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*Round Tower at
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HARMONY ON THE JOB

from a newspaper article by

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Industrial relations are human relations and these include personal relations on the job. The whole structure rests on people. Good people in this context treat each other with respect; they try to act justly and fairly; they think well of each other and speak well of each other. They believe in intelligent co-operation for the common good.

This is not easy for any group: it will not happen in industry without effort. Yet without it organisations and agreements can achieve little. When trade unions and employers' organisations have done all that can reasonably be expected of them, the people in industry, from apprentice to managing director, must still add the human touch.

Only they can make of the firm a place in which men can live with dignity and freedom, can work under direction while exercising initiative, can bear responsibility under supervision. This sort of community does not come directly from contracts and negotiations; it grows where men take trouble to live together as persons. Progress in industrial relations presupposes that this growth is under way.

EFFECTIVE COMMITTEES

Human relations in industry are not merely personal; they are also social. To live, to work together requires a number of different "societies" at various levels. Progress has been made here over the years. Within the firm, institutions have been forged — for example, works committees and safety committees. Outside the firm we see bodies at the level of the whole industry or of the nation, such as the employer-labour conference, joint industrial councils and adaptation associations. They all have the general aim of bringing about a meeting of minds and a union of wills. They all, in different ways and with varying success, provide vehicles for two-way communication, for the ventilation of grievances and for joint consideration of common problems and plans.

They do not automatically achieve their aims. They produce results in proportion to

the intelligent energy put into them. If men ask how good are, e.g., works committees, the only answer is another question: How good is the committee? There is no inevitable law of success or failure. They are just troublesome, and well worth the trouble when men try to make them work.

EFFECTIVE ORGANISATIONS

There are two major institutions with immediate impact on industrial relations. Here I speak of trades unions of workers and of employers' organisations. First, I say that these organisations are as morally necessary to-day as when they first began. If they did not exist we would have to create them. Secondly, men of our generation did not create them. They have existed for years; indeed, for centuries. This indicates how natural it is for men with common interests and common problems to unite for mutual help. But the fact that we have inherited them raises two questions: are they capable of satisfying the legitimate aspirations of their members? Are they attuned to meet the needs of industry to-day.

EFFECTIVE TRADES UNIONS

The answers to these questions have been given many times in the case of trades unions over the past thirty years by persons who know the trade union movements from within. The unions have been aware of the need of bringing union organisation into line with modern trends. Ever since 1936 Congress has considered the possibilities and the problems. The hope was that amalgamation of smaller unions and the rationalisation of existing union organisations would make for more efficient service to union members and for greater resource in coping with technical and other changes in industry.

The difficulties, on the other hand, are both internal and external; they are genuine and severe. It is all too easy for men outside the union movement to demand instant solutions for these difficulties. This is entirely unrealistic, as a casual perusal of the reports of the Congress Committee on Trade Union Organisation will show.

Paradoxically, the fundamental difficulty is the hidden strength of the individual unions. Superficially, most members show little interest in their union; many fail to attend

PREVENTING FIRES

Gravely concerned at the recent tragic loss of life on the *Irish Sycamore*, the General Manager has written specially to every master in the fleet, calling for rigid application of the revised Standing Orders on Fire Prevention and Fire Fighting Drill. Accompanying the General Manager's letter goes an appeal to every single man on board our ships to co-operate wholeheartedly in the fulfilment of this vital duty.

May we in "Signal" join in the plea for an all-round tightening up in Fire Prevention.

The fire on the *Irish Sycamore* began in the crew's accommodation and cost four precious lives. We were less unfortunate with the accident on the *Irish Poplar*, but here again a

fire which began in the cargo holds caused appalling damage and threatened the safety of everybody on board.

It is reasonable to infer that each of these two disastrous fires owed its origin to somebody's thoughtlessness.

TAKE NO CHANCES

You are all only too keenly aware of the terrible consequences which can flow from a serious fire on board a vessel. We ask you, therefore, to assist in:

- (a) Stamping out every practice which adds up to a fire hazard, even if a dangerous practice has become an established custom.
- (b) Making sure that every man knows his fire drill.

Know exactly where the Fire Fighting Equipment is placed and learn how to use it.

Don't smoke in the engine room.

Don't smoke in or near the cargo holds, and don't let anybody else, no matter who he is, smoke in the holds either at sea or in port..

Nobody has a right to take chances with the safety of the ship and crew.

Remember that the fire on the *Irish Poplar* probably was caused by a carelessly discarded cigarette.

SAFETY ALWAYS

In your room always use an ashtray and *never, never* smoke while lying in bed. You could fall asleep and unknowingly start a fire. It has been put forward that this is just what may have happened on the *Irish Sycamore*.

The safety of the entire crew may depend on how well everyone understands the hazards attaching to carelessness where fire is concerned. For your own sake and for the sake of all your companions, please take no chances and give your co-operation to the Master in seeing that the Fire Regulations are observed at every stage of the voyage.

IN MEMORIAM

To mark the first anniversary of their late colleague, Mr. Brian Keane, 3rd Officer, the Master and crew of the *Irish Holly* have arranged to have Masses offered for his repose.

They have also subscribed for Masses for the *Irish Sycamore* fire victims.



Mr. Frank Robbins, one of our directors, was a member of the Citizen Army and was a personal friend of the Fenian leader, John Devoy. On Sunday, September 19th last, Mr. Robbins unveiled a monument to John Devoy at the Fenian's birthplace, near Kill, Co. Kildare. Speaking of Devoy's patriotism, Mr. Robbins outlined his earlier career and recalled Pádraig Pearse's tribute to Devoy as being "the greatest of the Fenians." Among the attendance were Mr. Liam Cosgrave, T.D., and Mr. Dan Breen, T.D.

Stella Maris

DUBLIN

This second of our reports opens with the encouraging news that in spite of a fall in the amount of shipping, the number of seafarers visiting the club was 1,147. This compares favourably with the previous four months, especially when it is remembered that no foreign naval vessels arrived during the period we are now reviewing.

As usual, our visitors were men of many different races and creeds from all parts of the world. Among the more unusual ships in the Port of Dublin were the Rumanian m.v. *Suceava*, which brought grain from the Black Sea, and the Japanese m.v. *Shizuoka Maru*, which came to load 800 tons of bowling-alley equipment for Japan. We entertained visitors from the Stella Maris Clubs of Glasgow and Waterford. Some of our members visited the Clubs at Barcelona, Hamburg, Belfast and Glasgow.

At the Club itself, some of our members have been busy with various maintenance jobs, including painting. A new sign has been erected on the front of the building which embodies the Apostolatus Maris emblem, with the words "Stella Maris Seafarers' Club," the whole being illuminated at night. We have also painted on the doorpost the Chinese characters for "Seafarers' Club," and these have already proved useful in attracting Chinese sailors. A piano (our second one) was donated to the Club by the grandmother of one of our members. Our thanks go to this lady. A picture of Our Lady of Perpetual Help has been placed in the Chapel, and this will be visible from the ballroom. It will be kept illuminated during dances. Fund-raising projects include flag-days on 6th and 7th September, and a sale of work in November next.

During these four months, nineteen sailors were brought to Mass in the ship-visitors' cars. Many others were given leaflets bearing a map of the port area showing the churches and times of Masses. Three sailors were brought to Confession, and one Chinese to Mass, Confession and Holy Communion.

On 23rd August, the Port Chaplain, Father D. McCarthy, received the bodies of four Irish seamen who died in a fire in m.v. *Irish Sycamore* at New Orleans, and were brought home in m.v. *Irish Maple*. Six of our members

were on the quayside to pay their respects on behalf of the Club.

So far this year over 2,000 seafarers from all parts of the world have been entertained by the girls and men of the Stella Maris Club, 3 Beresford Place, Dublin. The fact that many of them return again and again and the remarks in the Visitors' Book bear ample testimony to the welcome they were accorded.

While the Club is renowned for its social atmosphere, it lags behind those in other parts of the world in some material aspects. A sale of work is being held in November next to remedy this situation.

We appeal, therefore, to you who go to sea, or to those of you who have relatives at sea, to help in this venture. Some, perhaps, could participate actively by joining the committee, but all could help by sending some little gift.

Parcels may be left at the Club any evening after 7.30 p.m. or at either of the following addresses at any time: 58 St. Declan's Road, Marino, Dublin 3, or 47 Dufferin Avenue, South Circular Road, Dublin 8. Arrangements may be made for collection by 'phoning 49061 after 7.30 p.m., or 333426 at any time.

HARMONY ON THE JOB—Contd.

meetings, to take an active part in its procedures, to vote in union elections or to make their views felt in the earlier stages when policy is being formed.

INHERENT VITALITY

Yet, when the existence of the union is in question, strong latent loyalties manifest themselves. The inherent vitality of the union revives; what seemed to be a shell, is a throbbing, living force. This loyalty shows that, whatever the appearances, unions still are communities of persons committed to their own survival as a brotherhood.

It is relatively easy to bring together a number of different companies to form one new formal organisation. But experience has shown that when this happens, the unions to which the employees formerly belonged retain their separate identity and loyalties. The vitality of a union is stronger than that of a limited company. There is no benefit in quenching this spark; as it is, there is too much impersonality in industrial life to-day.

The fact is that unions face the same sort of problems that business firms must also solve.

MAURITIUS

By D. BRUNICARDI

'Irish Plane'

Set in the Indian Ocean, the island of Mauritius is about the size of Co. Clare and depends almost entirely on the export of sugar.

The population of about half a million are mainly "Creoles," who are of mixed French-African extraction, and there are minorities of Indians, Chinese and people of British descent. The Irish are represented here, as in so many countries, by missionaries, teachers, engineers and such like.

Although there is some squalor and poverty, the island is by no means backward or primitive. It has good roads, extensive electrification, an international airport, and some small factories and assembly plants.

Only occasionally do Irish ships visit Port Louis, the capital, but when they do the Irish colony is all ready to extend hospitality.

The *Plane* was there last year. The day after arrival some of the crew went to Curepipe, the town where most Europeans live, and called on the De La Salle Brothers, quite a few of whom are Irish. They were delighted to meet them and gave the use of their private beach. Dinner followed and this developed into a very successful party.

A match was also arranged.

The match was great, although a bit farcical. The "Brothers" had their numbers brought up with Bob Moore, an engineer from Balbriggan, a South African and two Mauritians. The first half was Soccer and the second half Gaelic, and the "Brothers" ran circles around the *Plane*. One of their most active was a Brother of fifty. Anyway, we were only breaking in our new jerseys. A party in the best Irish traditions followed to celebrate the victors and console the losers.

The next evening there was a more formal affair when the Brother Superior invited the heads of departments to dinner. The peasants played football with a British ship, the *Crystal Jewel*. The *Plane* played very well except for the scoring. The British won.

Next day we left the isle where the Dodo died to arrive eventually at a larger and more populous island off the east coast of Ireland. Anyone in Mauritius should call on the Irish people there, as they are always waiting for such a visit. The De La Salle College in Curepipe is the best address and the bus passes near the landing stage.



"Irish Plane" passing through the locks at the end of Gatun Lake, Panama Canal. (Photo D. Brunicardi.)



Many relatives and friends of the *Irish Sycamore* fire victims were among the large gathering on the quayside when the remains were brought ashore from the *Irish Maple* at Dublin on August 23 last. The coffins were received by the Port Chaplain, Rev. Father McCarthy, and a guard of honour was formed by a section of our Deck and Engineer Officer Cadets.

Father McCarthy celebrated Requiem Mass for the repose of the deceased at the Church of St. Lawrence O'Toole, Seville Place. The attendance at the Mass and at the quayside obsequies included: Very Rev. J. Lillis, Parish Priest, Church of St. Lawrence O'Toole; Commandant J. O'Brien, Aide-de-Camp to An Taoiseach; Captain T. McKenna, Director, Irish Naval Service; Mr. Dermot O'Riordain, Assistant Secretary, Department of Transport and Power; Mr. P. H. Greer, Chairman, I.S.L.; Mr. S. MacKenzie, Mr. Frank Robbins, Mr. Noel Griffin and Mr. G. Jones, Directors; Management and office staff, and

sea-going personnel, including Captain Padraig O Sheaghda with officers and men of the *Irish Sycamore*. Also present were officials of the Seamen's Union of Ireland, the Marine Port and General Workers' Union, and representatives from every section of the shipping community in the port.

The remains of Patrick Cowhey and Thomas Ring remained overnight in the Church of St. Lawrence O'Toole and were taken the following day for burial to Cork and Youghal, respectively.

William Gaule's remains were flown out to London and brought to the Church of St. Francis, Nottinghill.

The remains of Michael Walsh were taken to St. John's Cathedral, Limerick, from where the funeral took place the following day.

Wreaths and Mass Cards from the Directors and shore staff and from various ships of the fleet were placed on the coffins.



Mrs. Noreen Cowhey and family wish to thank most sincerely the Directors, Management and Staff of Irish Shipping Limited, Dublin and Cork, and the Masters, Officers and Crews of the entire Irish Shipping Fleet, especially Capt. Pádraig O'Seaghadha, Mr. Richard M. N. Murray, Chief Engineer, and the Officers and Crew of "Irish Sycamore"; Captain M. Langran, Officers and Crew of "Irish Maple"; Captain J. S. Kerr, Officers and Crew of "Irish Fir"; the Seamen's Union of Ireland and the Marine Port and General Workers' Union, for their Mass Cards, Wreaths and very kind messages of sympathy on their recent bereavement. They also wish to thank the families and relatives of all seamen who sent Mass Cards and messages of sympathy. A special word of thanks to Michael Murphy, Aiden O'Reilly, Thomas Kinsella, Ken Edwards, Billy Haddock, John Murphy, Declan Morgan and J. O'Brien for their very kind help.

Trusting this will be accepted by all in grateful appreciation.

Mr. and Mrs. James Gaule and family wish to thank all Irish Shipping's Shore Staff and Ships' Crews for their sincere sympathy on the loss of their dear son, William Joseph. R.I.P. They gratefully acknowledge the many Mass Cards, and the subscriptions for Masses sent to their Parish Priest, Very Rev. Fr. Wilson. They trust that this notice will serve as a sincere remembrance of all the kindness extended to them in their sad bereavement.



Your Personal Mail

Our Mailing Department makes an appeal to relatives and friends of our sea-going personnel to assist in speeding up the despatch of letters to ships overseas. They write:

LETTERS

Please post your letters direct to a ship if you have the address. It is quicker this way.

If you are sending a letter overseas via Head Office give the addressee's rank and ship and please make sure that sufficient air mail postage is on the envelope. Properly stamped letters sent to us for re-direction will be forwarded on without delay.

The overseas postage rates are:

GREAT BRITAIN—Up to 2 oz. in weight, 5d. For each additional 1 oz add 1d. stamp.

EUROPE—Up to 1 oz. in weight, 8d. For each additional 1 oz. add 4d. stamp.

ALL OTHER COUNTRIES—Up to $\frac{1}{2}$ oz. in weight, 1/5. For each additional 2 oz., add 1/1 stamp.

We urge the use of the special 10d. air letter for America and far overseas countries. This can be got in any post office.

We are told that some post offices are often puzzled when handed airmail letters addressed c/o our Dublin Head Office. To avoid possible confusion in the Post Office, *don't* mark your letters "Airmail" if you are sending them to ships via Head Office, but, of course, please put on sufficient stamps for the overseas postage. We will mark the envelopes for airmail when they are going out.

NEWSPAPERS, MAGAZINES, BOXED GREETING CARDS, Etc.

These are usually heavy and bulky and very expensive to airmail overseas. We can

only accept them for re-direction to Irish and U.K. ports. Example: It costs about 4/- to post an average Irish newspaper to a U.S. port. Recently some parcels of newspapers and magazines were held here because the postage rates amounted to £1 upwards.

PARCELS

We are very sorry that we cannot accept parcels for *re-posting*. Parcels should always be posted direct to the destination point. We shall supply addresses on request. Readers will appreciate the difficulties involved, which are:

(1) The airmail postage is prohibitive.

(2) The initial postage stamps, no matter what the value, are valid only for one delivery. If, say, a parcel is received at Head Office for re-direction, whether to another Irish port or to a port overseas, it must be stamped all over again even though the sender has paid sufficient postage for the entire journey.

(3) Parcels going overseas must have a *Customs declaration* attached. We are not in a position to declare the contents of any parcel.

(4) There is always a danger that parcels sent to vessels will be seriously delayed and even lost because of varying Customs regulations. We urge that parcels be *not* sent to relatives overseas.

We ask you to understand that on occasions loading and discharging ports are changed at very short notice and the mail may be somewhat delayed as a result, but you can be assured that the despatch of crew mail is always given top priority.

Harbour Master Retires

On the 31st August, Commander A. J. O'Brien Twohig retired as Harbour Master at Dublin, a position he held since 1941. To mark the occasion the Management of I.S.L. presented him with Waterford glass. Commander Twohig will shortly be taking up an appointment at Nautical Adviser with Messrs. Arthur Guinness, Son & Co. Ltd., Dublin. We wish him every success and happiness in the future.

We would also like to extend a welcome to Captain Peter Leighton who succeeds Commander Twohig as Harbour Master. Our best wishes to him in his new appointment, which he took up on the 1st September.



THE FLEET AT WORK



"IRISH ROWAN"

When the *Rowan* called at Gibraltar on September 16th for bunkers, a fresh crew took over. They had been flown out from Dublin on a chartered aircraft which also took the existing crew home. The vessel had loaded a full cargo of grain at Beaumont, Texas, and was on passage, via Gibraltar and Suez, to an Indian port. All concerned paid a well-earned tribute to the Personnel Dept. staff who arranged for such a smooth transfer of crews. Captain R. M. Woolfenden relieved Captain T. R. Hughes, and Chief Engineer Mr. G. O'Brien relieved Mr. M. Whooley.

Some time previously, while the *Rowan* was discharging at New York, Mr. J. D. Murphy, Superintendent, attended at the fitting of a re-conditioned crankshaft to No. 2 diesel generator by representatives of Messrs. Ruston and Hornsby. The generator was tested to the satisfaction of Lloyds' surveyor.



"IRISH PLANE"

Another hurricane delayed this vessel's discharge in Japan and after completion she dry-docked for annual repairs and part continuous hull survey at Kanagawa Shipyard, Yokohama, eight days behind schedule. Mr. C. Devlin, Superintendent, flew out from Dublin to supervise. He brought back some very revealing information on the efficiency and enthusiasm of the Japanese shipyard workers who appeared to work in the closest harmony with our own men.

Chief Engineer Mr. N. Whitfield took over from Mr. J. Ennis, who joined the *Irish Spruce*.

The *Plane* is due to load sugar at Pulupandan and Guimaras in the Philippines early in October for discharge at a U.S. Gulf or Atlantic port. It is interesting to note that the loading ports in the Philippines are about 300 miles south of the island of Taal where the volcano erupted recently.

"IRISH SYCAMORE"

Mr. Ken Dixon, our Naval Architect, flew out to New Orleans to supervise repairs to the accommodation which was extensively damaged in the fire. It was partly rebuilt, including ventilation trunks and bulkheads. A quantity of spares and replacement fittings was air freighted from head office and repairs were completed on the 13th September. About this time, New Orleans received the full force of hurricane "Betsy," but luckily no further damage was caused to the *Sycamore*. However, she was unable to load her grain cargo as the elevator and port installations had suffered badly. The cargo was re-arranged for Houston loading and the *Sycamore* sailed from that port on September 25th for India. She was routed via Ceuta and Aden for bunkering.

"IRISH POPLAR"

As reported in our last issue, this vessel suffered a very serious fire in June which resulted in serious structural damage to the 'tween decks and refrigerated spaces. Repairs were carried out at Tampa from where the vessel sailed on August 8th. Mr. G. Cronin, Superintendent, was in attendance.

The *Poplar* is now on time charter to the Iranian National Shipping Line who are operating it on their liner service between the U.S. and the Arabian Gulf. The vessel sailed from Jeddah and Abudhabi on September 30th and is expected to sail from Bahrein for the U.S. about the end of October.

"IRISH HOLLY"

Since we took delivery of the *Irish Holly* way back in 1954 the vessel has been on time-charter to Shell Mex and B.P. Ltd. and trading around the Irish and British Coasts. She is a frequent caller to Limerick with cargoes of motor spirit and aviation fuel from Stanlow and Whitegate. Recently the *Irish Holly* experienced one of her rare delays when she anchored in Cork Harbour for 30 hours to repair some boiler tubes.

"IRISH ROSE"

Before commencing her time-charter with the Melville Trading Company, South Carolina, the *Irish Rose* carried out repairs at the Verolme Cork Dockyard, Rushbrooke. General maintenance repairs were completed, including the fitting of awning spars and awnings on the boat deck. Two main engine cylinder liners were replaced from spares. Mr. N. J. Healy, Superintendent, supervised the work.

During her twelve months' time-charter, which began on September 1st, the *Rose* will ply between Trinidad and Wilmington and also between Trinidad, Jamaica and Galveston. A feature of this charter is that the Irish crew were replaced by a Trinidadian crew to conform with Trinidadian regulations. Captain J. Flanagan, Chief Engineer J. Reed and our own officers are still on the ship.



"IRISH SPRUCE"

When the *Irish Spruce* arrived at Garston Docks, Liverpool, on September 23rd to discharge a timber cargo from Vancouver B.C., she was in sparkling condition, for which the Master, Officers and crew are to be congratulated. Moreover, the time charterers, Messrs. A. L. Burbank, who took over the ship in January last, have intimated that they are very satisfied with the vessel's performance. At Liverpool the crew was relieved, with the exception of Captain A. Evans and Chief Engineer G. Cunningham, who remained on board until the vessel reached the next port—Bremen. Here Captain I. Tyrrell and Chief Engineer J. Morgan took over. The *Irish Spruce* loads at Bremen on the Grancolumbian Line Berth for South America and calling at Rotterdam, Amsterdam, Antwerp and Le Havre.



"IRISH ASH"

This vessel is on time-charter to Messageries Maritimes. She is loading at Indian ports and will discharge at a number of Continental ports.

"IRISH CEDAR"

Captain T. Glanville has been in command of the *Irish Cedar* since she went on time-charter to the Maple Shipping Co. in April last. She is operating between the U.K./Continent and St. Lawrence/Great Lakes. We expect re-delivery in November when the vessel is due for her annual dry-docking.

The *Irish Cedar* is the second of our 15,000 tonners to have navigated the St. Lawrence Seaway, being preceded there by her sister ship, the *Irish Plane*. It may be noted that the *Irish Cedar* is the sixth of our fleet to be fitted for the Lakes. Chief Engineer Pat Walker is on board.

"IRISH FIR"

is carrying out her final voyage under the current time-charter to Manchester Liners Ltd., for whom she has been working since April last. She is due to arrive at Rimouski, New Brunswick, on October 11th to load a full cargo of timber for discharge at Manchester. She is expected back at the end of October.

Mr. J. D. Murphy, Asst. Superintendent, attended the *Irish Fir* at Manchester when she last called there, to supervise repairs.



"IRISH WILLOW"

Captain J. Lee had quite a job getting to the *Irish Willow* at Rouen to relieve Captain M. O'Dwyer when fog closed down Dublin Airport recently. The ship had arrived at Rouen from Roddickton, a little known port in Newfoundland, with a full cargo of wood pulp. We do not think any of our vessels had ever called there before. The *Irish Willow* was subsequently fixed for a repeat of this cargo and she is due back at Roddickton at the time of going to press.

"IRISH LARCH"

Off on a 6 months' charter to Sagus Marine, during which she will trade between the U.S. East Coast ports and ports on the Western Coast of South America, the *Irish Larch* sailed from Manchester for New York on September 3rd. At Manchester, Captain J. Lee was relieved by Captain B. Reilly, while Mr. G. Rowe continues as Chief Engineer.

"IRISH HAWTHORN"

This 18,000 ton tanker is on time-charter to W. Bruns & Co. of Hamburg. She had been trading between Ventspils, U.S.S.R., and Wilhelmshaven, Kiel—since August—and will continue on the run until mid-November. These short round voyages—of about 6 to 7 days' duration—involving a twice weekly passage of the Kiel Canal, place a great strain both on the ship's company and the ship's equipment and it is to the credit of everybody on board that operations have run so smoothly.

At Ventspils, shore leave expires at midnight and if a crew member returns to the ship at a later time the Soviet authorities will refuse him permission to go ashore on subsequent visits of the vessel. We learn that shore passes are getting a little scarce.

Mr. G. Cronin, Asst. Superintendent, has been attending on board.



NORTH ATLANTIC LINER SERVICE

"IRISH MAPLE"

On the *Irish Maple* round Atlantic voyage, which commenced at Limerick on September 4th, Captain Michael Langran and his staff were hosts to Mr. F. Gilligan, Seamen's Union of Ireland; Mr. A. Bucknall, P.A., Consul; Mr. P. Devine, Work Study Officer, and Mr. P. Corcoran, Deck Department.

The study group made the voyage on the *Irish Maple* as part of a general drive to introduce the highest standards to our fleet operation; to use all our resources to the very best advantage. It is reasoned that a body of expert observers who are free from the exacting duties of navigation and maintenance might well detect opportunities of gaining efficiency in working methods and, of equal importance, of brightening the human conditions on board ship.

SOCCER MATCH

The Office Soccer XI played the Irish Nautical College at Bushy Park, Terenure, on Saturday, 2nd October, and recorded another victory, the score being 6-1 in their favour. Gerry Trant, Eamonn Doyle and Niall Foley

The *Irish Maple* arrived back in Dublin on October 3rd, having called at New York and Norfolk and proceeded to discharge her cargo of 9,500 tons grains, 226 tons tobacco and 180 tons of general. For her return voyage to the U.S. she loaded 400 tons of exports at Dublin and completed discharge of her inward cargo at Cork before heading out again across the Atlantic.

"IRISH ALDER"

The *Irish Adler* is also on the Ireland/U.S. service and is expected to be in home ports around mid-October with a cargo of grain, tobacco and generals. Subject to cargo commitments, she will drydock towards the end of the year.

"IRISH OAK"

sailed from Waterford on October 2nd for Montreal and Toronto with 630 tons of general cargo loaded at Dublin and Waterford. The *Irish Oak* had arrived in Dublin on 25th September with a cargo of grain and aluminium from Montreal and St. Lawrence ports. When she was in Dublin the superstructure, decks and topsides were found to be in good condition. The Foremast Jumbo Derrick was rigged and tested in anticipation of some heavy lifts booked with the export cargo from Waterford. Capt P. O'Sheaghda took over from Captain Ivan Shiel who proceeded to the *Irish Spruce*. Mr. Nolan, Superintendent, attended on board.

"AMAZON"

This former m.v. *Irish Pine*, which has been retained for a limited period on the Canadian run, arrived Dublin on October 4th from Toronto, Montreal, Port Alfred and Dalhousie. She discharged a large cargo of grain, newsprint, aluminium and generals at both Dublin and Cork, and loaded 200 tons of exports for the westbound voyage.

were hard workers for the Nautical College, while Apprentice Gavin Coyne used his weight to good effect. Scorers for I.S.L. were B. O'Gorman, J. McQuerins, F. Cheevers, N. Long and D. Cotter (2). Irish Nautical College replied with a single score in the second half and were unlucky to miss two penalties.

New Boat for Sea Scouts

The Minister for Education, Mr. George Colley, was present at Ringsend on September 4th when Captain J. D. McPolin presented a boat on behalf of the Company to the Dollymount Troop of Sea Scouts who were adjudged the winners of a Waterborne Competition which we sponsored during the Summer months. Each member of the troop also received a small plaque as a memento of the occasion.

The competition, arranged by the Dublin Boy Scouts' Association, took the form of an expedition by land and water—by sea, river and lake—for which each competing troop kept a watch log. The Dollymount Troop, in the opinion of the judges, returned the log which merited the prize.

The Company decided to make this gesture to encourage the boys to keep up their interest in the sea and in shipping.

The presentation took place at the commencement of the Annual Sea Scouts' Regatta at "The Foscle," Pidgeon House Road, Ringsend. The Regatta was formally opened by the Minister for Education.

Among the large attendance at the Regatta were: Captain T. McKenna, Director, Irish Naval Service; Captain P. A. Leighton, Harbour Master, Dublin; Mr. J. Murphy, Secretary, Dublin Port and Docks Board; Mr. J. Gordon, Director, Palgrave Murphy Ltd.; Mr. C. A. Jackson, Assistant Scout Commissioner.

Below: Captain J. McPolin presented a plaque to each member of the winning troop.



The Sea Scouts' Regatta was formally opened by the Minister for Education, Mr. G. Colley.

TRIBUTE

Irish Shipping Ltd. apprentice LESLIE WILLS, under training at Verolms Cork Dockyard, acted, during a boiler explosion which occurred in our new building vessel m.v. *Maas*, on 24th June, 1965, in an exceptionally cool, determined and efficient manner.

Mr. Wills was at the time working on one of the generators some ten yards away from the scene.

Following the explosion, he rushed over to the boiler which was being operated by the Chinese crew. The crew were startled by the explosion and did not take any action to prevent further damage.

Mr. Wills immediately switched off the electricity and fuel supplies to the burning unit, thus preventing any further damage.

The above is set out in recognition and appreciation of Mr. Wills action.

(Signed) P. C. SMITS,

Engineer Manager,

Verolme Cork Dockyard Ltd.



The winning troop are lined up beside their prize.

Japan Line drops MARU

STEALS AN IRISH LEAF

Japan Line, a leading Japanese shipping company, has decided to drop the suffix *Maru* from all new vessels joining its fleet, in order to promote more business among non-Japanese.

If this practice generates more shipping sales for the Japan Line, other Japanese shipping firms may follow the lead.

Japan Line officials claimed that calling vessels by Japanese names with *Maru* tacked on the end of them is an economic disadvantage. Japanese names, they feel, are difficult for non-Japanese to understand and remember. Their merchant ships, they said, would become more familiar internationally if they were Anglicized.

The old suffix *Maru*, a spokesman for the Japanese Consulate here explained, had no set definition. It literally means a moat of the sort which surrounded Japanese feudal castles. Since the early Japanese merchant ships were also men-of-war, the large ocean-going ships were also considered floating castles.

The custom of designating Japanese vessels with the suffix *Maru* has been carried over from the nation's early merchant fleet since Commodore Perry opened up Japan to outside commerce,

The nationality of Japan Line ships still will be easily identifiable because they will start with the prefix Japan, followed by an English word. The line has adopted flowers as the *nom-demere* for its tankers and trees for its dry-cargo carriers.

One of the important reasons that Japan Line is Anglicizing its merchant fleet is to counteract an adverse payments balance. Japanese ships carried only 44.5 per cent of their country's imports in fiscal 1965 which, though slightly better than the previous year's figure, is considered low. By making ships more familiar to customers, it is felt more non-Japanese business can be generated.

The first Japan Line ship to bear an English name will be the 13,850 deadweight-ton cargo ship *Japan Elm* which was completed in September.

The *Japan Elm* will be followed by the 54,200 deadweight-ton ore carrier *Japan Pine*, which is scheduled to slide down the slipways in November. By December the 73,150 deadweight-ton super-tanker *Japan Rose* will be finished and in January, 1966, the 70,300 deadweight-ton tanker *Japan Lily* will be flying Nippon's Rising Sun ensign.

OFFICE NEWS

By John Higgins

Departures

Recently we said farewell to two well-known staff members in Miss Mary McCaffrey and Mr. Bjorn Dahl.

Mary was, of course, private secretary to our Assistant General Manager, and she has left to take a university course in Social Science. We wish her every success in her studies and in her future life.

Bjorn Dahl will be well-known to most of our sea-going personnel as he was our cashier for the past few years. He will also be familiar to many of our seamen's relatives, as he dealt with the payment of allotments. Bjorn has gone to Denmark to work and our best wishes for the future go with him.

Congratulations

Another of our few remaining bachelors gave up the fight recently and it looks as if Kerry Bray is the next one for whom the bells will toll. Our congratulations to Kerry and Mary on their engagement and let us hope that the good example will have far-reaching effects.

SPORTS NEWS

Pitch-and-Putt Competition

The annual Pitch-and-Putt Competition attracted a large entry this year and the eventual winner was John McQuerins with Jerry Carty runner-up.

Hurling and Gaelic Football

Tipperary and Galway retained their All-Ireland titles in Hurling and Football, respectively, the defeated finalists being Wexford and Kerry.

In Minor ranks, Dublin took the hurling title after a lapse of 11 years, while Derry won the football title for the first time ever.

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We are all very sorry indeed to be losing Mary McCaffrey, who for some years has been private secretary to the Assistant General Manager, Mr. R. J. O'Halloran. Mary is quitting her job to take up a course in Social Science at the University. We can only admire her courage and determination and wish her the very best of luck in her studies.

Soccer

After beating Voerwarts, East Berlin, by 1 goal to nil in Dalymount Park, Drumcondra lost their first round tie 3-1 on aggregate in the European Cup competition. The German side won the return game by 3 goals to nil.

Golf

In the Dunlop Masters' Tournament, played at Portmarnock, Christy O'Connor continued to show the form he displayed in taking second place to Peter Thompson in the British Open. In the Masters' competition he was third to Bernard Hunt, with Thompson filling the second position.

Racing

Meadow Court caused a minor sensation by failing to add the St. Leger to his many big race victories when he was second to Provok.



RAFFLE

Our readers will no doubt be interested to see this photograph of the original painting, *The Two Brothers*, executed by Bernard Byrne, which he generously donated for the raffle. It is good to record that the response from the fleet was most generous and once again the Committee wishes to thank everyone who has co-operated in the sale of tickets.

Purchasers of raffle tickets may be assured that this is a valuable painting indeed, as was borne out by the success of Mr. Byrne's exhibition held at the Little Theatre, Brown Thomas Ltd., in early September.

BEREAVEMENTS

We tender our deepest sympathy to Mr. B. Guerins, of our Accounts Dept., on the death of his father on the 5th October.

To Mr. P. Walker, Chief Engineer of our *Irish Cedar*, our sincere sympathy on the death of his father on the 7th October.

We extend our sincere sympathy to Margaret Conlon of our Claims Department on the death of her father on the 20th August.

VESSELS SOLD

Two Irish Shipping Ltd. vessels, the 7,500-ton *Irish Pine* and the 18,000-ton tanker *Irish Blackthorn*, have been sold to Panamanian owners. Both vessels were handed over on August 26th. The *Irish Pine* was purchased by Compania Agarnania de Navegacion S.A. of Panama City and renamed the *Amazon*. The *Irish Blackthorn* was sold to Mohawk Compania Naviera S.A., also of Panama City, and renamed *Profitas Elios*.

Launched at South Shields in 1948, the *Irish Pine* was the first large deep sea vessel ordered by Irish Shipping for its post-war fleet. She was the second vessel to bear the name *Irish Pine*. Her predecessor, which was chartered from the American Government during the war, disappeared with all hands in the North Atlantic in November, 1942.

The second *Irish Pine* for the past 17 years was engaged on the North Atlantic cargo liner service, linking Irish ports with New York, Philadelphia, Montreal and other ports on the St. Lawrence and Great Lakes.

She has not yet severed all her links with Irish Shipping Ltd. Bearing her new name *Amazon* and flying the Panamanian flag, she will remain for a limited period on the Company's Canadian service to enable the Company to fulfil some forward commitments on the North Atlantic route.

The sale of the *Irish Blackthorn*, which was built in 1959, is in keeping with the Company's declared policy to discontinue operating ships which world market trends have rendered uneconomic. At present the international tanker freight market is dominated by the huge tankers ranging in size from 50,000 to over 100,000 tons. The small size vessels like the *Irish Blackthorn* could not hope to compete profitably against this type of competition.

With the sale of the *Irish Pine* and the *Irish Blackthorn* the Irish Shipping fleet now consists of 16 vessels.

Law Prize

Mr. Dermot McNulty, Claims Dept., who is studying for his B.L., won a prize for his paper on Roman Law in his examinations this year.

Personnel on Leave

MASTERS: Captains A. Evans, T. Hughes, G. Blayney, J. Kerr, M. O'Dwyer, J. Gleeson.

CHIEF OFFICERS: Messrs. C. Ball, K. Dooley, M. O'Connell, M. Carey, R. Needham, J. Devaney, D. Byrne, J. Small, J. J. Martin.

2ND OFFICERS: Messrs. F. B. Kelly, F. Raftery, W. Kirwan, B. Kehoe, M. Blaney, P. Donohoe, P. Murphy, J. Rickard, L. O'Duffy, A. McMahon, C. McCarthy, K. MacKenzie.

3RD OFFICERS: Messrs. P. Keane, D. O'Neill, D. Curtis, J. P. O'Leary, J. Whelan, E. J. Doyle, J. Harding, P. J. O'Byrne, P. B. Scott, R. Gordon, M. J. Doyle, G. Kyne, N. Dillon.

APPRENTICES: Messrs. T. Bell, M. Larkin, D. Collins, P. Kehoe, P. Noonan, L. McLoughlin, W. Kirwan, N. Foley, J. Shelton, M. Brophy, C. O'Connell.

CHIEF ENGINEERS: Messrs. W. Irvine, H. J. Mooney, R. Harrison, G. Cunningham, K. Roche, M. Whooley, R. Murray.

2ND ENGINEERS: Messrs. J. G. Barron, M. Dillon, J. A. Lyons, J. Young, J. Scott, D. C. Burke, J. L. King, I. Stuart, J. J. Sullivan, M. O'Connell, E. Hughes.

3RD ENGINEERS: Messrs. W. Maher, T. Murphy, J. M. Long, H. Caghey, A. Hall, J. Corrigan, W. Maher, S. O'Geran, B. Geaney, K. O'Mahoney, S. Langan.

4TH ENGINEERS: S. Mahon, G. Dorgan, H. Loughy, M. Curley, F. Murphy, D. O'Leary, T. Onions, D. O'Keeffe, J. Gaul.

JUNIOR ENGINEERS: Messrs. W. McCarthy, B. Harrington, K. Edwards, S. Mahon, F. P. O'Brien, J. McArdle, T. O'Sullivan, J. Doyle, J. Kenny, P. Byrne, P. McGrane, J. Kelly.

ELECTRICAL ENGINEERS: Messrs. S. Smith, W. J. Lewis, A. Read, J. Dunn, M. O'Callaghan.

ENGINEER APPRENTICES: Messrs. D. McLoughlin, E. Curriuan, D. Buckley.

CHIEF STEWARDS: Messrs. J. Dillon, R. Heapes, E. Fricker, T. Forde, B. Dorgan.

On Study Leave

Mr. J. J. Weston, 2nd Officer; Messrs. A. Minihan, D. O'Doherty, Apprentices; Mr. M. Downes, 3rd Engineer; Messrs. D. Harrington, T. Fullam, Junior Engineers; Mr. W. Olohan, Electrical Engineer.



Members of the crew of the "Irish Rowan" Henry Briody, Corlanstown, Kells, and Richard Lett, Tuskar View, Wexford—photographed with Mr. John Davis, of the Personnel Department, before they left by air for Gibraltar.

On Sick Leave

Mr. H. Shannon, 3rd Engineer; Mr. J. Moynihan, Chief Steward.

CONGRATULATIONS to Mr. J. Gaul who obtained 1st Mate's F.G. Certificate.



The little girl is Eilish Leonard, whose brother, Jackie Leonard, is an Electrical Engineer on the "Irish Poplar."

From SHORE~~~~~to SHIP



Birthday greetings and much love to Deck Officer Apprentice J. A. Moynihan, on board the *Irish Cedar*, who will be 19 years old on 18th October. From Dad, serving on the *Irish Ash*; brother Andrew on the *Irish Alder*, Mother and two sisters.

* * *

Loving wishes for a happy birthday on October 14th to Tim Coughlan, *Irish Spruce*. From your wife, Maureen; daughter Deirdre, Mammy, Daddy, Miriam and Carmel.

* * *

To Johnny Ormond, Engine Department, *Irish Larch*.—Many happy returns on your birthday, 24th September. From Mammy, Jimmy, Patricia and Martha. Hurry home.

* * *

“Congratulations and God’s blessing on your 21st birthday, dear Finbarr. We will remember you in our prayers on October 8th (D.V.). Much love from all the O’Heas.”

* * *

“Birthday greetings from home to John A. Daly, *Irish Rowan*, on the occasion of your 19th birthday. Special greetings from Mum, Dad, brothers and sisters, and all your friends on Dolphin Road. Hoping to see you soon.”

* * *

To Cadet Michael Brophy on board the *Irish Spruce* for your 20th birthday.—Greetings from Mum and Dad, Tom, Ann, Cathryn, Helen and Mary, and also an extra special greeting from your twin sister, Shelah, who will also celebrate her 20th birthday on the 18th September.

* * *

To Aidan Kehoe, Deck Apprentice, *Irish Poplar*, whose birthday occurs on the 29th October: Heartiest congratulations and all good wishes for a very happy 21st birthday. We will all celebrate the event together on your return (D.V.). — Mam, Dad, Declan, Catherine, Eithne and Moira.

* * *

For Finbarr Perrott, *Irish Larch*: Greetings and best wishes, and all my love for your 21st birthday on the 8th October. May God bless you always.—Mother.

* * *

All his friends at Harmonstown wish a speedy recovery to Jimmy Tallon.

To Leo Fulham, Assistant Steward, *Irish Hawthorn*: Greetings for your birthday in October.—From Daddy, Mammy, Tom, Lily and Susan.

* * *

To Robert Carrick, *Irish Larch*: Birthday greetings from your Father, Mother and brothers. Maisie and Kevin Fynes also wish you a very happy birthday and also remember your old pal, Noel Fynes. We hope you will both meet very soon, God willing.

* * *

Congratulations to Noel Fynes on the *Irish Spruce* for starting the ball rolling in Capetown, and love from Mum, Dad, Louis and Kathleen.

* * *

Greetings to Eamonn Martin, Assistant Steward, *Irish Plane*, for your birthday on the 13th November.—From Rita Cooling.

* * *

For the friends and shipmates of H. V. Shannon (3rd Engineer) comes the news that he underwent an ulcer operation on the 30th September at a London hospital.

* * *

“Aunt and cousins, Cork, send heartiest congratulations to Francis Perrott, Apprentice, *Irish Larch*, on the occasion of his 21st birthday.”

* * *

To Eamonn Martin, Catering Dept., *Irish Plane*: Loving greetings and best wishes for a happy birthday, Eamonn. From Mam, Dad, Mary, Cathy, Jim, Michael, Steve, Sheila, Frances and baby Brian. Looking forward to seeing you soon.

* * *

For Desmond Molloy, Junior Engineer on the *Irish Poplar*, for his 20th birthday on the 26th November: To Dessy, wishing you a very happy birthday, from Mam, Dad, Harry, Tommy, Jimmy, Kevin, Rita, Leslie, Lilian and little Caroline, both Grans, and all your old pals. We are looking forward to seeing you in the near future, P.G. Lots of love from all at home.

* * *

To W. G. Russell, 2nd Steward, *Irish Ash*: Happy birthday, November 25th, Billy.—Love, Mam, Dad and Myrna.

CROSSWORD

**HAVE
A
GO!**

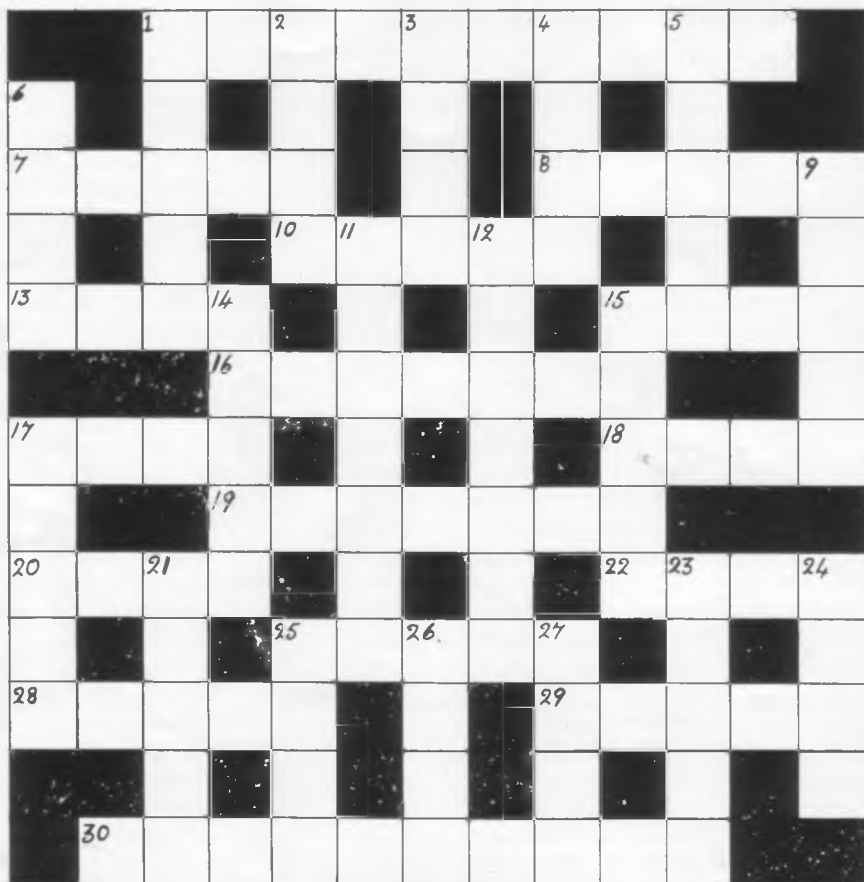
Readers are invited to send in Solutions. A prize of £3-3-0 will be sent to the author of the first correct coupon drawn from the hat on JANUARY 30th, 1966.

CLUES ACROSS

1. Invited to combat.
7. Besom.
8. Irrigate.
10. Sieves.
13. Finishes.
16. Cheap (two words).
17. See 11 down.
18. Wading bird.
19. Star-Stone.
20. Venture.
22. Musical instrument.
25. Cut.
28. Group of soldiers.
29. Follow.
30. Calumnious.

CLUES DOWN

1. Group.
2. Help.
2. Sail into the wind
4. Tidings.
5. Pass in.
6. Competent.
9. Coral . . . s.
- 11 & 17 across. "Out of the frying pan . . . (3 words).
12. Needed to do this crossword.
14. To creep away.
15. Attempted.
17. Preceding all others.
21. Reel.
23. Corrodes.
24. Demeanour.
25. Nine inches.
26. Weather-cock.
27. Nevada City.



WORK STUDY

On the *Irish Maple* round Atlantic voyage which commenced at Limerick on September 4th, Captain Michael Langran and his staff were hosts to Mr. F. Gilligan, Seamen's Union of Ireland; Mr. A. Bucknall, P.A. Consultant; Mr. P. Devine, Work Study Officer, and Mr. P. Corcoran, Deck Department. The vessel arrived back in Dublin on October 3rd.

The study group made the voyage on the *Irish Maple* as part of a general drive to introduce the highest standards to our fleet operation; to use all our resources to the very best advantage. It is reasoned that a body of expert observers who are free from the exacting duties of navigation and maintenance might well detect opportunities of gaining efficiency in working methods and, of equal importance, of brightening the human conditions on board ship.



Mr. W. G. Waggott, Lloyds' Surveyor at Dublin since 1947, pictured here with his Secretary, Miss Kingston, retired on 30th September. As an appreciation of the 18 years of happy association with this Company, the management presented him with a bureau and brought him along as guest of honour to a lunch at the Moira Hotel. We wish himself and his wife many more years of health and prosperity.

She's a Woeful Typist

Once upon a pime, a late big gryon was deeping peacefully in his slen, beaming of a dreef-steak, when he was awakened by a mee wouse, running afross his crace.

Toozing his lempser, the gryon labbed the mittle louse by the nuff of the screck and was on the kerge of villing him. Moor little pouse!

"Leaze, Mister Plyon," mide the crouse, "if you will only get me lo, I fomise praitfully to rekind you for your payness!"

So the lierce fyon, who must have been a cub scoy bout in his dunger yaize, thought he would dee a good dude, and he set the frouse mee.

A couple of leeks waiter, this very lame syon got nangled up in a tet, and no one came to answer his rellowing boars. But then, chear dildren, along comes the miny little touse, and, gnawing the topes with his reeth, he frees the shyon from his lackles!

"One tood gurn denerves asother!" meaks the spouse, as he hurns on his teel and heats it for bome.

And the Storal of this Mory is: Sometimes our bubbles are trig, and sometimes our smubbles are trawl, but if we trad no hubbles, how would we bleckognize our ressing?

ONE and ONE

By T. McNAMARA, *Irish Holly*

The directions are there on the packet,
As plain as writing can be.
You can serve 'em for breakfast or dinner,
They'll even go well with your tea.

A couple of spoons of the powder,
A pinch of the pepper and salt,
A couple of cups of the water,
They're better than Jameson's malt.

They're serving them now on the railways,
They're serving them now on the ships,
I'll let you in on a secret,
They're totally useless for chips.

I've eaten Clam Chowder in Boston,
I've eaten Frogs' Legs in Paree,
I've eaten "Crubeens" in Cork City,
But never did I think I'd see.

Instant Potatoes and Cabbage,
Made just like that in a flash.
The very thought of it chills me
And brings me all out in a rash.

Just powder and water together,
It's all boiling there in the pan.
Now the Steward is waiting and hoping
That next they'll invent Instant Ham.

Instant Black Pudd in the morning,
Instant Brown Stew for the tea,
I'll be out of here in an instant,
Instant Vacation for me.



Mr. T. O. Morris who succeeds Mr. Waggott as Lloyd's Surveyor at Dublin. Prior to taking up this appointment, Mr. Morris was Chief Engineer Surveyor for Spain. We welcome him to Dublin and wish him every success in his new appointment.

FLEET PERSONNEL

(DECK AND ENGINE OFFICERS IN ORDER OF RANK)

"IRISH FIR": Captain J. J. Walsh. Deck Officers: C. Mahon, K. K. Laniyan, P. Kearney. Engineers: T. Loughran (Chief), T. Carroll, D. O'Connell, D. Hoey. Chief Steward: W. Gouldson. Deck Dept.: J. Hearne, G. McNeill, M. J. Lennon, P. Coyle, H. McDonald, P. Wilde, E. McFadden. Engine Dept.: P. O'Brien, T. Finnegan. Catering: B. Crilly, J. Barry, W. McCormack, T. Chaney.

"IRISH MAPLE": Captain M. Langran. Deck Officers: J. S. Mitchell, D. Daly, P. Tyrrell. Engineers: M. J. Byrne (Chief), T. O'Driscoll, H. Caughey, J. Byrne, J. Kenny, J. Hamilton, L. O'Toole, J. Mooney, A. Richards, P. Morgan. Chief Steward: J. Doran. Deck Apprentices: D. Kavanagh, J. Whyte, J. Desmond, P. Malone. Eng. Cadet: J. Mooney. R.O.: J. J. McNamara. Deck Dept.: K. Curry, P. Sharkey, F. Chandler, M. Lynch, G. Derham, J. Donnelly, T. McMahon, P. Douglas, M. Mulready, J. Fox, J. Lattimour, M. Cronin. Engine Dept.: J. Buckley, R. Lumsden, E. Twomey. Catering: R. O'Reilly, J. Greene, J. Byrne, P. Brennan, R. Dunne, T. Coleman, M. Boland.

"IRISH OAK": Captain P. O'Sheaghda. Deck Officers: M. Doyle, J. Gaul, J. Whelan. Engineers: A. Metcalf (Chief), A. Bolger, W. Cleary, P. Quinn, J. Gallagher. Eng. Cadets: F. Fenlon, E. Currian, A. Byrne, F. Cronin, D. Buckley. Elect. Eng.: J. J. Doherty. Chief Steward: V. Thorne. R.O.: P. T. Higgins. Apprentices: P. Kelly, J. J. Goulding. Deck Dept.: W. McCann, M. McCarthy, E. Jameson, J. Donnelly, J. Crowley, D. O'Neill, T. McCarthy, A. Smith, G. Redmond, C. Greenan. Engine Dept.: J. Redmond, J. Harford, B. Cullen, J. Sullivan. Catering: D. Gibbons, J. Caffrey, T. Fay, M. Moody, J. Buggy, A. Stevens.

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

"IRISH WILLOW": Captain J. Lee. Deck Officers: D. Warner, P. Buckley, B. O'Flynn. Engineers: R. Tennent (Chief), P. Kavanagh, R. Broderick, E. Lynch. R.O.: J. Breen. Chief Steward: G. Zachert. Deck Dept.: T. Grannell, T. Finnin, M. Allen, N. Murphy, J. Willis, J. Smith, T. Keegan. Engine Dept.: P. Proctor, P. Hannah. Catering: C. Cunningham, G. Molloy, F. Stafford, J. McSweeney.

"IRISH ALDER": Captain J. Poole. Deck Officers: M. Kelly, T. McKenna, M. Coleman. Engineers: E. Ivimey (Chief), M. Curley, J. Geoghegan, B. Larkin, J. E. Maher, G. Faulkner, M. Hayes. Eng. Cadets: M. O'Sullivan, J. McEvoy. Elect. Eng.: W. Daly. Chief Steward: P. Farrelly. R.O.: B. A. Fitzsimons. Apprentices: A. Moynihan, D. Kirk, P. Cowman. Deck Dept.: O. O'Neill, J. Maher, T. Perle, J. O'Brien, M. Saunders, C. Clarke, M. Hurley, W. Boone, J. McCarthy, J. Reilly, J. Hurley, D. Murphy, D. Bates. Engine Dept.: J. O'Leary, E. Carberry, M. McCabe, J. Rossiter. Catering: J. Buckley, J. Fleming, N. Blake, W. Murphy, J. Gaffney, M. Kirwan.

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

"IRISH SYCAMORE": Captain J. Caird. Deck Officers: E. Greevy, C. Morrissey, T. J. Byrne. Engineers: W. Howie (Chief), T. M. O'Leary, G. McDonnell, B. McKevitt, J. Gilmartin, J. Harvey, A. J. Mooney. Elect. Eng.: J. O'Connor. Chief Steward: V. Mayland. R.O.: J. P. Murphy. Apprentices: J. M. Cox, E. Coleman, C. Okoro, S. Jebutu. Deck Dept.: P. Byrne, F. Brennan, M. Treacy, M. Folan, G. Farrell, P. Hawkins, T. Rowan, R. Byrne, S. O'Grady, T. Hand, G. Clarke. Engine Dept.: P. Leonard, W. Brown, C. Donovan, M. Smith. Catering: M. O'Rourke, J. Chaney, C. Cashin, W. Sheridan, R. Fagan, J. McCarthy.

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

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

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

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

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

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

"IRISH CEDAR": Captain T. Glanville. Deck Officers: P. Kelly, J. Coady, D. Murphy. Engineers: P. Walker (Chief), P. Murdoch, T. Flynn, W. Fleming. Eng. Cadets: J. Hanrahan, T. Ryan, M. Duggan, P. Bardon, P. Carroll, D. Parry, J. T. Carroll. Elect. Eng.: R. Clothier. Chief Steward: N. Curran. Apprentices: T. Bell, J. Gallagher, J. Moynihan, A. Essien, P. Etim. Deck Dept.: M. Swan, P. Balmaine, M. Bougioukas, D. Argyropoulos, D. Murphy, J. Roche, A. Pena Carrera, R. Anderson, D. Kararighas, F. Meilak, J. Kelleher. Engine Dept.: J. Hannah, M. Tate, G. McNeill, E. Mahon. Catering: M. McGowan, P. Finlay, D. Dillon, R. Egan.

"IRISH HAWTHORN": Captain J. Onions. Deck Officers: H. Fiddler, P. O'Byrne, E. Brady. Engineers: H. Dowdall (Chief), P. Otter, J. Corrigan, S. McGarry, J. Lee, J. Ward. Extra: P. Cullen, K. Edwards, J. Waters, A. Hall. Electrical Eng.: E. Griffin. Eng. Cadet: M. Kennedy. Chief Steward: J. Murphy. Apprentices: R. Grant, J. Neill, M. Byrne. Deck Dept.: S. Neves, J. Simao, M. Fonseca, M. Ramos, A. Silva, C. Oliveira, M. Lopez, A. Spencer, G. Broderick, J. Maguire. Engine Dept.: D. Shanahan, P. Kernan, S. Clarke, J. McCarthy, N. O'Malley, J. Lopes, F. Carlyon. Catering: T. Masterson, J. McNally, S. Murphy, L. Fullam, T. Crowe, P. Matthews, S. Teeling.