



SIGNAL



APRIL 1966

A DOUBLE ANNIVERSARY

The Irish Press

Do Cum Slióire Dó d'áirí Oipé na h-Éireann

Vol. XI, No. 71. The Truth in the News.

MONDAY, MARCH 24, 1941.

PRICE THREE-HALFPENCE

Shipping Company Launched By Government

THE Government, it is officially announced, has taken steps to form a limited liability company, with a view to taking the fullest advantage of any opportunity that may be available for providing shipping facilities for the importation of essential commodities to this country.

The company has been incorporated under the name Irish Shipping Ltd.

Not less than 51 per cent of the share capital will be held by the Minister for Finance, by whom, under the provisions of the articles of association, the directors are appointed.

The first directors are:—

Mr. John Leydon (Chairman), Secretary, Department of Supplies.

Mr. T. J. Flynn, Assistant Secretary, Department of Industry and Commerce.

Mr. T. D. Hallinan, Director, Grain Importers (Eire), Ltd.; Munster and Leinster Bank, Ltd., and other companies.

Mr. S. J. K. Roycroft, Managing Director, Limerick Steamship Co., Ltd.

Captain A. S. Gordon, Managing Director, Palgrave Murphy, Ltd.; Sacostat and Continental Steamship Co., Ltd.; Chairman, Liffey Dockyard, Ltd.

Mr. J. J. Stafford, Managing Director, Wexford Steamships Co., Ltd.

GRAIN SUPPLIES FIRST.

AN IRISH PRESS representative learns that for the present the intention is to devote the company's efforts mainly towards the importation of grain supplies.

The company will seek to purchase vessels, or acquire them on charter where purchase cannot be effected.

Vessels acquired by the company will be staffed with Irish crews as far as possible.

Ships which may be purchased will be on the Irish register and will fly the Irish flag.

The nominal share capital is to be £200,000, and the directors, who will act without remuneration, will be empowered to borrow on debentures up to £2,000,000, in addition to having the ordinary powers of raising funds by overdraft.

1941 — 1966

25th ANNIVERSARY

Irish Shipping Ltd. has reached its Silver Jubilee year, coinciding with the 50th anniversary of the 1916 Rising. Established to alleviate an effective wartime blockade, the Company has progressively expanded to provide Ireland with a permanent deep-sea shipping industry.

25 YEARS SERVICE



Congratulations to these men who joined Irish Shipping back in 1941:

Top left: Captain E. C. P. Horne boasts 25 years' service as master.

Left: Captain T. Glanville who commenced as 3rd Officer.

Above: Mr. M. J. Byrne, Chief Engineer, who joined the "Irish Willow" as 2nd Engineer in 1941.

THE IRISH SHIPPING WARTIME FLEET OF 15 SHIPS



s.s. "Irish Spruce", 3900 tons deadweight. Built 1896. Previous name "Vicia". Sold to Capt. Har-maradensi Osman, Seviki, Turkey, 2.9.49, renamed "Osman".



s.s. "Irish Rose", 2875 tons deadweight. Built 1894. Previous name "Mall". Redelivered to owners Tallman Shipping Co. Esthonia, 17.5.46, renamed "Flamenco".



s.s. "Irish Fir", 2030 tons deadweight. Built 1920. Previous name "Margara". Sold to Dublin and Silloth Steamship Co. 23.3.49, renamed "Delgany".



s.s. "Irish Alder", 4200 tons deadweight. Built 1902. Previous name "Pier". Redelivered to owners Tallman Shipping Co. Esthonia, 17.8.46, renamed "Trehol".



s.s. "Irish Elm", 7250 tons deadweight, built 1910, previous name "Leda". Sold to M/s A. Sadiksade-Rusan, Ogullari, Istanbul, 29.10.49. Renamed "Sadiklar".



s.s. "Irish Willow", 3000 tons deadweight. Built 1918. Previous name "Otto". Redelivered to owners M/s Egon Jurgenson 6.5.46, renamed "Veraguas".



s.s. "Irish Larch", 5300 tons deadweight. Built 1903. Previous name "Haifa Trader". Sold to M/s Mehmet Hilmi Daragenli, Istanbul, 23.7.49, renamed "Sabah".



s.s. "Irish Beech", 3150 tons deadweight. Built 1884. Previous name "Cetverti". Sold to Hammond Lane Foundry, Dublin, for scrapping 19th January, 1948.



s.s. "Irish Hazel", 3750 tons deadweight. Built 1895. Previous name "Noemi Julia". Sold to M/s Turk Silepcilik Ltd., Sirketi, Istanbul, 17.5.49, renamed "Uman".



s.s. "Irish Plane", 7867 tons deadweight. Built 1917. Previous name "Arena". Grounded near Ballycotton, Co. Cork, on 1.2.47. Total Loss.



s.s. "Irish Poplar", 6100 tons deadweight, built 1912. Previous name "Vassilios Destounis". Sold to Mr. Orhan Sadikoglu, Galata, Istanbul, 27.10.49. Renamed "Taskopru".



s.s. "Irish Ash", 3600 tons deadweight. Built 1921. Previous name "Mathilde Maersk". Sold to Mr. M. Thore, Helsingburg, Sweden, 5.12.49, renamed "Scania".



s.s. "Irish Cedar", 7931 tons deadweight. Built 1912. Previous name "Catherine Gerolomich". Redelivered to Italian Government 8.12.45.



s.s. "Irish Oak", 8542 tons deadweight. Built 1919. Previous name "West Neris". Torpedoed and sunk North Atlantic in May 1943. Crew saved by s.s. "Irish Plane".



s.s. "Irish Pine", 8356 tons deadweight. Built 1919. Previous name "West Hematite". Lost without trace with all hands North Atlantic in November, 1942. Owners, United States Government.

GUN RUNNING AT KILCOOLE

Two years before the 1916 Rising, 1,500 rifles were purchased in Germany to help arm the Irish Volunteers. Nine hundred of these guns were brought into Howth by Erskine Childers on his yacht *Asgard* on Sunday, July 26, 1914. The Howth Gun-Running, regarded as a prelude to the Rising, has been widely chronicled. It was staged in daylight as a dramatic gesture of defiance with 1,000 Volunteers marching out from the city to receive the guns, and it was given all the publicity its organisers intended.

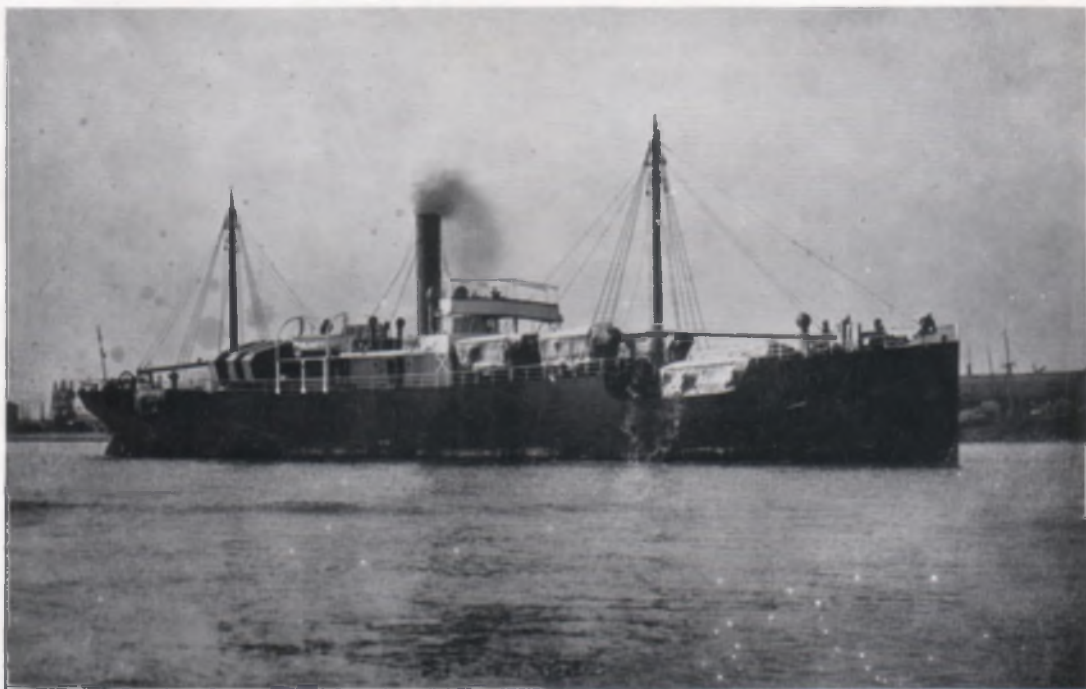
Not so well known however is the story of how the balance of the Hamburg consignment arrived in Ireland. This amounted to 600 rifles which with a quantity of ammunition was smuggled ashore on the stony beach of Kilcoole, Co. Wicklow, from the yacht *Chotah* on Sunday, August 2, 1914, exactly one week after the Howth landing. The *Chotah* was owned and skippered by Sir Thomas Myles, a

prominent Dublin surgeon. Included in the crew were two sailors from Foynes, Co. Limerick: George Cahill and Thomas Fitzsimons.

In fact there were three yachts, "*Asgard*," "*Kelpie*" and "*Chotah*"—and also a Hamburg tug, "*Gladiator*"—involved in the arms adventure.

Plans for the gun-running began early in 1914 when a London based committee headed by Sir Roger Casement despatched Erskine Childers and Darrell Figgis to Germany on a mission to purchase guns for Eoin McNeill's Volunteers. They succeeded in buying 1,500 secondhand Mauser rifles and 45,000 rounds of ammunition from the firm of Moritz Magnus of Hamburg. Both parties assumed the pretence the guns were "for Mexico," because the German Government had for-

(Continued opposite page)



This is a photograph of the 1,100-ton gross s.s. "*Aud*" which brought the Russian rifles to Tralee Bay on April 21, 1916. She was scuttled in Cork Harbour after her capture by the British Fleet. Built in Hull in 1911, "*The Castro*," she was seized by the Germans, who used her as an auxiliary cruiser, calling her "*Libau*." She was disguised as the Norwegian vessel "*Aud*" for the expedition to Ireland.



Photograph taken in April, 1916, on the German submarine U.19 while on her voyage from Germany to Ireland to rendezvous with the arms ship "Aud" in Tralee Bay shows Roger Casement, centre, on the conning tower and (right) Sergt. Beverley and Robert Monteith, Oberleutnant Walter, who is still living, is on Casement's immediate right at top of picture.

KILCOOLE GUNS—Continued

bidden the sale of arms to Irish organisations at the behest of the British Government. (World War I had not yet started.)

Back in Ireland plans were laid for the landing of the arms and shipping arrangements were entrusted to Erskine Childers. He decided to take half the consignment, 750 rifles plus ammunition, in his own yacht *Asgard*, and his friend Conor O'Brien agreed to take the other half in the yacht *Kelpie*. However, as O'Brien was a well-known Nationalist and had talked freely about his gun-running enterprise, Childers was convinced that the *Kelpie* would arouse the suspicion of the British patrol boats around Ireland and he flatly refused to have the *Kelpie* accompany the *Asgard* into Howth. Conor O'Brien wished to land the *Kelpie*'s guns in Limerick, but eventually it was decided it would be safer for

the *Kelpie* to transfer her cargo to another yacht, *The Chotah*, at some selected point on the homeward passage.

Bulmer Hopson, the I.R.B. man in charge of the landing arrangements, planned to bring the *Chotah* guns ashore in secret at Kilcoole beach the day before the *Asgard* was due in Howth, and to arm a large party of Volunteers with these guns to protect the Howth landing, which was to be deliberately provocative, and a stimulant for the whole Volunteer movement.

On the last day of June, 1914, Darrell Figgis left Ireland for Germany to complete arrangements at Hamburg. A few days later Conor O'Brien set out from Foynes in the *Kelpie*, and Erskine Childers from Conway, Wales, in the *Asgard*, both yachts to meet at Cowes.

(Continued next page)

KILCOOLE GUNS — Continued

The two yachts left Cowes on July 10, the *Kelpie* a few hours ahead of the *Asgard*, to rendezvous with the German tug *Gladiator* at the Ruytigen light-ship off the Belgian coast at the mouth of the Scheldt, where they were due to arrive at noon on July 12.

Meanwhile Darrell Figgis had the arms consignment sent down to Hamburg port by train and he hired the *Gladiator* to take them out to the meeting place. The mission nearly failed at the last moment when he was informed that the goods would have to pass a customs inspection. The tug skipper, however, discovered a regulation that the pilot for the trip was entitled to be classed as a customs official. Figgis describes the scene:

"I was introduced to him (the pilot) by the skipper as the 'distinguished Mexican.' Speaking in English, I asked him if he spoke Mexican: no he did not but he spoke English. He smoked a cigar? He stowed his pipe in his pocket and lit my cigar. He liked it? He did. It had been chosen for him. I was glad to have found a man of taste. I hoped he would honour me by accepting a box. He took it and shook my hand. Would he permit me to pay his fee right away. He would and I did. The skipper called the crew and the tug made way down the river. All was well; they had chosen a good pilot."

Conor O'Brien arrived at the rendezvous point five hours late and immediately saw the *Gladiator* loom out of the mist. He was greeted in Irish by Darrel Figgis and received his cargo of guns and ammunition on board without delay. He could only fit 600 rifles, however, instead of 750 as planned. Just as he headed away he saw the *Asgard* arrive.

The *Kelpie* now headed for St. Tudwell in Wales where O'Brien was to meet Sir Thomas Myles and transfer the guns on to the *Chotah*. The *Asgard* having loaded her 900 rifles and ammunition headed for Howth.

The plan was for the *Chotah* to arrive at Kilcoole on the night of July 25/26 and the *Asgard* to arrive in Howth on the 26th.

When, however, the *Kelpie* arrived in St. Tudwell it was found that the *Chotah* had suffered a split mainsail and would need about a week's repairs, but she took the rifles aboard nevertheless. Bulmer Hobson was alerted about the change in plan,

The *Asgard* arrived in Howth on time and the arms were landed and distributed as originally intended. The *Chotah* duly completed her repairs and arrived off the beach at Kilcoole on Saturday night, August 1, 1914. She was met by a party of Volunteers under Sean Fitzgibbon who were standing by with a couple of small boats and a number of taxis and a motor charabanc. The unloading began at midnight and was completed at 5 a.m. It was a smooth and efficient operation. The only disturbance came from two policemen who were patrolling the railway line and these were placed under temporary arrest. Some anxiety arose when the motor charabanc broke a back axle in the middle of Bray on the way back to Dublin, but lorries were summoned from the city and they quickly took the guns away. There was no publicity and no risk of a confrontation with the military.

It is interesting to note that Eamon de Valera, then a Captain in the Volunteers, had paraded at Enniskerry to assist in the arms landing at Kilcoole for the original date, but on the change of plan transferred to Howth. A former President of Ireland, Sean T. O'Kelly, was actually among the Volunteer party at Kilcoole.

The Howth-Kilcoole gun-running was an audacious and perfectly timed operation. The *Asgard* and *Kelpie* depended entirely on the wind and still managed to keep all their vital appointments. Along with surviving storms and fog, both yachts sailed home unchallenged through the British Battle Fleet mobilising for war at Devonport.

ACKNOWLEDGMENT

Mr. and Mrs. Walsh of Garryowen, whose son Michael was one of the victims of the "Irish Sycamore" fire tragedy, have asked us to publish their thanks to the management and all the staff of Irish Shipping for the messages of sympathy sent at the time of their bereavement.

They would like particularly to thank Captain O'Shea and the Officers and men of all the vessels who wrote to them and sent Mass cards.

POST WAR PROGRESS

December 5th, 1961, President de Valera inspects the Naval Guard of Honour on arrival at the Verolme Dockyard for the launching of the "Irish Rowan", performed by Bean de Valera.



m.v. "Irish Cedar",
15,000 ton bulk
carrier, built 1962

FIFTY YEARS AGO by Frank Robbins

My earliest memory of Irish politics goes back to the day when, a small boy, I was out walking with my mother and accidentally met with "Skin-The-Goat" Fitzharris. I learned then how this jarvey had driven the Invincibles to the Phoenix Park on the day they assassinated Burke and Cavendish. Still a young boy, I used to go through the streets of Dublin with groups of lads singing out our sympathies for the Boers in various ditties, one of which had the refrain:

*"To hell with the Queen and her old
margarine
And hurrah for Kruger's Army."*

THE CITIZEN ARMY

During the general strike and lockout of 1913 I witnessed the appalling hardships suffered by the workers and their families and deeply resented the savagery of the Dublin police. I remember James Connolly in 1913 at the main window of Liberty Hall declaring his intention to form a workers' armed force to prevent the meetings being broken up. I joined Connolly's Citizen Army immediately after the shooting of civilians by the military at Bachelor's Walk which happened on the day the rifles were landed from the yacht *Asgard* at Howth.

During the next year and a half we carried out practice mobilisations and manoeuvres—mock attacks on Dublin Castle and practice occupation of traffic arteries, bridges and strategic points in and around the city of Dublin. We formed a rifle club and contributed weekly towards our guns, uniforms and other equipment.

On Tuesday of Holy Week, 1916, I attended a meeting in Liberty Hall presided over by Comdt. Connolly and was briefed on the Rising, timed to begin in Dublin at 6.30 p.m. on Easter Sunday, to be followed by a general rising throughout the country at 7.00 p.m. on the same evening. We were ordered to spend the rest of Holy Week studying our allotted tasks which included the holding of the area extending from Portobello Bridge along the Canal and the South Circular Road to Harcourt Street. I was to place sixteen to twenty men building barricades at both ends of Hatch Street to protect our lines to St. Stephen's Green.

Came Easter Sunday and the counter-

manding order of Professor Owen McNeill, but Connolly assured us that the Rising would still go ahead, even if delayed. He ordered us to stand-to at Liberty Hall to await further orders.

INSURRECTION

Early on Easter Monday, Padraig Pearse and his contingent from Kimmage arrived at Liberty Hall to confer with Connolly before taking up position in the G.P.O. At the sound of the bugle we paraded on Beresford Place; Connolly addressed us and announced that we were now part of the Irish Republican Army and that the fight was on.

We marched up Westmoreland Street to take up our positions and I recall noting the hands of the Ballast Office clock were showing five to twelve.

Comdt. Thomas McDonagh and his men occupied Jacobs factory, while other groups occupied houses at Portobello Bridge and Harcourt Street Railway Station. We erected the barricades in Hatch Street and then joined up with Comdt. Mallin and Madame Markievicz in St. Stephen's Green. I was ordered to take over the College of Surgeons where we understood there were some arms and ammunition belonging to the British Officers Training Corps. Miss Margaret Skinnider, a school teacher from Glasgow, arrived with a Tricolour and I climbed the flagpole and attached the flag.

Eoin McNeill's countermanding order had caused great confusion with the result that many of the selected strong points had not been occupied by the Volunteers and our positions very soon became hard pressed. The British were in control at Dublin Castle and Trinity College and it wasn't long until they had overwhelmed our forces in the *Evening Mail* office and in certain houses overlooking the Castle yard. Eventually all our men in St. Stephen's Green retreated into the College of Surgeons.

We were under fire from the Shelbourne Hotel, Russell Hotel and the United Services Club. Every night during Easter Week, from the roof-tops of various houses, we tried to observe the struggle in the rest of the city and knew from the fire and smoke and the bom-

(Continued opposite page)



Irish Shipping Director Frank Robbins was an active trade unionist in Dublin during the turbulent period just before the outbreak of the First World War when he was an apprentice driller with the Liffey Dockyard. Incensed by the shooting down of demonstrating civilians by the military at Bachelor's Walk in July, 1914, he joined James Connolly's Citizen Army.

Holding the rank of Sergeant in the Citizen Army, he fought in the 1916 Insurrection along with Countess Markievicz at the College of Surgeons, St. Stephen's Green. Following the surrender he was interned in England for some months and after his release he went to sea as a lamptrimmer-fireman on the s.s. "Ramore Head."

In 1922, Mr. Robbins was appointed a full-time official of the Irish Transport and General Workers' Union and for a period was Secretary of its Dublin District Council. He was elected Chairman of the Dublin Port and Docks Board on two successive years, 1960 and 1961, and is still a member of that body.

FIFTY YEARS AGO — Contd.

bardment that it was fierce. The ring of enemy forces around our position was tightening relentlessly and on Thursday of Easter Week our communications with the G.P.O. were severed. We fought on until the surrender order from Pearse was delivered on the following Sunday.

THE GUNBOAT 'HELGA'

Mr. Frank Robbins insists that the generally accepted story that the *Helga* shelled Liberty Hall is not correct. It appears that this gunboat, which was built in the Liffey Dockyard and was later to become the Fishery protection vessel *Muirchu*, had aimed its guns at Liberty Hall but on the first attempt hit the railway bridge and after trying again landed its shells in the Phoenix Park. Liberty Hall, he states, was shelled from Tara Street corner. We are indebted to Mr. Robbins for the following extract from the log of the *Helga*:—

25 APRIL — 1 MAY 1916:

25 April

AT DUBLIN.

Steamed out and made fast in river berth—guns crew and rifle party standing by for all emergencies. (5.20 a.m.) Proceeded up river. Two rounds from gun fired into mill (near Grand Canal Dock) held by rebels (2.15 p.m.) by request of Military C. O. Commandeered 34 short deals from quay for defence for gun platform and bridge. Built up barricade with deals and coaling irons on front part of gun platform and front of nav. bridge—sand bags placed round fo'c'sle (3.0 p.m.). Proceeded (10.45 p.m.). Rebels attacking Power Station at Pigeon House Fort. Anchored off Pigeon House Fort (11.45 p.m.).

26 April

Proceeded up river. Stopped near Custom House. Opened fire on "Liberty Hall" in conjunction with Military. Fired 24 rounds (8.0 a.m.). Backed down river.

Off Pigeon House Fort, 26-27.

27 April

Proceeded up river (12.0 a.m.). Opened fire on building of Dublin Distillery. Fired 14 rounds into it (12.15 p.m.). Ceased fire (12.30 p.m.), and backed down river. Boarded schooner CAMPBELTOWN and searched her for fugitive enemy.

27-30 April

At Dublin.

1 May

Depart Dublin.

The photos of the "U19" and the "Aud" are by courtesy of the Department of External Affairs, and we gratefully acknowledge the assistance of Mr. D. Brannigan, Research Officer, Irish Congress of Trade Unions.

'Buy Irish Reception'

Captain E. C. Horne and his staff were hosts to over one hundred business representatives at a reception on the *Irish Poplar* in Dublin on March 14th to launch the campaign of the Services Commission set up by the National "Buy Irish" Committee. The aim of the Services Commission is to seek wider support for Irish-based shipping lines, air transport and insurance companies.

In a brief speech our Chairman, Mr. P. H. Greer, asked the guests to help the national economy by arranging, whenever possible, to have their imports and exports routed on Irish vessels and to place the insurance on the goods with Irish companies.

He reminded them that by selling export orders on a "cost insurance freight" basis, they would retain the right to nominate the method of shipment. Similarly, by purchasing goods abroad on the basis of "free on board" they could have them placed on the vessel of their choice.

The Chairman was pleased to recall that Irish Shipping's earnings of freight and charter hire last year amounted to £3½ million, which was a substantial contribution to the country's Balance of Payments. He stressed that every pound paid over to Irish carriers and insurance underwriters in effect boosted our export earnings. "We should," he said, "seize on every opportunity to lessen expenditure outside the country when we are arranging for the freighting of inward and outward cargo."



Looking after the guests at the "Buy Irish" reception on the "Irish Poplar" were catering staff members, left to right: Messrs. E. Murphy, 2nd Steward; M. Goulding, Assistant Steward; N. Masterson, Assistant Steward, and W. Russell, Assistant Steward.



Guests attending the "Poplar" reception were vocal in their appreciation of the catering arrangements, which were in the good hands of Mr. L. O'Meara, Purchasing Officer, photographed here with (left) Mr. P. O'Donovan, Chief Steward, and Mr. W. Gouldson, Chief Steward.



At the "Buy Irish" reception, "Irish Poplar," March 14, left to right: Mr. W. Kelly, Artane Engineering Works; Mr. J. C. Nolan, Merrion Inn; Mr. W. Stacey, General Secretary, Seamen's Union of Ireland, and Mr. M. Riordan, Artane Engineering Works.



Deck Officer Cadets Patrick Noonan, Phillip Malone and John McConnell—"Irish Poplar."

APPRECIATION

Mr. Denis Herlihy, General Manager of the Insurance Corporation of Ireland, who was a guest at the reception, states in the course of a letter to our own General Manager:—

"It is very hard to get people to realise fully how important it is to 'Buy Irish' in respect of services as well as goods. This function brought the point home in a very practical way and I am glad to see that it has got a good measure of press coverage.

"We are very pleased that your Chairman in his remarks brought in the question of insurance as this is the kind of reference which does us a lot of good when the statement is made by a person of Mr. Greer's standing as one of our leading industrialists apart from the other important services he renders to the community."



At the "Irish Poplar" "Buy Irish" reception, left to right: Mr. D. Herlihy, General Manager, Insurance Corporation of Ireland; Captain E. C. G. Horne, Master, and Mr. J. J. Byrne, Research Manager, Coras Trachtala.



Left to right: Messrs. T. Moran, Chairman, National "Buy Irish" Committee; T. Page, Chairman, Dublin "Buy Irish" Committee; M. Willis-Murphy, President, Irish Exporters' Association, and P. Greer, Chairman, Irish Shipping Ltd.



Left to right: Mr. D. C. Burke, 2nd Engineer; Mr. B. Murphy, Joint Secretary, Services Commission of "Buy Irish" Committee; Mr. Pat McCabe, Treasurer, Dublin "Buy Irish" Committee, and Mr. Kevin McCabe, Joint Secretary, Services Commission.



Photo on lower left—left to right: Messrs. E. K. Bohane, Managing Director, John Player & Son; A. F. Gray, Tobacco Distributors Ltd.; A. Buttanshaw, Secretary and Director, Players & Wills; Kevin Mackey, Office Equipment, Ltd.; R. J. O'Halloran, Deputy General Manager and Financial Controller, Irish Shipping; F. Fox and A. Reeves of John Player & Son.



FLEET NEWS



IRISH OAK

Having discharged a record cargo of exports in Baltimore, Norfolk and New York, the *Oak* loaded a cargo of grain and generals for Ireland. She is due to go into drydock at the end of the current voyage.

IRISH ROWAN

Mr. W. E. Nolan, Assistant Superintendent, went to Halifax on the 19th February to attend the *Rowan* which had to undergo extensive repairs after suffering heavy weather damage on passage from Antwerp. Part of the ship's bulwarks had been swept away by the rough seas. The severe frost at Halifax caused icing-up of machinery and greatly hampered repair work. Capt. Woolfenden paid tribute to the crew for the wonderful work they performed despite the bad weather conditions. While the vessel was at sea, and being subject to a severe buffeting by the high seas, the crew managed to secure and make watertight No. 1 hatch. During this spell of bad weather several other vessels were also damaged in the North Atlantic. The Cunard vessel *Partia* lost her rudder when she was nearly half-way across and had to be towed for the remainder of the crossing to Falmouth.

While the *Rowan* was in Halifax, three of her personnel suffered from frostbite. They were Mr. A. Mahon, Apprentice; Mr. G. Derham, E.D.H., and Mr. J. McGrath, O.S. Happily, all three were able to resume duties after medical attention. The *Rowan* is at present on her way from New Orleans to Newcastle, New South Wales, with a cargo of phosphates.



Our photo shows the icing up of the "Irish Rowan" on her arrival at Halifax.

IRISH SPRUCE

Back on the North Atlantic run, the *Spruce* loaded her first export frozen meat cargo since November, 1964. Three baby calves were part of her cargo when she sailed from Waterford on 20th March. One of the calves was actually born on board. Eleven other cattle travelled with the calves, bound for New York, where the vessel is due at the end of March.

The *Spruce* is due to load grain and generals for Ireland and she will visit Baltimore and Norfolk after New York.

IRISH SYCAMORE

While at New Orleans in March, the *Sycamore* was visited by Capt. J. McPolin, Operations Assistant, who travelled on the ship to Houston, Texas. At Houston, the vessel completed its time charter to Retla Incorporated of San Pedro, who expressed satisfaction with cargo arrangements on board the ship.

During the *Sycamore's* stay in Houston she was fitted out for grain and the Engine Department personnel performed wonderful work in renewing the cylinder liner in number six unit of the main engine. The job was completed in record time and the personnel involved were highly praised by the Master, Capt. J. A. Caird. Engine room personnel under Chief Engineer Mr. T. Loughran are: Mr. W. Parslow, Mr. J. McDonnell and Mr. B. McKevitt, Second, Third and Fourth Engineer, respectively; Junior Engineers, Mr. J. Gilmartin, Mr. J. Harvey and Mr. A. Mooney, together with Mr. P. Leonard, Mr. W. Brown, Mr. M. Smyth and Mr. P. Kernan, Donkeyman.

Fortunately, the *Maple* was in Houston at the same time and a spare cylinder liner was transferred by mobile crane from the *Maple* to the *Sycamore*, thus replacing the one installed in number six unit. The approximate time taken to complete the operation was 2½ days.

The *Sycamore* is at present on voyage to Japan with a full cargo of grain from Corpus Christi and she is expected to drydock in Japan after discharging her cargo.

IRISH LARCH

The *Larch* is due in Savannah at the beginning of April having been to Ilo, Pisco and Panama en route. The vessel is on time charter to Sagus Marine Corporation of New York.

Master of the *Larch* is Capt. B. Reilly, and Mr. G. Rowe is the Chief Engineer.

IRISH PLANE

Under the command of Capt. T. R. Hughes, the *Plane* is on time charter to Toyko Shipping of Japan. The charter is for one voyage. The vessel will load in Japan for the Great Lakes.

Chief Engineer on the *Plane* is Mr. N. Whitfield.

IRISH ALDER

Is at present in Rushbrook drydock and is expected to be ready to load generals at Dublin at the beginning of April for Montreal.

The *Alder* will be the first I.S.L. vessel to visit Montreal since the opening of the St. Lawrence Seaway this season.

IRISH POPLAR

After completing discharge at Waterford, the *Poplar* is due to go into drydock at Barry.

Capt. E. C. G. Horne took over from Capt. C. Raftery while the vessel was in Dublin.

After drydocking the vessel is expected back again in Dublin to load for the U.S. about mid-April.



"Irish Poplar" Deck Department staff, left to right: Messrs. J. Griffiths, R. Markowski, W. Carroll, J. Fox, L. Hitchcock, G. Murphy, N. Murphy and J. Bolland.

IRISH WILLOW

Capt. W. Garvey has been appointed Master of the *Willow* and he has taken over command from Capt. J. Lee.

This ship is at present on voyage from Pasajes to Belfast with a cargo of potash.

IRISH ASH

The *Ash* is due at an Irish port about 12th April with a full cargo of grain from Norfolk.

It will be remembered that this vessel diverted to Cobh on the outward trip to land Mr. J. Cousins, E.D.H., for medical treatment. Although Mr. Cousins is still in hospital, we are pleased to say that he is making good progress.

IRISH ROSE

Under the command of Capt. J. Flanagan, the *Rose* is due in Trinidad towards the end of March with a cargo of fertiliser from Wilmington.

The vessel was delivered on twelve months' time charter to Melville Shipping of Trinidad last September.

IRISH HOLLY

The story of the "one that did not get away" comes this time from the *Holly*. We send our congratulations to Capt. Michael O'Connell on landing a prize 142 lb. skate off Scatterry recently while the vessel was awaiting a berth.



Mr. Scanlan pictured here working on the spare anchor of the "Irish Spruce" while the vessel was under way.

IRISH FIR

Is at present in drydock at Jarrow where she arrived from Haulbowline. Mr. D. Curtis, Second Officer, left the vessel to go on sick leave.

The *Fir* is expected to complete her period in drydock by the end of March.

IRISH MAPLE

Is at present on her way to Marmagoa, India, with a full cargo of grain. This shipment will help towards the relief of famine which is, unfortunately, all too prevalent in India at the moment. The *Maple* ran into bad weather on her passage from Cork to the Gulf and she had to divert to Bermuda to land Mr. D. O'Brien, Apprentice, for medical attention. Mr. O'Brien sustained injuries when he fell from the radar mast on board and we are please to report that he has now recovered and returned home.

IRISH CEDAR

Capt. Thomas Glanville took over command of the *Cedar* from Capt. M. G. O'Dwyer while the vessel was in Porsgrunn, Norway, recently.

On twelve months' time charter to Maple Shipping of London, the *Cedar* is now on her way to the West Indies to load a cargo of bauxite for Port Alfred.



"Irish Ash" Catering Department staff photographed at Dublin. Left to right: Messrs. W. Haddock (2nd Cook), W. Gannon, W. Croft (2nd Stewards), G. Molloy (Asst. Steward), J. Mulligan (Chief Cook) and Peter Farrelly.



"Irish Rose" Left to right Mr. A. Hughes, 2nd Engineer, Mr. N. O'Neill, 3rd Engineer and Mr. W. Hynes, 4th Engineer.

NORWEGIAN EXPERIMENT

Faced with growing competition from subsidised fleets and from ships protected by flag discrimination, Norwegian shipowners and seamen's unions working in close harmony have been taking a critical look at the size of the crews used to operate merchant vessels. While both sides wanted higher productivity and extra benefits for personnel, they realised that changes were necessary if Norwegian vessels were to survive in the present-day conditions of the industry.

BULK CARRIERS

A joint committee of owners and seafarers was set up two years ago to experiment in the first instance with the manning scales on board bulk carriers. Work study organisations were called in to assist. As a result of these experiments the committee have issued recommendations which broadly speaking outline the minimum crews needed to operate various size bulk carriers equipped with certain up-to-date technical standards.

The traditional manning strength of a ship was related to tonnage and horsepower, but the committee recognised that the latest type vessels require less men to operate them and that extra tonnage need not mean extra men. For instance, an extensively automated vessel of 60,000 tons would hardly require any more men than a similarly equipped vessel of 15,000 tons.

The committee called for a change in the organisation of the crew's work and recommended an interchange of personnel between the deck and engine departments. It was agreed that the whole crew should be treated as a single team concerned with the overall maintenance of the ship.

Both unions and shipowners have since accepted the recommendations of the committee, and new reduced manning scales on Norwegian bulk carriers have been in force since November, 1964. Work is now proceeding with general cargo vessels—liners ramps.

'Irish Alder' Experiment

Following up the Work Study team's voyage aboard the m.v. "Irish Maple" last summer, an experiment in manning organisation is being carried out on the current voyage of m.v. "Irish Alder," which sailed from Cork at the end of March.

During "Maple's" voyage different types of modern equipment and methods were given a sea-going trial—methods which were suggested by both the Work Study team and the ship's company. Some were rejected, some improved upon or varied and some immediately accepted.

When the "Irish Alder" drydocked in Rushbrooke in early March, all the agreed modifications were carried out and a quantity of new equipment and fittings were put aboard.

Mooring and hatch opening systems have been made handier—lightweight mooring ropes, more power tools and a simpler painting system, as well as a revision of the maintenance planning methods are examples of this—and certain duties have been re-organised.

This has resulted in the following changes:

- (a) **The transfer of the messman to the Catering Department.**
- (b) **Introduction of the grade of Bosun's Mate.**
- (c) **Reduction of deck manning by 3 men (1 A.B., 1 O.S. and 1 Apprentice) and promotion of fourth-year Apprentice to 4th Mate.**
- (d) **Increased co-operation between Departments when not on watch-keeping duties.**
- (e) **Promote 3 Donkeymen/Greasers to Motormen to assist the Engineers on watch-keeping duties.**
- (f) **Replace 2 Junior Engineers by a Maintenance Engineer trained in welding, etc., and a day worker.**
- (g) **Improved service conditions for permanent Bosuns. (This is the only proposal not limited to the trial voyage).**

This experiment, which is being carried out with the co-operation of the Merchant Navy and Air Line Officers' Association and the Seamen's Union of Ireland, will be strictly on a one-voyage trial basis, without prejudice to future policy by either the Company or the unions involved.

OFFICE NEWS

By JOHN HIGGINS

We welcome to Head Office: Captain J. Gleeson, Captain M. Langran and Mr. P. J. Lalor.

Captain Gleeson, who has been recuperating after an illness, is attached to Operations Department, and will be with us for a few months, while Captain Langran has taken up duty as Personnel Assistant (Training). Mr. Lalor, who will also be permanently based in Head Office, is attached to the Technical Department.



These are the charming girls that operate the internal punch card machine in the Accounts Department. Top, Shiela Costello; centre, Margaret White; right, Ann Colfer.

Mr. Richard Cotter of our Accounts Department is leaving to take up another appointment, and we wish him every success in his future career.

Congratulations to Mr. Liam O'Meara on the birth of a baby girl. Our good wishes come rather belatedly, but the news reached us just too late for inclusion in our previous issue.

We have been asked to publish birthday greetings to Miss Margaret White of our Accounts Department who recently attained the ripe old age of twenty. The greetings come from the "boys" of the Accounts Department.



Left to right: Messrs. A. Mullen, E. Ollwill, Accounts Department, and N. Chambers, Services Department, who played in the Irish Shipping v. Shannon Travel match in Bushy Park.

Mr. John Wright of our Claims Department has been chosen on the Dublin Junior Football Selection for the forthcoming Leinster Championships. We congratulate him and wish his team every success.

* * *

A challenge soccer match between a team from Head Office and a selection from Shannon Travel Ltd. took place on 19th March at Bushy Park, Terenure. The Irish Shipping side held their opponents to level scores at half-time when the score sheet read 2 goals each. However, Shannon Travel eventually ran out winners on the score 4 goals to 2. Scorers for Irish Shipping were John McQuerins (penalty) and Noel Chambers. Also to the forefront were Bernard O'Gorman, Alec Mullen and Eamonn Olwill.

* * *

A match is being arranged for 30th April between a team from Head Office and a Cork Office selection with the venue in Cork. Final details are not yet to hand.

Miss Mary Foley won high praise for her performance in a recent production of "Shadow and Substance" at the Dagg Hall. Filling one of the leading roles, Miss Foley displayed exceptional acting ability and we look forward to her next venture in the dramatic field.

SPORTS ROUNDUP

G.A.A.

The annual Railway Cup finals were played, as usual, on St. Patrick's Day. Munster won the hurling game with a 3-13 to 3-11 victory over Leinster. In football, Ulster scored a 2-5 to 1-5 win over Munster. The way is also clear for the semi-finals of the National Football League and a big surprise was the defeat of Down by Donegal who thus qualified for the semi-finals. The other three qualifiers are Longford, Galway and Kildare who beat Dublin to win their place in the last four.

In our last issue we reported that Galway had decided at the County Convention to opt out of the Munster hurling championship for future years. However, the decision was not ratified by the Annual Congress of the G.A.A. on 20th March and so Galway must continue to participate in the Munster hurling championships.

At Congress, Mr. Alf Murray was re-elected President of the Association.

RUGBY

Ireland ended this year's international series in a blaze of glory by beating Wales at Lansdowne Road on 12th March. Wales were bidding for the Triple Crown, whereas Ireland had yet to win a match and were, therefore, very much the underdogs. In their previous game Ireland had suffered defeat by France and Scotland, and could only manage to draw with England.

Eight of the Irish side have been chosen for the Lions team to tour Australia and New Zealand this summer. The selected players are Jerry Walsh, Mike Gibson and Roger Young, backs, and forwards Ray McLoughlin, Ken Kennedy, Ron Lamont, Bill McBride and Noel Murphy. Full-back Tom Kiernan would also have been chosen but he was unable to make the trip.

MORE SPORT — Page 24

It has been related to us that a well known member of our Punched Card Accounting Staff has launched forth on what may well prove to be a highly successful modelling career. The lady in question shall be nameless due to our declared policy of "No Advertising!"

HOME NEWS

By P. J. LALOR

EUROVISION SONG CONTEST

Luxemburg furnished the arena for this year's Eurovision Song Contest and compositions of widely different styles were submitted for judgment to the juries of the participating countries on Saturday, 5th March. Ireland's entry, "Come Back to Stay," by Roland Soper and sung by Dublin's Dickie Rock, had become very popular here, and all at home were confident of victory. Excitement was mounting as the votes were being 'phoned in to Luxemburg, but after a short time it was evident that Austria would be the victor. The final results were: 1st, Udo Jurgens of Austria singing his own composition, "Mercie Cherie," 31 points; second came Sweden with 16 points; third was Norway with 15 points. Joint 4th was Ireland and Belgium, each with 14 points.

There has been much criticism of the voting as it followed a set pattern. Most of the Scandinavian countries gave each other first choice, Spain voted for Portugal and Portugal voted for Spain. Yugoslavia, Switzerland and Austria gave each other the maximum allowable votes. This, of course, was not surprising, as the popular music in these countries is much the same, and our type of music might not appeal to the judges. France broke the pattern by giving Ireland five votes. This result was met with loud applause by the 300 studio audience.

Ireland's 14 votes were received as follows: France gave us 5, Holland, Yugoslavia and Belgium each gave us 3.

Ireland's jury was Frank Hall, Thelma Mansfield, both of Telefis Eireann; Larry Gogan, popular announcer on Radio Eireann; James Bartley, the actor, who is better known as "Sean Nolan" in "Tolka Row"; Tom Hickey, also an actor who plays "Bengie" in Telefis Eireann's "The Riordans"; John O'Neill, a bank official; Ann Fennelly, a beautician; Stewart Morrow, Richelle Courtney and Deirdre Dowling, students.

NELSON

The statue of Nelson and about one-third of the supporting pillar was blown up on the morning of March 7th by persons unknown. A week later the Army finished off the remainder of the pillar with explosives and the Dublin Corporation demolished the base.

Deposuit Potentes De Sede



All that was left of Nelson's Pillar at 9.45 a.m. Tuesday March 15th. Below: view from Lower O'Connell Street.



THE NAVAL WAY

By D. BRUNICARDI

The Naval Service was started during World War II, as a branch of the Army with a combination of soldiers and merchant seamen. In the beginning, confusion sometimes arose over nautical terms, often with comical results, especially in the case of stores. When asked for fenders, Army stores sent screens for putting around a fire-grate and an indent for bosun's chairs produced a letter enquiring why these N.C.O.'s needed special seats.

The Navy believe in keeping people at a distance and spreading things out. The wheelhouse on a corvette is like the ones we know, but there is not much to see through the windows. A large gun mounting blocks most of the horizon right ahead and other obstructions further reduce visibility. This would annoy our wheelmen who like to steer by trees and houses when they can see them and like to see where they are going at all times.

Their bridge is more like the monkey-island on our ships, an open box with the standard compass and gyro repeater, but it has a chart-room off it and a tremendous number of voice pipes and telephones. Here the "Aul Lad" cons his ship and gives all helm and engine movements through a voice pipe. He can't glance into the radar, however, as we do, or the officer of the watch cannot keep a radar watch as the radar is in a little hut aft of the bridge. A man must be stationed at it and relay the information he discovers through a voice pipe. The sounding machine is in another part and requires another man and voice pipe.

SIGNALS

When the Navy are docking their ships, on the bridge—with the Commander—is the executive Officer, the equivalent of our Mate. The navigator goes aft and the gunnery Officer, the Third Mate's opposite number, for'd, presumably where an eye can be kept on him from the bridge. When working the anchors, instead of ringing bells to indicate the number



Deck Officer Cadets Edward Burke and George Livingstone did not come home empty-handed from their round-world voyage on the "Irish Spruce."

of shackles out (they have a bell, of course), they send a man for'd with little coloured flags to signal these numbers to the bridge.

There is no "Sparks" as we know and only one Engineer Officer. Telegraphists do the radio work and Senior Petty Officers keep the engineroom watches. They have a very useful rating in their ships too, the Coxwain. He takes the wheel when manoeuvring and at action stations, and looks after a lot of the administrative work.

The corvettes are about two hundred feet long with about a thousand tons displacement. The accommodation is vastly different to that of a merchant ship. There are cabins only for the Officers and the most Senior P.O.'s. Everyone lives in large "bunkspaces," the ratings for'd and P.O.'s aft. This is necessary since these ships with a full crew carry eighty men each.

Congratulations to Robert Carrick on the *Irish Larch* on obtaining E.D.H. Certificate. From his Mum and Dad.



Boys from Scoil Muire, Marino, on visit to the "Irish Poplar." Also in the photograph are: Mr. J. Gorman (2nd Officer), Mr. John Higgins (Head Office), Rev. Bro. Grogan and Mr. P. Leonard (3rd Officer).

COURSE FOR COOKS

The Compay is pushing ahead with its drive to raise catering standards on our ships to the highest level possible. Two of our trainee cooks, Mr. Dermot Murphy and Mr. Thomas Savage, have just completed the regular six weeks' training course at the Liverpool Nautical Training College and have obtained their certificates.

They are the first of our personnel to attend this course since the College was re-organised in 1965. Three further Irish Shipping men attending the course at present are Mr. B. Rogan, Mr. M. O'Mara and Mr. E. Russell.

We are told that in time all our trainee cooks will be asked to complete this very useful course which, it is interesting to note, includes a special one-day instruction on fire-fighting at the Liverpool Central Fire Station.

EXPORTS

We are glad to report an upsurge in exports of Irish goods to North America. In February the *Irish Oak* sailed from Waterford with over 3,000 tons of cargo for U.S. Ports—certainly the largest single shipment of west-bound cargo ever carried from Ireland on the North Atlantic route. There was a wide assortment on board—sugar, peat moss, stout, and a range of manufactured goods.

And back to resume service on the North Atlantic are the *Poplar* and *Spruce*—our two refrigerated vessels. It is good to see a revival in frozen beef export trade. The *Spruce* left Waterford for New York with over 3,000 tons of cargo, loaded at Dublin and Waterford, and when the *Poplar* has finished her repairs she will join her sister ship on the meat run.

'Irish Rose' to Rescue

We asked a surprised and delighted Billy Morton, Secretary and Treasurer of Clonliffe Harriers, to call to Head Office to pick up a cheque for £25 sent in from the *Irish Rose* to help pay off the debt on the J. F. Kennedy Stadium at Santry. Billy Morton, it will be recalled, recently carried out a hunger strike to draw attention to the plight of Santry Stadium which is in danger of being closed due to the lack of funds. Billy's distress call evoked a positive response on the *Rose* at Trinidad and we got the following admonition from Captain J. Flanagan:—

"Please send a cheque to Mr. Billy Morton for a sum of £25. This is a contribution by the Officers and crew to the J. F. K. Stadium fund. Our Chief Officer, Mr. J. St. John, feels that the apathy and general lack of support shown by the public for this project does Dublin little credit. He asked me for permission to make a collection on the ship to show that on one small vessel at least Mr. Morton's plea has not been in vain."

Billy Morton was particularly gratified to learn that some of his supporters on the *Rose* were natives of Trinidad and he recalled his close friendship with the great sprinter from Trinidad, MacDonald Bailey. Billy told us that Macdonald Bailey is now a public relations man in Trinidad and that Billy last met him at the Rome Olympics. We have been asked to convey to all on board the *Irish Rose* Billy Morton's sincere thanks for their generosity and their concern for the J. F. Kennedy Stadium.



Mr. St. John presents Stadium cheque to Capt. Flanagan. Also in photo are: Messrs. R. Downes, Bosun, and E. Pierce, D./Man and Union representative.



Mr. Billy Morton is presented with the £25 cheque by Mr. J. Rickard, Chief Officer, on leave, on behalf of the Officers and men of the "*Irish Rose*."

From J. J. DEMPSEY,
Radio Officer, *Irish Rose*

I would like to inform you that our Chief Engineer, Mr. Reed, has done it again, that is for the second year running he has received a prize in the Seafarers' Education Service Photographic Competition.

In this competition last year he received third prize, but this year he has gone a step further and brought home first prize, sharing it with Mr. Henderson, Second Officer on the m.v. *Nurith*. The judge had a lot of praise for Mr. Reed's setting and the way in which he overcame the lighting problems which he faced.

The Chief informs me that next competition he hopes to do even better and I am sure we all wish him the best of luck and hope that he brings some more honours to the Irish ships.

Increase Your Word Power

We received the following letter from Jose Luis Gonzalez Sanchez of Santa Cruz de Tenerife, and we are glad to oblige him:

"Dear Sirs,—Praying them that you pardon to me this interruption in your work, I should want that you send to me some photographs of the ships of your Company.

"I am joining of the every companies of the world, and if you would been as amiables of you send to me some, I should agree very thankfull.

"Waiting that you pardon to me this bother, and that my demand will not refused, I emit of you very fondly your sure servant."

'Riders From the Sea'

In Houston, during his recent visit to the *Sycamore* at that port, Capt. J. McPolin was a guest of Mr. and Mrs. J. Clarke at a rodeo. Mr. Clark is Manager of the Houston office of Hansen and Tideman Inc., and other guests were Capt. J. A. Caird, Master of the *Sycamore*; Mr. T. Loughran, Chief Engineer, and Mr. E. Greevy, Chief Officer.

The rodeo took place in the Astrodome which is as large as Croke Park and is completely under cover. Baseball is also played there and in order to improve visibility for the ball game the interior of the roof was painted all white. This in turn caused the grass to wither but, undaunted, the proprietors laid down a sward of artificial plastic grass!

Capt. Caird was very active with his movie camera and captured three reels of the thrills and spills of the rodeo, while all four guests expressed sincere appreciation of the kind hospitality shown them by Mr. Clarke and his charming wife.

A welcome newcomer to our Cork office is Pat Barry who recently joined the staff.

Capt. Leo Doyle

A very welcome visitor to the *Maple* and *Sycamore* during their recent calls at Houston was Capt. Leo Doyle.

Capt. Doyle is a surveyor with National Cargo Bureau Inc., at Houston, and formerly served as Master on U.S. merchant vessels. Born in that great Irish stronghold, Boston, Capt. Doyle is deeply interested in Irish affairs and made many friends aboard our two vessels. He will always find a "Cead mile failte" awaiting him on Irish Shipping vessels visiting Houston.

SOCCER

With only three more matches left to play in the League, Waterford are two points ahead of Shamrock Rovers. However, Rovers have a match in hand and it could well be that a play-off may be necessary to decide the League Champions. Bohemians and Limerick are third and fourth, respectively, at this stage of the competition.

The semi-finals of the F.A.I. Cup will be played on Saturday, 2nd April, between Waterford and Shamrock Rovers, and on Sunday, 3rd April, between Limerick and Sligo Rovers.

AN EXECUTIVE HAS NOTHING TO DO — ALMOST

As everybody knows, an executive has practically nothing to do— That is, nothing to do except: To decide what is to be done; to tell somebody to do it; to listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done in a different way, and to prepare arguments in rebuttal that shall be convincing and conclusive . . .

To follow up a second time to see if the thing has been done; to discover that it has not been done; to inquire why it has not been done; to listen to excuses from the person who should have done it and did not do it . . .

To follow up a second time to see if the thing has been done; to discover that it has been done but done incorrectly; to point out how it should have been done; to conclude that as long as it has been done, it may as well be left as it is.

To consider how much simpler and better the thing would have been done had he done it himself in the first place; to reflect sadly that if he had done it himself he would have been able to do it right in twenty minutes, but that as things turned out he himself spent two days trying to find out why it was that it had taken somebody else three weeks to do it wrong; but to realise that such an idea would strike at the very foundations of the belief of all employees that an executive has nothing to do.

DAMAGE AT MOORINGS IN PORT OF PHILADELPHIA

A report issued by the Marine Inspection Office of the United States Coastguard in Philadelphia indicates that the movement of water volume displaced by vessels in the Channel is the primary cause of an increase in damage to moored ships in the port. The report states the damage is caused in the majority of cases by "displacement surge," which is primarily the result of the vessel's bulk in the river rather than the speed at which it travels. Previously it was thought that surface wake waves had been the main factor in mooring damage.

The report notes an increase in the size of ships calling at the port and points to large bulk carriers as the main culprits.

WATCH THE LINES

The report also states that very often

mooring lines are not properly tended to allow for changes in tide and loading. It urges all pier superintendents and shipping agents to pay attention to the problem, but stresses that primary responsibility for proper mooring lies with the individual ship's personnel.

The Marine Office reckons that it may be ten years before the projected widening and deepening of the Channel is finished, and calls for a concerted effort to reduce the incidence of damage in the meantime.

Congratulations to Mr. J. Reed, Chief Engineer, *Irish Rose*, who obtained first prize in the Seafarers' Education Services' Competition for Photographs.



Men of the Deck Department, "Irish Spruce" at Dublin. Back row (left to right): Messrs. G. Rooney, John Farrell (bosun), John Greenan, R. Gilligan, M. Donoghue and Kevin Rogers. Front row (left to right): Messrs. P. Stevens, W. McDonald, J. Lynch, C. Chamberlain.

HOUSE LOANS

Officer Personnel

The Company has announced a scheme to grant loans to senior sea-going personnel, to assist towards the purchase of a house. Details are as follows:—

1. Maximum loan, £300.
2. Maximum period of repayment, 10 years.
3. Rate or interest, $4\frac{1}{2}\%$ per annum.
4. Five years' service with the Company.
5. Membership of the Company's Masters' and Officers' Pension Scheme.
6. Each request must be recommended by the Personnel Manager and approved by the General Manager.
7. Loans will be made to Masters, Chief Officers, Second Officers, Chief Engineers, Second Engineers, Third Engineers and Chief Stewards.

Office Staff

House loans are available under the same conditions to the staff in our office ashore.

Examination Success

Our best congratulations to Mr. J. T. Doyle and Mr. Sean O'Neill, who have passed the examination for Second Class Motor Certificate. Both men commenced with Irish Shipping as Engineering Apprentices.

TERMINOLOGY

To promote a keener understanding of nautical terms among the shore staff, Mr. Peter Otter, Engineer, has illustrated for us here some of the common items of equipment used on our ships.



Double Bottom Tank.



Piston Head.



Donkey Boiler.

Congratulations To:

Mr. B. Keogh and Mr. P. J. O'Byrne on obtaining their Mates' Foreign Going Certificates.

To Mr. C. O'Connell, Mr. J. Whyte, Mr. J. A. Desmond, Mr. M. J. Brophy, Mr. J. Kennedy, Mr. M. Byrne, Mr. P. F. Noonan, Mr. J. Fox and Mr. N. Fynes, all of whom recently obtained their E.D.H. certificates.

* * *

Mr. Noel Chambers of our Services Department has been chosen to play on the Clare under 21 football team for the forthcoming Munster Championships. We wish Noel and his team the best of luck in the competition.

Birthday Greetings

To Mr. Jack Doran, Chief Steward, "Irish Willow"; with very best wishes for a happy Birthday, May 1st, from Mother, Phil, Peter, Bud, Rita, Rachel and Ralph.

To Mr. Pat O'Rourke "Irish Spruce"; loving wishes for a happy Birthday from Etty, Derek, George and Tony.

To Mr. Pat O'Rourke, "Irish Spruce"; who lives at Ardlea Road, Artane; congratulations and best wishes on your 23rd Birthday. From Mom, Dad and all at home.

For Mr. John McGrath "Irish Rowan" from Ballybrittas, Portlaoise who celebrates his Birthday April 15th and also his Brother Oswald "Irish Ash" whose Birthday is on May 7th. "Greetings from Daddy, Mammy, Charles, Winifred, Mary, Anne, Margaret, Carmel and Teresa."

BEREAVEMENTS

We extend our sincere sympathy to Mr. H. Darcy, formerly Deck Department "Irish Poplar", on the death of his mother; Mr. J. O'Grady, who until recently served aboard the "Irish Oak", on the sudden death of his father.



Our Dock Staff at Cork. Left to right Mr. B. O'Reilly, Forklift, Driver, Mr. B. J. Murphy, Storekeeper, Mr. T. Brett, Head Checker, Mr. P. O'Connor, Clerk, Mr. J. Cierans, Cooper, Mr. T. Vaughan, Checker, Mr. D. O'Keeffe, Storeman and Captain R. H. Greene, Dock Superintendent.

"WALKIE TALKIES"

By Captain Langran

Last summer the *Irish Maple* carried the Work Study team on a round voyage to American ports.

One purpose was to evaluate various items of new equipment under normal voyage conditions which would improve job efficiency and, at the same time, make those jobs safer and easier.

Our set of three walkie-talkie radios quickly proved themselves at all berthing and unberthing and anchoring operations, as we were able to keep in constant touch with each other, information was obtained quickly and there was no confusion of orders.

Our initial fear that the sets would be on the same wavelength as the sets used by the American pilots and tugs proved groundless.

By experiment, we quickly found other uses for them—lifeboat and fire drill, testing bilges, steering with the emergency wheel on the poop, and, of great advantage, communication between the bridge and the foc'sle look-out when entering and leaving port in reduced visibility.

To be able to hear from the look-out exactly what he saw or heard and the direction of it was far more valuable than the delayed and indiscriminating ring of the look-out's bell.

Tests during fire drill showed that one could maintain contact with somebody inside the boat deck and officers' accommodation, but not with the crew's alleyways, engine room or C.O.2 room. However, an officer on deck outside the accommodation can achieve a greater range and then relay the information to the bridge.

Other emergency uses are obvious and I am very glad to hear that these are to be standard fittings shortly.

OFFICERS ON LEAVE

Masters: Captains Kirk, Lee, Walsh, Raftery, Shiel.

Chief Officers: Messrs. M. Devine, J. Rickard (Study), D. Warner, N. Willoughby, P. Buckley (Study).

2nd Officers: Messrs. J. Byrne, D. Curtis, N. Hearne, B. Keogh, K. Laniyan, J. Lannin, T. P. McKenna, P. J. O'Byrne, W. Kirwan.

3rd Officers: Messrs. M. Coleman (Study), H. Courtney, K. Geoghegan (Study), T. O'Brien, J. O'Leary.

Chief Stewards: Messrs. J. Bennett, H. Bond, J. Dillon, E. Fricker, T. O'Connell, C. O'Donovan, V. Thorne.

Deck Cadets: Messrs. G. Gillen (Study), A. Kehoe (Study), J. Kennedy, F. Kirk, B. Stockdale.

Cadets Attending Mid - Apprenticeship Release Course at Dun Laoghaire: Messrs. M. Brophy, M. Byrne, C. O'Connell, J. O'Mahony, J. Whyte, J. Desmond.

Chief Engineers: Messrs. T. Barry, J. Ennis, W. Howie, A. Metcalf, J. Morgan, J. Moynihan, R. Tennant.

2nd Engineers: Messrs. E. Byrne, P. Kavanagh, M. O'Connell (Study), T. O'Leary, I. Stuart.

3rd Engineers: Messrs. W. Cleary, J. Corrigan (Study), F. Kirwan, J. M. Long (Sick), J. Nangle, S. J. O'Neill, A. O'Toole, B. Shortall (Sick), R. Broderick.

4th Engineers: Messrs. J. Doyle (Study), D. Harrington, J. J. Hennessy, E. Lynch, J. J. McArdle, T. P. O'Donovan, W. F. O'Toole, P. J. Quinn.

Junior Engineers: Messrs. J. Fahey, T. Fitzgerald, J. Kelly (Study), J. McConnell, D. Molloy, J. Nolan, J. Prior.

Engineer Cadets: Mr. J. Brady and Mr. E. Burke.

Electricians: Messrs. J. Barrett, J. A. Leonard, B. McBride.

FLEET PERSONNEL

Deck and Engineer Officers in order of Rank

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

"IRISH SYCAMORE": Captain J. Caird. Deck Officers: E. Greevey, C. Morrissey, T. J. Byrne. Engineers: T. Loughran (Chief), W. Parslow, 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, T. Rowan, R. Byrne, S. O'Grady, T. Hand, G. Clarke. Engine Dept.: P. Leonard, W. Brown, M. Smith. Catering: M. O'Rourke, J. Chaney, C. Cashin, W. Sheridan, R. Fagan, J. McCarthy.

"IRISH SPRUCE": Captain P. O'Shea. Deck Officers: J. Mitchell, P. A. Murphy, F. Henderson. Engineers: H. Dowdall (Chief), J. Lyons, J. Sullivan, T. O'Sullivan, P. Cullen, T. Nolan, L. O'Toole. Eng. Cadets: P. Bardon, E. Burke, D. McLoughlin, M. O'Sullivan. Chief Steward: T. Forde. Apprentices: P. Fennell, P. Gordon, R. Livingstone, J. A. Cotter. Electrician: J. Dunn. Deck: K. Rogers, J. Farrell, J. Redmond, J. Creenan, R. Gilligan, M. Donohoe, M. Lennon, T. Byrne, T. Davis, J. Driscoll, R. Markowski, M. Murphy, C. Pyburn. Engine: M. McCabe, P. O'Brien, P. Proctor, M. Brazil, M. Clery. Catering: J. Reddy, A. Burtenshaw, E. Byrne, B. Byrne, R. Kealy.

"IRISH ASH": Captain J. Kerr. Deck Officers: M. Fiddler, N. Hearne, R. Gordon. Apprs.: J. Shelton, F. Healy, P. McKenna. Engineers: E. Ivimey, J. Scott, D. Hoey, W. McCarthy, J. Maher. Electrician: T. Nolan. Chief Steward: J. Murphy. Deck: H. Maher, D. Stoneham, S. Smith, D. Clohessy, T. O'Connell, J. Dunne, A. Loughlin, B. Warren, O. McGrath, O. Murphy, P. O'Farrell, C. Cody. Engine: J. Broderick, T. Kinsella, C. O'Malley, R. Shields. Catering: W. Croft, G. Molloy, J. Mulligan, P. Farrelly, W. Gannon, J. Traynor, J. McSweeney.

"IRISH CEDAR": Capt. T. Glanville. Deck Officers: M. Doyle, K. McKenzie, D. Murphy. Apprs.: M. J. Larkin, P. Kenny, A. Essien, P. Etim. Engineers: R. Murray, M. Dillon, I. Waters, J. Gaul. Cadets: N. Kennedy, M. Duggan, D. Buckley, J. Hanrahan, T. Ryan. Electrician: R. Clothier. Chief Steward: P. Farrelly. Deck Dept.: E. Swan, P. Balmaine, D. Murphy, J. McNally, J. Roche, W. Kavanagh, T. Barry, P. Colfer, V. Murphy. Engine Dept.: P. Tierney, J. Hannah, W. Martin, S. Clarke. Catering Dept.: V. Joyce, E. Devlin, M. McGowan, P. Murphy, R. Whelan, J. Kelleher.

"IRISH HOLLY": Capt. M. O'Connell. Deck Officers: F. Leigh, G. Kyne, G. Anderson. Engineers: G. Cunningham, A. J. O'Mahony, T. J. Wren. Deck Dept.: J. Murphy, R. Leonard, E. McGrane, W. Boon, J. Hearne, J. McCarthy, P. Craine, J. Higgins. Engine: S. McCarthy, C. Cavanagh, J. Kelleher, G. O'Hara, B. Cullen, J. O'Brien. Catering: G. McGovern, T. Nolan, B. Fay.

"IRISH MAPLE": Capt. J. H. O'C. Devine. Deck Officers: C. Ball, D. Daly, N. Foley. Apprs.: P. Malone, J. Cody. Engineers: M. Byrne, T. O'Driscoll, D. O'Connell, P. Byrne, M. Punch, J. Lee. Electrician: P. Morgan. Chief Steward: N. Curran. Deck Dept.: H. O'Farrell, P. Keenan, J. Nolan, O. Grace, F. Hearne, F. Chandler, N. Stoat, S. Roche, B. Farren, M. Cronin, R. Moynihan, J. Walsh. Engine: J. Buckley, T. Kelsh, T. Doyle, P. Freeman. Catering: J. Lattimour, J. Greene, R. Dunne, J. Byrne, B. Brennan, T. Coleman, J. Collins.

"IRISH OAK": Capt. J. Poole. Deck Officers: M. Carey, J. Coady, P. Kehoe. Engineers: J. Johnson, A. Bolger, M. Caughey, J. Masterson, R. Rafter, S. O'Sullivan, J. Coburn. Apprentices: J. Ryder, J. Moynihan, J. Murphy, P. Cowman. Eng. Cadets: F. Cronin, F. Fenlon. Chief Steward: J. Clinton. Electrician: A. Richards. Deck: W. McCann, M. McCarthy, J. Crowley, W. Walsh, P. Beggs, T. Grannell, T. Kennedy, P. Dunne, J. Gabriel, K. Ansley, D. Bates. Engine: J. Hartford, J. Early, P. Walsh, J. Cullen. Catering: D. Gibbons, J. Caffrey, M. Moody, J. Rourke, B. Murphy, D. Walsh, D. O'Rourke.

"IRISH WILLOW": Capt. W. Garvey. Deck Officers: D. Warner, L. O'Duffy, B. O'Flynn. Engineers: P. Otter, T. Murphy, S. Langan, S. McGarry. Chief Steward: J. Doran. Deck Dept.: D. Clarke, M. Doyle, J. Doyle, J. Willis, S. Cullen. Engine: R. Lumsden, T. Farrelly. Catering: C. Cunningham, J. Johnston, A. Stafford, L. Bonney, T. Keegan.

"IRISH ROWAN": Capt. R. Woolfenden. Deck Officers: P. Kelly, P. Donohoe, D. Kavanagh. Apprs.: E. Connellan, J. Shelton, J. J. Neill, A. Mahon. Engineers: G. O'Brien, M. Curley, E. Gearey, K. Edwards, J. P. Murphy, D. Knott, P. O'Brien. Eng. Cadets: H. Briody, R. Lett. Electrician: M. O'Callaghan. Chief Steward: B. Dorgan. Deck Dept.: H. O'Reilly, A. O'Reilly, M. Murphy, M. Lynch, A. Kehoe, N. O'Sullivan, P. O'Neill, L. Allen, J. McGrath, E. Brennan, N. McGuinness. Engine Dept.: N. Loughrey, J. Walsh, A. Clarke, D. Scanlon. Catering Dept.: P. McClean, L. Robinson, L. Cahill, J. Leonard.

"IRISH PLANE": Capt. T. Hughes. Deck Officers: J. Martin, F. Raftery, P. Keane. Apprs.: P. Kelly, R. Grant, J. O'Dowd, S. Murphy. Engineers: N. Whitfield, T. Flynn, W. Fleming, G. Faulkner, J. P. Ward. Eng. Cadets: M. Duggan, E. Currihan, D. Barry. Electrician: W. Daly. Chief Steward: R. Heapes. Deck Dept.: J. Byrne, P. Harris, G. Pullen, P. Hawkins, P. Grant, P. Tallon, K. McCormack, B. Byrne, J. Redmond, D. Cronley, M. Ballard. Engine Dept.: P. Rossiter, J. Fagan, M. Tate, M. Hickey. Catering Dept.: H. Howard, E. Martin, T. Mason, P. O'Reilly, J. Smith, J. Ralph.