mr. B. Hollinshead, Mr. C. Dignan.

### MESSAGES IN BOTTLES

Seafarer James Balmy, who recently got off the *TRANSGLOBE* (Husdon Waterways), has a surprise for his doubting shipmates who keep kidding him about his pastime of throwing sealed bottles with messages inside over the side while his ship is in mid-ocean. In order to convince his friends that it is possible to get a reply from a message in a bottle, Balmy has sent the *LOG* a letter he received from Tralee, Ireland, which enclosed a scrap of paper he tossed overboard last September.

Balmy is willing to agree that communicating by floating bottle will never beat the prompt service of a wireless message or the U.S. mails. In the particular letter he received from Ireland, there was over a two month lag before it was retrieved in the Emerald Isle.

#### Three per Trip

A veteran engine department member, Balmy has been sailing with the *SU* since 1951, and has been throwing at least three bottled messages over the side on every trip he has made since he went to sea. He isn't particular about the kind of bottle he picks to float his messages. The piece of paper inside the bottle carries his name, home address, position of the ship the date and time, as well as a request that the finder sends him a postcard telling where the bottle was retrieved.

*From the "SEAFARERS" LOG".*

### COPYCATS

The British Petroleum Tanker Co. seem to be taking a "leaf" from Irish Shipping.

The first of their three 19,800 ton tankers was launched in Gothenburg, Sweden, named *British Poplar* by Mrs. E. H. W. Platt, wife of the shipping line's technical director. A twin ship, *British Laurel*, was launched today.

## WORK STUDY OFFICER



Mr. Patrick Devine who has been appointed Work Study Officer with the Company.

An Engineer by profession, he commenced his career with Harland & Wolff Glasgow, where he served a five-year apprenticeship. He subsequently sailed as a ship's engineer with Esso, Denholm Ltd. and the Bank Line. Since 1960 Mr. Devine has been Chief Work Study Engineer with the Dundalk Engineering Co. Ltd.

We welcome him to Irish Shipping and wish him every success.

### ***Congratulations . . .***

H. Courtney obtained 2nd Mate's Foreign-going certificate. Appointed 3rd Officer IRISH OAK.

E. Brady promoted to Acting 3rd Officer, IRISH BLACKTHORN.

N. Dillon promoted to Acting 3rd Officer, IRISH ROWAN.

P. Tyrrell obtained 2nd Mate's Foreign-going certificate. Appointed to IRISH MAPLE.

L. Duffy obtained 2nd Mate's Foreign-going certificate. Appointed to IRISH ROSE.

T. O'Brien obtained 2nd Mate's Foreign-going certificate. Appointed to IRISH POPLAR.

M. Doyle promoted to Acting 3rd Officer IRISH CEDAR.

N. Hearne obtained 2nd Mate's Foreign-going certificate.



*The Artist, Bernard Byrne, who is attached to our Cargo Department, is meeting increasing success with his paintings. In September last year he held an exhibition at the Little Theatre, Brown Thomas, and sold eighteen of the twenty-one paintings on show. In 1964 two of his pictures were hung at the Oireachtas Exhibition. This year two of his paintings were exhibited at the Royal Hibernian Academy Exhibition and one of these was purchased for the nation by the Haverty Trust. Mr. Byrne will hold his second one-man exhibition at Brown Thomas in September next.*

M. McLoughlin obtained 2nd Mate's Foreign-going certificate.

Mr. D. Warner, IRISH WILLOW, obtained his Master's Foreign-going Certificate.

Mr. E. Greevy, IRISH PINE, obtained his Master's Foreign-going Certificate.

Mr. F. Kelly, at present on leave, obtained his Master's Foreign-going Certificate.

Mr. F. Kirwan, at present on leave, obtained his 2nd Mate's Foreign-going Certificate.

### **ENGINEER CERTIFICATES**

T. O'Leary obtained First Class Motor Certificate 23rd April, 1965.

W. Brickley obtained First Class Motor Certificate 23rd April, 1965.

### **ENGINEER APPOINTMENTS**

Junior to Fourth Engineer—B. Larkin, W. Scott.

Fourth to 3rd Engineer—J. Waters, S. Langan.



# Office News and Sport

By JOHN HIGGINS

"Get well soon" is the message we send to Sheila Costello and George Purcell, both of whom have been on the sick list recently. Sheila has been convalescing after an operation while George was looking quite well when he paid a brief visit to the office a short while ago. All his friends in I.S.L. will be pleased to hear that George hopes to be back 'in action' before very long. In any case he'll have to return soon to organize our annual Pitch & Putt competition! There is also the fact that we cannot allow a Corkman to hold on to the trophy longer than the specified twelve months! (George is now back in harness—Ed.)

## High Tribute

Our sincere congratulations to Bernard Byrne, who had two of his paintings accepted by the R.H.A. recently and one of which was purchased by the Haverty Trust before the exhibition had opened. This outstanding achievement in the rarified atmosphere of the R.H.A. is indeed a high tribute to the artistic talent of one of our most popular colleagues in Aston Quay. It was typical of Bernard's exceptional modesty that very few of his friends in the office knew of his success until well after the event. We take this opportunity of wishing Bernard further success when he holds his own exhibition of paintings later this year.

## RETURN TICKET

With the transfer of our Customs Clearance work in Dublin to Palgrave Murphy Ltd., Enda Mullally has been temporarily assigned to our Cork office to assist in the take-over of the Palgrave Murphy agency in the Southern capital. Enda expects to spend a few months in Cork.

## ANNUAL STAFF OUTING

This year's staff outing will take place on Saturday, July 10th. The coach will leave Head Office at 12 noon and the first stop (we hope) will be at Brittas Bay. From there the party will proceed to Avoca for tea and the usual dance. The time and details of the return journey are matters for conjecture.

## G.A.A.

Tipperary and Galway are National League winners in hurling and football respectively for 1965 and these two teams have thus earned for themselves a trip to the United States where they will play New York. In the finals Tipperary beat Kilkenny decisively while Galway were fortunate to snatch victory from Kerry with a last-minute goal.



*Our very popular Switchboard Operator, Miss Maureen Grogan, has returned to duty after a long illness. We welcome her back and wish her complete recovery. She promises to answer the phone.*

The provincial championships have not reached the final stages at the time of going to press and the only upset so far has been the feat of Longford in reaching the Leinster Football semi-final, defeating Offaly and Laoighis in the process.

## SOCCER

Ireland scored an unexpected, one-nil, win over Spain in the World Cup at Dalymount Park. This was the first leg and a draw in the return game in Madrid would see Ireland into the finals which will be held in Britain next year.

In the F.A.I. Cup final a replay was necessary before Shamrock Rovers gained a one-nil win over Limerick, who reached the final for the first time ever this year.

Drumcondra are League of Ireland Champions for 1965 and so qualify for the European Cup competition.

## BOXING

In the European Championships, which were held in East Berlin, the Irish team again fared badly and our Olympic bronze medallist, Jim McCourt, was our only representative in the final stages of the championships. It was unfortunate that his conqueror in Tokyo, Barranakov of Russia, again got the benefit of a somewhat doubtful decision. It was all the more annoying for McCourt that the Russian went on to defeat Grudzien, Olympic champion, in the final. It will be recalled that McCourt scored a great win over Grudzien in the recent Ireland versus Poland international in the National Stadium.

# Greetings from Home . . .

For **Brian Enright**, IRISH ROWAN: "Congratulations and best wishes on your 24th birthday, from Dad, Mam, Breda, Tony, Josephine, Auntie Nell and Bride. Hoping to see you soon, God Bless you."

Here is a greeting for **Michael Byrne**, IRISH HAWTHORN: "Love and best wishes for a very happy birthday from Mammy, Daddy and all your friends at home." Greetings also from Annette and Michael.

To **Matthew Whelan**, IRISH PLANE, on the occasion of his 19th birthday we send a special greeting from his mother and father, brothers and sisters who live at Cabra, Dublin.

**Richard Saunders**, IRISH BLACKTHORN: "Greetings and all the best on your 18th birthday celebrated in May from Mam, Dad and all at home."



Liam Donohoe who received his First Holy Communion on May 1st last, sends greetings to his daddy, Patrick Donohoe, 2nd Officer on the "Irish Hawthorn." Mr. Donohoe's wife Phyllis and the children—Annette, Michel and Jackie also join in the greeting.

His mother, father, brothers and sisters send greetings to **Mr. John Cox**, Deck Officer Apprentice, IRISH MAPLE, for his 18th birthday—May 15th.

Here is a special flash for **Mr. F. K. McNally**, Radio Officer, IRISH ROWAN: "Greetings and best wishes for your birthday, June 18th, from mother, father and all the gang at Vernon Avenue, Clontarf. Hope to see you soon." Also "Birthday greetings Kevin, from Nana."

We are sending the following message to **Jim Whyte**, Deck Officer Apprentice, on the IRISH MAPLE: "Happy birthday Jim (June 16th) from Dad, Mum, Joan, Joe and Nan."

Attention **Desmond Hynes** on the IRISH ROSE: "Best wishes for your 19th birthday Des from Mam, Dad, Peadar, Tom, Sean, Breda, Patsy, Baby Pat, Cora and Jackie. Hope to see you soon."

We have pleasure in printing the following message for **Mr. R. Heapes**, Chief Steward on the IRISH FIR: "All my love and good wishes from your loving wife Breda for your birthday June 1st.

A message for **James Brady**, IRISH ROWAN, for his birthday June 17th: "Best wishes for a very happy birthday from mother, Charlie, Nancy, and the 2 Terrys."

His mother, father, brothers and sisters send greetings for his 20th birthday, June 11th to **Jackie Leonard**, who is Electrical Engineer on the IRISH POPLAR.

**Mr. Jeremiah Kelleher**, Junior Engineer on the IRISH BLACKTHORN will celebrate his 21st birthday on June 29th. We are sending him congratulations and best wishes from his Mam, Dad, Denis, Eileen, Michael, Joan and his young nephews.

**Patrick Slevin**, Electrical Engineer on the IRISH ROWAN, had his birthday on May 29th. We hope he won't mind our being a little late with this greeting: "Best wishes for your 24th birthday from Mam, Claude and Derek."

"Fondest birthday wishes to **Brendan McGrath**, Deck Hand on the IRISH OAK on his 23rd birthday, May 16th, from his parents, brothers and sisters and also Rita and Roger." Sorry this message is a little late too.

For **Anthony Mooney**, IRISH LARCH, who will be 21 on June 27th, we are glad to print the following message: "Birthday greetings from Mammy, Daddy and all at home."

Mr. Eddie Hall who lives at South Main Street, Wexford, has written to us thanking us for sending him SIGNAL. He has given us the following message for his son **Tony** on the IRISH HAWTHORN: "Happy birthday (May 23rd) and best wishes from mother, father and all the family."

## Social and Personal

### MASTERS AND OFFICERS ASHORE ON LEAVE

**Masters:** Captains J. A. Caird, E. C. G. Horne, J. Onions, J. Poole, R. M. Woolfenden.

**Chief Officers:** K. Dooley, H. Fidler, W. Garvey, J. St. John, J. Mitchell, M. Devine.

**2nd. Officers:** D. Daly (Study leave), P. Flynn, M. Henshaw, F. Kelly, J. Weston.

**Chief Stewards:** W. King, J. Murphy, W. Gouldson.

**3rd Officers:** J. Whelan, P. Kearney, P. Kehoe, W. Kirwan, M. J. Doyle, C. McCarthy, D. O'Neill. Study-leave N. Foley, J. Gaul, T. McKenna. Sick leave—P. O'Byrne.

**Apprentices:** M. Bowen, D. Leonard (Sick Leave), D. O'Doherty, M. O'Shea.

**Mid-Apprenticeship Release Course:** D. Buckley, P. Gordon, B. O'Flynn, F. Perrott, J. Shelton, J. Tallon.

**Chief Engineers:** W. Irvine, J. Johnson, A. Metcalf.

**Electricians:** R. Clothier, J. Dunn, S. Smith.

**2nd Engineers:** H. Dowdall (Study leave).

J. J. Sullivan (Study leave), P. G. Walsh (Study leave), J. Young, N. Whitfield (Study leave).

**Engineer Cadets:** D. Barry.

**3rd Engineers:** W. Cleary, J. Geoghan (Study leave), J. Little, G. McDonnell, H. Shannon, T. Wren, (Study leave), A. Bolger, S. McGarry, W. Maher.

**4th Engineers:** R. Broderick, S. Langan, H. Loughrey, F. Murphy, P. Spillane, M. Curley (Study leave).

**Junior Engineers:** W. Carroll, W. Gleeson, P. Quinn, J. Bradshaw (Study leave).



*Our wedding photograph shows Chief Officer Peter Kelly, "Irish Cedar," and his bride Miss Marie Kirby of Enniscorthy; best man Mr. Frank Kelly and bridesmaid Miss Ann Kirby.*



*Photographed on board the "Irish Cedar" at Port Adelaide, left to right: Mr. M. McGowan, Cook, Mr. P. Balmaine, Bosun, Mr. M. O'Meara, 2nd Steward, and Mr. P. Murphy, 2nd Cook.*

We offer our congratulations to Mr. R. Murdoch, 2nd Engineer, IRISH PINE, and Mrs. Murdoch, on the birth of a baby daughter—their first child.

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Our deepest sympathy to Miss Rosaleen Brogan, Stores Department, on the death of her father on 9th May.

We extend our sympathy to Mr. N. Curran, Chief Steward, IRISH CEDAR, and Mrs. Curran on the death of their baby son, David, on 9th May.

We extend our sympathy to Mr. E. Lynch, 4th Engineer, on the death of his father on the 27th April, 1965.

Our sympathy to Richard Gaffney, Ch. Steward, and John Gaffney, D/Greaser, on the death of their Mother.

We extend our sympathy to Mr. Richard Dornan, D/Greaser on the IRISH ROWAN, on the death of his father.

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### VOTES FOR SEAMEN ?

Since the last General Election the Management has been seeking the extension of postal voting to seamen serving on our vessels. It appears that the Electoral Act of 1960 does not provide for the granting of voting facilities to certain groups spending long periods away from home, i.e. religious communities, commercial travellers, seafarers, etc. Although it is unlikely that voting rights will be extended to seamen in the near future we are keeping up our enquiries.

# FLEET MOVEMENTS

**IRISH FIR** is on time charter to Manchester Liners. The vessel is trading between British/Canadian and U.S.A. ports. On her eastbound trip she carried general cargo and homewards she loaded lumber. She is expected to discharge her lumber cargo at Manchester about the early part of the second week of June.

**IRISH HAWTHORN:** trading Caribbean/U.K./Continent. Present indications are the vessel is due U.K. about the 10th July.

**IRISH BLACKTHORN:** this vessel is also trading Caribbean/U.K./Continent. She is on passage at present for a Caribbean port where she is expected about the 29th June.

**IRISH CEDAR:** the timecharterers, Maple Shipping Co. Ltd., London, are trading this vessel between the Great Lakes and Continental ports. On her present voyage she is carrying a grain cargo from Hamilton, Toledo and Montreal for discharge at Rotterdam. She is expected to complete discharge about the 24th June.

**IRISH LARCH:** is expected to discharge at Liverpool about the 17th June. She has a cargo of sugar from Queensland, Australia. On the passage homeward the vessel bunkered at Singapore.

**IRISH PLANE:** loaded a cargo of sugar in the Philippine Islands for U.S. Gulf/U.S. Atlantic port. She transits the Panama Canal on the 11th July and is expected at her discharge port about the 18th July.

**IRISH WILLOW:** sailed Cork on the 12th June to load at Montreal and Toronto, where she will load grain and general cargo for ports in Ireland.

**IRISH MAPLE:** arrived Dublin on the 14th June with a cargo of heavy grain, tobacco and general cargo from New York, Baltimore and Norfolk. She completed discharge of the Dublin portion of her cargo on the 19th June and proceeded to Cork and Limerick for completion of the remainder of the cargo.

**IRISH SPRUCE:** after loading at the South American ports of Vitoria, Santos and Buenos Aires the vessel

sailed on the 3rd June for Durban, South Africa. She is carrying general cargo for the timecharterers, H. L. Burbank & Co. Ltd. Present indications are that she is due Durban about the 20th June.

**IRISH SYCAMORE** at present en route from Japanese ports with a cargo of steel for Houston and New Orleans, for the timecharterers, Relta Inc., San Pedro, California.

**IRISH ROWAN** loaded a Sugar cargo in the Philippine Islands during the second week June for discharge at U.S. Gulf/Atlantic ports. En route for the U.S. the vessel passes through the Panama Canal on the 19th July and is due at her discharge ports about five days later.

**IRISH POPLAR** has just completed discharge at Port Everglades, Houston, and New Orleans of a steel cargo loaded at Antwerp. The vessel is proceeding from the U.S. to Persian Gulf ports. She is chartered by the Iranian Lines.

**IRISH ASH** during May this vessel called at Indian and Pakistani ports, from where she proceeded to Djibouti, Somalia. She transitted the Suez Canal on the 7th June en route for Lattique, in Syria, and from there sails for Italian, North African and French ports, completing at Antwerp about the 11th July.

**IRISH ALDER** this vessel sailed from Dublin on the 9th June for New York and Norfolk. Outwards the vessel is carrying Stout, Peat Moss, Livestock and General cargo. On her homeward passage she will have a cargo of Grain, Tobacco and Generals.

**IRISH HOLLY** on timecharter to Shell Mex & B.P. Ltd., is trading between Irish, British and Continental ports.

**IRISH PINE** arrived Montreal on the 5th June to load Wheat, Oats and General cargo at Great Lakes' ports for discharge at Belfast and Dublin.

**IRISH OAK** en route for the Great Lakes to load Tobacco, General cargo and Grain. Discharge of this cargo will be at Glasgow, Avonmouth, Dublin, Cork and Waterford.

## VEROLME DOCKYARD

Since its establishment in 1960 the Cork Dockyard has completed 5 ships totalling 130,000 tons dead-weight. The latest ship to be launched was the motor vessel MAAS, a 31,000 ton single deck bulk carrier launched on March 16th last.

The Dockyard employs 800 men on a full time basis. Speaking at the launching of the MAAS the Chairman of the Company said they hoped to announce in the near future the successful conclusion of negotiations for substantial new orders which would occupy both slipways in the Yard.

They were he said at present busily engaged in the preparation of five 1,500 ton barges.

## LETTER OF THANKS . . .

A Chara,

I wish to thank all those people who helped me during my recent illness: Irish Shipping Ltd., Messrs. Duran (I.S.L. Agents in Vigo) for looking after me so well while in hospital and the staff of Sanatoria Troncasa, Vigo, but most important to those people who helped save my life and whom I'll never be able to thank enough, namely, Captain Kerr, Officers and crew of the mv. IRISH FIR, and a special thanks to my two pals from Cork, Tom Kennedy and Joe Turner. To them and to everyone with I.S.L. I say thank you and God Bless you all ashore or afloat.

Is mise, le meas,

Frank McArdle.



# PERSONNEL OF THE FLEET

## Deck Officers and Engineers in Order of Rank)

**"IRISH ALDER"**: Captain B. Reilly. Deck Officers: J. J. Martin, M. Kelly, H. Courtney. Engineers: E. Ivimey (Chief), K. O'Galligsn, B. Geaney, B. Larkin, J. Maher, N. Edwards, M. Hayes, W. Daly. Chief Steward: P. Farrelly. Apprentices: M. Coleman, A. Moynihan, P. Cowman. R.O.: B. Fitzsimons. Deck Dept.: L. Kelly, J. Maher, R. Markowski, G. Derham, D. O'Neill, F. Brennan, J. Byrne, T. Perle, T. Dillon, D. Murphy, J. Reilly, F. Kiely, D. O'Sullivan. Engine Dept.: J. O'Leary, P. McEvoy, A. Young. Catering: C. Cunningham, J. Fleming, W. Murphy, N. Blake, T. Keogh, J. Cullen.

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

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

**"IRISH PLANE"**: Captain F. W. Kirk. Deck Officer: 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. Lator. 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. Kenny. Catering Dept.: J. Mason, T. Savage, J. Reddy, E. Martin, C. Gallagher, B. O'Reilly.

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

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

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

**"IRISH MAPLE"**: Captain M. Langran. Deck Officers: J. Devaney, P. Corcoran, P. Tyrrell. Engineers: H. Mooney (Chief), T. O'Driscoll, S. Cox, D. O'Keefe, P. Lynam, T. Fullam, D. Rogers, E. Griffin. R.O.: D. McNamara. Chief Steward: J. Doran. Apprentices: D. Kavanagh, J. Whyte, J. Desmond, J. Cox. Deck Dept.: J. Redmond, J. Burke, P. Sharkey, J. Fox, B. Mulready, J. Latimour, B. Byrne, P. O'Neill, J. Hearne, H. Kent, M. Russell, F. Chandler, W. Murphy. Engine Dept.: R. Lumsden, N. Loughrey, D. Shanahan. Catering: R. O'Reilly, J. Greene, J. Smith, R. Cullen, R. Dunne.

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

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

**"IRISH CEDAR"**: Captain T. Glanville. Deck Officers: P. Kelly, J. Coady, D. Murphy. Engineers: P. Walker (Chief), J. King, M. Kennedy, W. Fleming, P. McGrane, J. Gilmartin, T. McMahon, P. Coffey. Chief Steward: N. Curran. R.O.: C. Mc Neilly. Apprentices: T. Bell, T. Gallagher, J. Moynihan, Eng. Cadets: M. Duggan, P. Bardon, P. Carroll. Deck Dept.: P. Balmaine, D. Murphy, E. Swan, D. Dillon, J. Meany, M. Bougioukas, D. Argyropoulos, D. Murphy, J. Roche, J. Tinkler. Engine Dept.: F. Carlyon, J. Hannah, M. Tate, C. Hegarty. Catering: P. Murphy, M. O'Mara, R. Egan, C. Chalk, P. Finlay.

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

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

**"IRISH PINE"**: Captain M. O'Dwyer. Deck Officers: E. Greevy, K. McKenzie, T. J. Byrne. Engineers: T. Loughran (Chief), R. Murdoch, J. Waters, T. Onions, M. Kavanagh, T. Fitzgerald, G. White, W. Lewis. Chief Steward: J. Clinton. Apprentices: G. Gillen, P. Fennell, P. Malone. Deck Dept.: H. O'Reilly, D. Brown, C. Maguire, M. Lennon, J. Murray, N. Murphy, J. Dawson, B. Lahive, J. McGrath, P. Goucher. Engine Dept.: L. Brennan, J. Early, B. Malone, P. Walsh. Catering: B. Warren, E. Byrne, J. McNally, C. Cashin, S. O'Driscoll, J. Murphy.

**"IRISH FIR"**: Captain J. Kerr. Deck Officers: C. Mahon, K. K. Lanigan, F. Henderson. Engineers: R. Tennent (Chief), T. Carroll, D. O'Connell, D. Hoey. Chief Steward: R. Heapes. Deck Dept.: J. Hearne, H. Farrell, G. Farrell, J. Kelly, G. McNeill, M. O'Sullivan, E. McFadden. Engine Dept.: P. O'Brien, O. Stromsoe. Catering: J. Barry, B. Crilly, D. Edwards, W. McCormack.

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

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

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