

# SIGNAL

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Castrol Award  
Best Engineer Officer Cadet

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

## Honour for Chairman



Irish Shipping Chairman Mr. P. H. Greer was conferred with the Honorary Degree of Master in Engineering at the ceremony of Summer Commencements of the University of Dublin held in Trinity College on 12th July. The candidates for Honorary Degrees were presented by the Public Orator, Professor D. E. W. Wormell to the Chancellor of the University Doctor F. H. Boland who conferred the Degrees in the presence of guests, the Senate and the public.

The Public orator, Professor Wormell introduced Mr. Greer as follows: *"Our first honorary graduate is an Electrical Engineer of the highest distinction and an industrialist whose drive and initiative have brought outstanding success. Born in Belfast and after serving his apprenticeship in Manchester he moved to London and was involved in much repair work resultant on the V.1 and V.2 raids. After the war he came to Dublin and began his association with Unidare, first as General Manager and subsequently as Managing Director. His firm with its enterprising new techniques has shown the way to other Irish concerns in the export field and in order that here too there should be maximum efficiency he was appointed Chairman of Irish Shipping. His wide experience and business acumen has been recognised by his appointment as a member of the National Industrial Economic Development Council."*

## Bulk Carrier-Keel Laid

The first steel plate for the keel of the 34,000 ton Irish Shipping bulk carrier was lowered into position immediately after the launching of the "New Adventure" for the Greyhound Corporation of the U.S.A., at the Verolme Cork Dockyard on July 2nd. The "New Adventure" a 604 foot long bulk carrier of 31,000 tons, the sixth vessel to be built at the Verolme Yard since 1961, was named by Mrs. E. M. Townsend, wife of the President of the Greyhound Shipping Corporation.

Speaking at a reception after the launching, M. Cornelis Verolme, Chairman of Verolme United Shipyard said that they were now employing nearly one thousand men at Rushbrooke and had reached the point where the Yard was working economically. He was very happy with the quality of the work and with the supervision. "We have reached the stage where our workers here will be able to compete with those of any country" he declared.

## DRY DOCK REQUIRED

Mr. Verolme went on: "I think we will have to increase the capacity and further increase the repair facilities at Rushbrooke. I think that in Cork or the neighbouring area there could be repair facilities for the biggest ships in the world. You can see that the Oil Companies are building tankers too big to pass through the Suez Canal. You have not got the facilities here for repairing such ships. I think it is time to consider whether we, with the co-operation of the Irish Government, could create here a drydock with the possibility of repairing the biggest ships."

## DISCUSSION WITH TAOISEACH

During his visit to Ireland Mr. Verolme called to see the Taoiseach, Mr. Sean Lemass, and it is understood that he put forward a proposal to have about £5,000,000 expended on the development of a large drydock to be financed jointly by Verolme Limited, the Irish Government and possibly the Gulf Oil Inc. Gulf Oil are erecting the terminal and storage tanks on Whiddy Island, Bantry Bay, for the servicing of the 300,000 ton tankers, which they hope to build for the carriage of oil from the Middle East.

# RESCUE BY HELICOPTER

Following the printing in our last issue of the brief article by Deck Officer Cadets, J. O'Mahony and J. White describing the air/sea rescue exercise at Courtmacsherry, we have received a number of requests for further information about lifesaving by helicopter. Lieutenant L. O'Gallagher of the Irish Naval Service has very kindly contributed the following article.

It is inadvisable to lay down precise instructions on this subject because the circumstances surrounding each rescue incident can be similar but never the same. I will, therefore, offer some guidelines and hope that they will clarify some of the procedures which helicopters use in effecting rescues.

The helicopter used in Irish waters is the *Alouette* and in U.K. waters, the "*Whirlwind*". The former can rescue up to 5 persons at any one time and the latter 8. Helicopter rescue is NOT normally undertaken during the hours of darkness, in poor visibility, or when the wind exceeds 45 Knots for the *Whirlwind*, or 60 Knots for the *Alouette*.

I will now deal generally with the *Alouette* and its capabilities. The crew of the *Alouette* consists of the Pilot, the Winch Operator and the Winchman. The operational flying time is 2½ hours (approx.) or 275 nautical miles range at sea level. The radius of action allows the pilot about 20 minutes over the casualty.

## SHIP'S POSITION

The most important aspect of any successful rescue or request for aid by a Helicopter is the receipt of an accurate position of the ship by the rescue agency. *The best method of doing this is by giving your position as a bearing and distance from a prominent headland or lighthouse. The passing of your position by Latitude and Longitude co-ordinates is NOT recommended as errors are likely to be introduced between the ship and the rescue agency. When the helicopter arrives in your area, an aldis lamp or search light should be switched on to assist in spotting. In bright sunny conditions the use of a coloured smoke flare would be better than an aldis.*

If the call for the helicopter is to remove an injured man, it will save time to have the casualty secured in a Neil-Robertson

stretcher. Helicopters on Search and Rescue duties normally carry a Neil Robertson stretcher, modified to facilitate lifting into the helicopter by the winch cable.

Helicopter pilots prefer to select the position on deck for landing the Winchman and lift-off of casualty as they are more familiar with the capabilities and limitations of their aircraft. Some rescue authorities recommend that the selection of lift-off point should be made by the ship and the painting of this area with the letter H in white or orange. This recommendation is perfectly alright so long as the area is clear of all obstructions but as the ultimate responsibility for the safety of the helicopter rests with the pilot, it is better to leave the decision with him.

To assist the pilot, the ship should be headed into wind or, if on fire, it would be better to have the wind two points off the bow, if this is possible. The ship should also steer at a constant speed or remain stationary.

Under no circumstances should the Winch Cable be made fast to the deck or allowed to become entangled in the rigging. If this

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# FLEET NEWS



## IRISH OAK

This vessel left Avonmouth on 9th July for Canadian ports, including Montreal, Toronto, Fort William and Three Rivers, and will return to Ireland when loading is completed.

## IRISH ALDER

This is another ship on the Canadian service, and is expected to complete loading generally at Cork on 30th July, when she will sail for Canadian ports.

## IRISH ROWAN

Is due at Newark, New Jersey on 10th August, with a full cargo of steel from Japan. Other discharge ports listed for the present trip are Detroit, Milwaukee and Chicago.

The "Rowan" is on time charter to Random Ltd.

## "IRISH CEDAR"

Is expected to arrive in Brisbane about 4th August from Port Alfred with a full cargo of newsprint.

The ship is on time charter to Maple Shipping of London.

## IRISH PLANE

Captain I. Shiel has replaced Captain T. Hughes, and Mr. H. J. Mooney, Chief Engineer, has replaced Mr. N. Whitfield on this vessel. Almost the entire crew were replaced at Rotterdam on 4th July, when a specially chartered aircraft flew out the relief crew and brought home the personnel going on leave.

The "Plane" arrived in Gdynia, Poland, from Rotterdam, where she loaded a cargo of steel pipes for Santos. On her way to Santos, the vessel called to Falmouth to have a generator replaced. The generator had been taken off the ship at Rotterdam for repair.

## IRISH ROSE

Has had her time charter with Melville Shipping extended, and the vessel will be due in Wilmington about 13th August from Trinidad.

## IRISH HOLLY

Comes off time charter on 26th July, and will then go into drydock. After completion or repairs the vessel will go back on time charter to Esso Petroleum Company.

Captain J. Lee is Master, and Mr. T. Barry is Chief Engineer.

## IRISH LARCH

Has been on time charter to South African Marine Corporation since 14th June, and is scheduled to call at a number of South African ports before returning to London.

## IRISH MAPLE

Captain T. Byrne has taken over command from Captain Devine, and the vessel is due to visit Montreal, Detroit and Chicago on her present voyage from Glasgow where she was due to load about July 27th.

## IRISH ASH

We extend our sincere sympathy to Mr. D. Stoneham, Carpenter, on the recent death of his father.

This ship is on time charter to King Line Ltd., and is at present on passage from Cornerbrook to Brisbane, where she is due about mid-August. Calls to Sydney and Melbourne are also on the itinerary of the "Ash".

## IRISH SYCAMORE

Is loading a full cargo of grain at St. Lawrence for India, where the cargo will be used for the relief of famine in that country.

The "Sycamore" crew joined the vessel in New Orleans at the beginning of July, when the previous crew were relieved. The men were accompanied by Mr. J. Davis of Personnel Department, and Captain C. Raftery also joined the vessel at New Orleans to replace Captain J. A. Caird. Mr. T. Loughran, Chief Engineer, remained on board, and was the only member of the previous crew to do so.

## IRISH WILLOW

Is due in St. John's, Newfoundland on 27th July from Kingston.

## IRISH FIR

Is on time charter with H. C. Druce & Co. Ltd., Montreal, and is due to load a cargo of china clay at Fowie for discharge at a Canadian port.

## ULYSSES

Arrived Brindisi on 17th July from Banias, Syria and Mr. R. Nugent, A.B., was hospitalised with appendicitis. He was operated on and is making satisfactory progress. We wish him a speedy recovery and we hope he will be able to rejoin the vessel shortly.

### "IRISH SPRUCE"

Is at present loading grain at the U.S. Gulf, and will call at Norfolk and New York before returning to Dublin. Mr. H. Dowdall has been relieved as Chief Engineer by Mr. Moynihan.

Our sincere sympathy to Mr. E. Byrne, Cook, on the recent death of his father.

### "IRISH POPLAR"

News of the unexpected death of Mr. W. Gouldson, Chief Steward on 6th July, while the "Poplar" was in New York, came as a great shock to all his many friends ashore and afloat. Mr. Gouldson died in hospital, following a heart attack suffered on board the ship on 5th July. We wish to express our deepest sympathy to Mrs. Gouldson on her great loss.

The ship is due in New York about 6th August from Cork.

### CREW MAIL

We are constantly striving to improve our system for the quick delivery of crew mail to our ships and we hope that we are meeting with a certain amount of success. Crew mail received at head office is forwarded in a special postal packet together with a list of the letters enclosed. The list is signed by the Master on receipt and returned to the office as official acknowledgement of safe delivery of the mail.

Again we would ask readers who correspond with our sea going personnel not to send *Newspapers* or *Parcels* to head office for forwarding to ships. The postage on such packets is exceptionally high and in the case of parcels there is the added difficulty that we are not in a position to make the required Customs Declaration regarding the contents. We shall be pleased to supply addresses to anyone wishing to send newspapers or parcels to ships' personnel.

We do get the odd complaint, and while the trouble is usually outside our control we prefer to hear from crew members who encounter difficulty with delivery of their personal mail. However, to prove that there are also satisfied "customers" we publish the following extract from a very nice letter which we received from Mrs. B. Dorgan of Douglas, Co. Cork.

"I want to say a word of thanks to Irish Shipping for the wonderful service in forwarding my letters, I have found it most satisfactory at all times".



The Late Mr. Gouldson

Mr. Michael O'Dowd of C 23 Greenway Flats, Ennis Rd., Milsons Pt., Sydney, Australia, writes:

*"I would like to congratulate you on your issue of the Double Anniversary of your very widely read Journal the "Signal" as it is read in every Port in the world, especially by me, it is an "Eye Opener" for the rest of the Shipping Companies.*

*I was born in Dublin but have been in Australia for 35 years, but my heart is still in dear old Dublin. May I congratulate Irish Shipping in building up such a magnificent fleet in such a short time. My two sons who were on the Australian Coast, went to Dublin some years ago and had the privilege of sailing on the Irish ships and told me that they were a home from home. Although born in Australia they said that they loved the Hooleys in Dublin. One was Paul (Aussie) O'Dowd and the other was Mick (Aussie) O'Dowd. In my flat we have entertained the crew from the "Larch" and the "Rowan" and there is an open house whenever an Irish ship hits Sydney. Many thanks to the Chef on the "Rowan" L. Robinson. Every ship is welcomed to Sydney and there is always a dozen in the fridge, in case. Keep up the good work Ed."*





The crew for the m.v. "Irish Sycamore" before leaving Dublin for New Orleans.

## HELICOPTER RESCUE—Continued

occurs it should be freed immediately. Present day helicopters can tow manned rubber dinghies but none of them can tow a ship.

### RESCUE

Our own Air Corp Helicopters invariably lower the winchman to assist in the rescue and the length of cable used can be anything up to 70 ft. or 80 ft. The pilot will always attempt his rescue with the least amount of cable out, in other words from as low a position as possible. When conditions are too rough to allow the winchman direct descent onto the deck a 100 ft. of nylon rope is made fast to the winch cable and lowered away across the ship. This rope should now be taken in hand by members of ship's company and as the Winchman is lowered away he should be pulled towards the ship by the nylon rope. On no account should this rope be passed around a capstan, it should be kept

in hand and free to run out at all times. Using this method rescue is effected in the reverse sequence.

An alternative method is to lower a nine-man rubber dinghy which is floated to the ship at the end of 100 ft. of nylon rope and when this is full to capacity it is towed to clear water where rescue is completed. Please note that in free descent on to the ship assistance should only be given to the Winchman when he asks for it.

One of the foremost difficulties in Helicopter Search and Rescue is communications. If the ship wishes to contact the helicopter the only way he can do this is through a Coast Radio Station or a lifeboat, even though there may be only a 100 ft. between them. The reason for this is that the helicopter is probably working on either V.H.F. or U.H.F. radio equipment and this is not normally carried in merchant ships, and if V.H.F. is carried it will invariably not cover the necessary search and rescue frequencies.

# Sport

## G.A.A.—HURLING

The biggest upset in this year's championship race has been the big defeat suffered by Tipperary, All-Ireland title-holders, at the hands of Limerick in the first round of the Munster Championship. In the provincial semi-final Limerick were beaten by Cork who now meet Waterford in the Munster Final.

Wexford, who were last year's Leinster champions, were beaten by Kilkenny in this year's final.

There is much speculation in hurling circles as to whether or not Christy Ring will try to win his ninth All-Ireland medal with Cork at the age of forty-six.

## FOOTBALL

Kerry's defeat in the Munster Final by Cork is one of the big shocks in football this year, while Dublin the Leinster champions, were dethroned by Kildare. The Leinster Final will now be contested by Meath and Kildare. In Ulster, Donegal and Down meet in the decider. Galway just beat Mayo by one point in the Connaught Final.

## SOCCER

With the World Cup in full swing in England there is much interest in the outcome especially since the favourites, Brazil look to have a big task on hands to qualify for the quarter-finals. They were beaten by Hungary in the first series while Portugal have already qualified in the same section. As two teams only go forward it looks as if those teams will be Hungary and Portugal.

Other fancied teams for the final stages are Russia, England, Argentina and Italy.

Spain who beat Ireland in the qualifying series will be lucky to get through to the last eight as they will have to overcome West Germany to do so.

## CYCLING

This year's Ras Tailteann was won by Shay O'Hanlon who thus achieved the distinction of being the first man to win the event for the third successive year. A French team of riders carried off the team prize.

## GOLF

Jack Nicklaus of America succeeded in capturing the British Open for the first time last month. Irish contestant, Christy O'Connor was not in the top placings even though he headed the field of Irish and British challengers with the exception of Dave Thomas who tied for second place with another American, Doug Saunders.

## RACING

Winner of the Irish Sweeps Derby at the Curragh was Sodium with Charlottstown second and Paveh third. The favourite, Charlottstown won the Epsom Derby from Sodium and thus the placings in the English classic were reversed in the Curragh event.

## TENNIS

The Mens singles at Wimbledon was won by Manuel Santander of Spain while Billy Jean King of America won the Ladies Singles after losing in the final on a few previous occasions.

## ATHLETICS

Noel Carroll who won the A.A.A. half-mile event last month will be Ireland's main hope for a gold medal in the European Championships to be held this year in Budapest.

## LATEST RESULTS

Leinster Senior Football Final

Meath 1—7; Kildare 1—6.

Munster Senior Hurling Final

Cork 4—9; Waterford 2—9.

World Cup Semi-Finals

West Germany 2; Russia 1

England 2; Portugal 1.

World Cup Final

England 4; W. Germany 2

Play-off for 3rd and 4th

Portugal 2; Russia 1

## BUSINESS FUNCTION

Captain E.C.G. Horne and his staff were hosts to a party of prominent New York shippers and importers at a reception on board the "Irish Poplar" at New York on July 11th. Our New York Agents, Hansen and Tidemann, Inc. inform us that the function was very successful and that the visitors were very impressed with the hospitality extended them. Special compliments were paid to the "Irish Poplar" Catering staff.

## NAUTICAL COLLEGE

The General Manager, Mr. L. S. Furlong, has sent a letter of congratulations to Deck Officer, Cadet J. O'Mahony of Courtmacsherry, Co. Cork, on his outstanding examination result. He obtained the highest overall marks, gaining five first places—100% marks in four subjects.

Second place in the examination was obtained by Mr. M. Brophy and third by Mr. C. O'Connell.

## CONGRATULATIONS

To D. Falvey and J. Fahey on obtaining their Second Class Steam Certificates.

To A. Bolger on obtaining his Second Class Motor Certificate.

## Castrol Award

The Castrol Marine Trophy for the best Engineer Officer Cadet for 1965 was awarded to Mr. Anthony Byrne of Dublin, who obtained the best overall results in the Department of Education examinations held at the Crawford Municipal Technical Institute in Cork. In the third year examinations Mr. Byrne secured five first class passes, three second class passes and three passes. The presentation of the trophy was made by Mr. L. A. Courtney, Managing Director, Castrol (Ireland) Ltd., at a luncheon in Cork on June 23rd at which Anthony Byrne was the guest of honour.

Our cover photo shows Mr. A. Byrne being presented with his award by Mr. L. A. Courtney, Managing Director, Castrol (Ireland); also in the picture are Mr. T. Murphy, Principal, Crawford Institute, and Mr. L. St. John Devlin, Irish Shipping director.

## Course for Cooks

We have had very good reports of the benefits derived from the special course in baking which has been in operation for some time past. The course is held in Dunmanway, Co. Cork, and the following I.S.L. personnel have participated to date:—Messrs. Edward Russell, Michael O'Meara, John Brady, Dennis Barry, Patrick Fanning, Michael Duffy, Thomas Egan and Thomas Nolan.

## Death of Seaman

The body of Martin Folan, Cooke's Terrace, Bohermore, Galway, was found lying on the foreshore at Grattan Rd., Galway, on July 19th.

Mr. Folan joined the "Irish Sycamore" at New Orleans on Sept. 7th, 1965, and was paid off at the same port on July 2nd last.

The death is believed to be as a result of an accident.



Photo taken at the Castrol Luncheon, June 23rd. Front left to right: Mr. Anthony McCarthy, 1st year class, Mr. Fintan O'Beirne, 2nd year, Mr. Anthony Byrne award winner, Mr. Owen Prunty, 3rd year. Back Row: Mr. S.P. Roche, Head of Eng. Dept. Crawford Institute, Messrs. P. Lane, T.E. Urell, T. Layton, R. Murphy, Instructors and Mr. L. G. Poland, Head of Elec. Eng. Dept., Crawford Institute.



## OFFICERS ON LEAVE

**Masters**—Captains J. A. Caird, J. H. O'C Devine, T. R. Hughes and B. Reilly.

**Chief Officers**—E. Greevy, J. F. Kelly, F. H. Leigh, J. G. St. John, and M. McMahon.

**2nd Officers**—J. A. Byrne, D. Curtis, P. V. Flynn, J. P. Lannin, G. M. Kyne, K. K. Laniyan, C. Morrissey.

**3rd Officers**—G. Anderson, F. Henderson and P. A. Kearney.

**Chief Stewards**—R. Heapes, V. Mayland, J. Moynihan (Sick) and J. Rogan.

**Deck Cadets**—D. Buckley (Study), T. J. Byrne, N. A. Dillon (Study), T. A. O'Brien, E. Coleman, J. M. Cox, G. Gillen, S. A. Jebutu, A. Kehoe (Study), R. Livingstone (Study), A. Moynihan (Study), P. B. Nyong, C. O. Okoro.

**Chief Engineers**—J. T. Morgan, R. U. N. Murray, N. Whitfield, M. Byrne, H. Dowdall.

**2nd Engineers**—A. Bolger, D. C. Burke, M. Gillen (Study), A. Hughes, T. O'Driscoll, W. H. Parslow, I. Stuart (Study).

**3rd Engineers**—D. Falvey (Study), W. F. Fleming, F. Kirwan, J. S. Little, G. McDonnell, J. Waters.

**4th Engineers**—P. J. Byrne, N. Kinsella, B. McKevitt, M. J. Murphy, T. O'Sullivan, E. Lynch.

**Junior Engineers**—J. Fahey (Study), J. Gilmartin, J. R. Harvey, J. Healy, J. Kelly (Study), A. J. Mooney, J. P. Ward, M. Kearney.

**Engineer Cadets**—D. Buckley, P. V. Carroll, E. Currvan, D. Barry.

**Electricians**—W. J. Daly, T. D. Nolan, J. O'Connor.

## CORN TRADE ASSOCIATION

The National Federation of Corn Trade Associations which is based in London and to which the Irish Grain Merchants are affiliated, held its Annual General Meeting in Dublin on June 28th/29th.

On the final day of the meeting Irish Shipping held a reception for about forty delegates and their wives at the Royal Hibernian Hotel. Members of our senior management took the opportunity of meeting our friends in the grain trade both in Ireland and Great Britain.

We express our sincere sympathy with Miss Noreen O'Donnell on the death of her father.



Noel Hart who is in unit seven of the James Connolly Memorial Hospital, Blanchardstown, sends greetings to the crew of the "Irish Cedar" and wants to send a special word of thanks to the Chief Steward Mr. P. Farrelly, who was so kind to him when he was ill on board the ship. Noel also would like to say hello to Mr. Oliver Grace on the "Irish Maple."

## BIRTHDAY GREETINGS

Birthday Greetings and best wishes to *Kenneth Edwards* on the "Irish Rowan" (5/8/1966) from all at home.

Birthday Greetings to *John Nangle*, 3rd Engineer "Irish Plane" from his Mother and all the family.

His Mother, Father, Joyce and all at 36 Clanronald Road, Donnycarney, send Birthday Greetings to Eamonn Swan on the "Irish Cedar" whose Birthday was on 20th July.

To *John D. Reilly* ("Irish Rowan"). Congratulations and best wishes for your 21st birthday, 31st July. Hope you have a nice time, from Mam, Dad, Brother and Sisters.

Birthday Greetings to L. T. Robinson Chief Cook, Irish Rowan, whose birthday is on August 25th.

"Wishing you all the best and looking forward to your return" — Mother, brothers, sisters, nephews, nieces, uncle pat, gran and all at home.

We are pleased to report a big improvement in the condition of David Fitzpatrick, who has been on the critically sick list since last December. At present in the Meath Hospital recuperating after an operation, David is in good form and we wish him a speedy recovery.

Also in hospital at present are Mr. Des Elliott and Mr. Eddie Shaw. We hope to see both back in action again very soon.

# DOING GOOD —

By Our Development Correspondent

*"... therefore in this year of 1966 let us look deep into our hearts, asking ourselves if we are keeping faith with past generations. We must learn to give and not to count the cost. Let us cast aside every ignoble consideration of self-interest and resolve henceforth to bend our best energies towards the attainment of those ideals which will ensure a high degree of peace, contentment and prosperity for the community at large".*

You will have read this message in countless leading articles penned by well-meaning magazine editors, and, assuming you enjoy high living, heard it declaimed with emotion by numerous chairmen declaring open the Annual Carnivals-in-aid-of-Parish-Building-Funds.

A note of warning is called for here. The labour of love cult has gone too far. It is time now to call a halt to what is virtually a wholesale drift to good samaritanism, rapidly gaining the proportions of a national emergency. We are becoming a race of do-gooders displaying an aversion to making profits and in the process building up a serious obstacle to economic progress.

We have long been accustomed to our farmers toiling from dawn to dark and beyond with the sole object of nourishing the needy townspeople while sacrificing every opportunity of selling their produce and property to the highest bidders. Now, however, the cause-of-humanity infection has spread like an epidemic even filling our youth with an inordinate desire to minister to the needs of their fellow-citizens.

Explaining his choice of career, a teenager recently declared:—"My life's ambition is to dedicate myself to the advancement of our great export industry in pedigree livestock, at the heart of which is the race-course and greyhound track. In choosing to enter the Turf Accountancy profession I know I shall not only be contributing materially to our country's Balance of Payments, but also bringing a measure of colour and gaiety and wit to the venues so much beloved of all our people."

Such unselfish devotion is not helping our genuine entrepreneurs seeking a climate favourable to growth and prosperity. And the bookies are not alone. We have a proliferation of groups recoiling from the notion of sordid gain and determined on serving

mankind. Among these, to name but a few, are, "The League of Horse Jobbers", "The Five per cent Boy's Association", "The Honorable Society of Bewigged Nitwits", "Cumann Na Mafia" "The National Convention of Gombeen Men", "The Federation of Master Fiddlers" etc., etc., and the only luxury these generous men permit themselves is the "Annual Dinner" at which the chairman duly emphasises the social character of his group, invariably ending his speech with these remarks:—

*"... and so we come to the close of another difficult year, each one of us having suffered appalling financial losses, but nevertheless I am very happy to record a further extension of our members' activities, and I know I only echo the sentiments of each of you when I re-affirm our determination to go on serving the community with honour and integrity as we have always done in the past. (Hear, Hear). Further I can assure whatever Government is in power, irrespective of political origin, that this body is prepared to play a leading role, a vital role and an unselfish role in any programme drawn up to advance the spiritual, cultural and material welfare of our people." (Loud applause).*

This feeling for humanity is sapping our strength for progress in a harsh world. Our people might even relish a little exploitation, as in former days. For instance old-age pensioners have been known to sigh at the memory of sirloin steak and the pint of plain black porter which they used to enjoy before those decent profiteers, the butcher and the publican were bitten by the bug of Philanthropy and changed into the community-serving "Victualler and Contractor" and the "High Class Licensed Vintner."

Brethren, let us therefore damp down this enthusiasm for noble causes, and sing the praises of honest work, of the time-honoured virtue of toil — for reward — for gain — for filthy lucre. We cannot afford any more crusaders bent on serving the people. There are far too many in the profession already. It will not be easy to persuade our apostles of public welfare to abandon their good works, but if we lay stress on the prosperity achieved in other lands through the free play of selfish enterprise, we should succeed eventually in having them see the error of their ways.

## SHIPPING PROSPECTS

Speaking at a function to celebrate the centenary of J. & J. Denholm of Glasgow, Sir John Denholm, Chairman, said that in the next ten years he foresaw shipping continuing to undergo revolutionary change. This would be brought about by the combined pressures of economics and technology. As one of the industries most open to international competition with no possibility of sheltering behind tariffs or other trade barriers, shipping had to be on its toes to survive.

The only way shipping in these islands could be kept ahead was to continue to combat the cost competition of low wage countries by technological advance.

## Better Training

Savings to off-set higher wages and to maintain an internationally competitive position, he said, could be gained by employing ships of greater speed, size and reliability. Greater speed, however, called for much greater technical complexity in the control and propulsion of ships, which in turn demanded a higher calibre of trained crew.

Referring to the difficulties of attracting men to sea, Sir John said it seemed that the offer of high salaries alone was not sufficient attraction to obtain a greater supply of highly qualified men.

"I believe," he added, "it is something more deep seated than immediate monetary considerations. It is a question of prestige or status. Why is it that it takes a war or strike to make the British public aware of the important role seamen and ships' officers play in the national economy? To some extent this is because the men who man the ships are out of sight most of the time and therefore out of mind."

## Drydock for Belfast?

Ideas for the construction of a drydock capable of accommodating the hugh vessels of the future are also under consideration in Belfast. Speaking at the launching of the 69,000 ton Shell tanker "Donax" at Belfast recently, Dr. Denis Rebbeck, Chairman and Managing Director of Harland and Wolff Ltd., put forward as "a practical proposition" a scheme for the building of a drydock at Belfast to accommodate ships up to 500,000 tons deadweight.

## LAW EXAM



We have great pleasure in congratulating Mr. Dermot McNulty our Claims Executive on passing his third year Law Exam this year. Dermot is studying for his B.L. Degree, and this year completed the "Junior Victoria Exam" the third year or the last before the final. It was a fine achievement to be placed 13th out of a class of fifty and to be the only part time student to get through.

Dermot is married and has three children, who, it is understood, were of considerable help to him in pursuing his studies during the spare hours between the pressures of the Claims Dept. and his many G.A.A. interests.

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## FORMER STUDENT ORDAINED

Father Francis Cullen, O.P., ordained to the priesthood by the Archbishop of Dublin at Holy Cross College, Clonliffe, on July 10th, was formerly one of our Engineering Students at the Crawford Municipal Institute in Cork. He had completed three years of study before entering the Dominican Order in July, 1959. Classmates of his were Mr. J. J. Sullivan now Acting Chief Engineer on the "Irish Fir", Mr. P. Shorthall, Third Engineer on the "Irish Spruce" and Mr. M. O'Connell, Second Engineer on the "Irish Poplar".

# FLEET PERSONNEL

## Deck and Engineer Officers in order of Rank

**"IRISH ALDER":** Capt. J. Onions. Deck Officers: D. P. Byrne, B. Kehoe, P. Tyrrell, J. Tallon. Cadets: P. B. Etien, A. E. Ession. Chief Steward: J. Moynihan. Engineer Officers: R. Tennent, R. Murdoch, J. Waters, J. Hennessy, J. Prior, E. Butler. Elect. Engineer: R. Clothier. Radio Officers: B. Fitzsimons, D. Gleeson. Deck Department: G. White, J. Tallon, D. Ahearne, N. Fynes, M. Murphy, J. Driscoll, M. Lennon, J. Boyle, J. Madigan, T. Joyce, T. O'Brien, L. Brennan. Engine Department: J. O'Leary, M. McGrath, H. Crowley, M. Daly. Catering Department: S. Murphy, K. Wickham, C. Cunningham, M. O'Meara, M. Boland.

**"IRISH POPLAR":** Capt. E. C. G. Horne. Deck Officers: M. Willoughby, P. Buckley. Cadets: F. W. Kirk, C. Okoro, D. Collins, P. Fennell. Chief Steward: J. Bennett. Engineer Officers: G. Cunningham, M. O'Connell, A. Hall, S. McGarry, J. McGonnell, J. Gallagher, J. Doyle. Engineer Cadets: D. Buckley, M. Duggan. Elect. Engineer: J. McGurral. Deck Department: J. Heaney, T. Perle, T. Dillon, P. Bradshaw, R. Saunders, E. Hensey, N. Murphy, W. Carroll, L. Hitchcock, R. Pender, J. Bollard, E. Hannon. Engine Department: M. Thuillier, E. Mahon, P. Proctor, N. Weldridge, J. Redmond. Catering Department: E. Murphy, K. Edwards, P. Walsh, P. Fanning, H. Geraghty, D. Murphy.

**"IRISH LARCH":** Capt. F. Kirk. Deck Officers: M. Devine, M. Kelly, W. Kirwan, B. O'Flynn. Cadets: J. Ryder, M. Biophy. Chief Steward: E. Fricker. Engineer Officers: M. Whoolley, J. Scott, D. Hoey, G. Dorgan, T. Fitzgerald, D. Kelleher. Elect. Engineer: J. Barrett. Deck Department: D. Renehan, P. Redmond, J. Hannon, T. McCarthy, P. Edwards, P. Beggs, S. Smyth, P. Craine, J. Fergus, N. McGuinness, T. Coombes. Engine Department: M. Coogan, J. Broderick, C. Nulty, W. Gahen, T. Smith. Catering Department: J. Buckley, T. Gannon, L. Fullam, W. Murphy, J. O'Loughlin, A. Stephens.

**"IRISH CEDAR":** Capt. Glanville. Deck Officers: W. Garvey, K. McKenzie, T. McKenna. Cadets: J. Whyte, J. Cotter, P. Malone, M. Larkin. Chief Steward: J. Doran. Engineer Officers: J. Johnston, M. Dillon, A. O'Toole, T. O'Donovan, L. O'Toole, T. Nolan, L. Willis. Engineer Cadets: D. McLoughlin, M. O'Sullivan, M. Kennedy. Elect. Engineer: P. Flood. Deck Department: E. Swan, P. Balmaine, D. Murphy, J. McNally, W. Kavanagh, T. Barry, M. Bougioukas, P. Bardon, G. Pullen, M. Byrne, V. Murphy, J. Kelleher. Engine Department: J. Hannah, W. Martin, C. Doyle, J. Ryan. Catering Department: V. Joyce, E. Devlin, M. McGowan, P. Murphy, R. Whelan, A. Djaballam.

**"IRISH ROWAN":** Capt. R. Woolfenden. Deck Officers: P. Kelly, F. Donohue, D. Kavanagh. Cadets: E. P. J. Connellan, J. J. Neill, J. P. Shelton, A. G. Mahon. Chief Steward: B. Dorgan. Engineers: G. O'Brien, M. Curley, B. Geaney, K. Edwards, D. J. W. Knott, J. P. Murphy, P. O'Brien. Eng. Cadets: H. P. Briody, R. N. A. Lett. Elect. Eng.: M. J. O'Callaghan. Deck Dept.: Aiden O'Reilly, H. O'Reilly, N. O'Sullivan, M. Lynch, D. Scanlon, Philip O'Neill, A. Kehoe, J. Reilly, G. Derham, J. McGrath, J. Leonard, E. Brennan. Engine Dept.: R. Scanlon, N. Loughrey, A. Clarke, J. Walsh. Catering Dept.: T. Hegarty, D. Joyce, L. Robinson, J. Fleming, J. Meredith, S. Cahill.

**"IRISH FIR":** Capt. A. Evans. Deck Officers: F. Kelly, L. O'Duffy, D. Brunicardi. Chief Steward: G. Zachert. Engineer Officers: J. J. O'Sullivan, T. Carroll, E. Hughes, J. Gaul. Deck Department: J. Murphy, T. McCarthy, G. Foley, C. McGuire, P. Redmond, D. Kelly, M. Brennan. Engine Department: W. Coote, N. Tobin. Catering Department: D. Murphy, T. Fay, B. Flood, E. Seberry.

**"IRISH ASH":** Capt. J. Walsh. Deck Officers: H. Fidler, G. Burgum, R. Gordon. Cadets: J. McKenna, A. Quashi, P. Kenny, T. Bell. Chief Steward: N. Curran. Engineer Officers: E. Ivey, J. Murphy, W. Cleary, W. McCarthy, M. Hayes, J. Hamilton, W. O'Leary. Elect. Engineer: P. O'Connor. Deck Department: D. Stoneham, D. Rogan, C. O'Driscoll, L. Vermeulen, C. Cody, K. Byrne, P. Douglas, W. Davis, P. Broe, B. Warren, O. Murphy, J. Donohue, D. O'Sullivan. Engine Department: A. Myler, R. Shields, T. Nolan, J. Gaffney. Catering Department: G. Molloy, M. Goulding, J. Mulligan, J. McSweeney, W. Gannon, P. Gorman.

**"IRISH ROSE":** Capt. J. Flanagan. Deck Officers: C. Mahon, L. McLoughlin, M. Coleman. Chief Steward: R. Gaffney. Engineers: J. J. Reed, J. Corrigan, W. K. Hynes, B. Larkin.

**"IRISH SYCAMORE":** Capt. C. Raftery. Deck Officers: J. Mitchell, N. Hearne, K. Geoghegan. Cadets: J. McConnell, J. Kennedy, G. Waldron. Chief Steward: J. Murphy. Engineer Officers: T. Loughran, S. O'Neill, D. O'Keeffe, N. Edwards, C. Currian, J. Maher. Eng. Cadets: T. Ryan, T. Hanrahan, J. Doran. Elect. Engineer: A. Richards. Deck Department: C. Louth, J. Birmingham, K. Humphries, R. Kinsella, J. Fenton, C. Mulcahy, J. Kennedy, B. Carr, W. Cusack, L. Farrell, B. Richardson, B. Coogan. Engine Department: J. Sweetman, N. Moynihan, E. Kelly, A. O'Keeffe. Catering Dept.: J. Hoey, J. Cullen, A. Austin, R. Egan, J. Keogh, M. Duffy.

**"IRISH PLANE":** Capt. I. Shiel. Deck Officers: M. Doyle, P. O'Byrne, D. Murphy. Cadets: F. Healy, J. Desmond, J. Murphy. Chief Steward: T. O'Connell. Engineer Officers: H. Mooney, P. Walsh, J. Nangle, W. Gleeson, D. Molloy, D. O'Flynn. Eng. Cadets: W. Sherringham, F. Cronin, J. Fenlon. Elect. Engineer: E. Griffin. Deck Department: J. Ryder, K. Curry, D. O'Sullivan, P. Duffy, D. Clohessy, M. Price, T. Prendergast, D. Bates, L. Blanco, J. Redmond, N. Murrells, E. McFadden. Engine Department: P. O'Brien, J. Robinson, L. Kinney. Catering Department: T. Mason, J. Brady, H. Howard, N. O'Neill, G. Currie, P. Nolan.

**"IRISH MAPLE":** Capt. T. Byrne. Deck Officers: C. Ball, D. Daly, N. Foley. Cadets: J. Goulding, J. Cody. Chief Steward: H. Bond. Engineer Officers: M. Byrne, T. O'Driscoll, P. Otter, B. Keegan, G. Mahony, M. Punch, J. Lee, J. Daly. Engineer Cadet: D. Menzies. Elect. Engineer: P. Morgan. Deck Department: J. Nolan, H. O'Farrell, O. Grace, T. Hearne, N. Stoot, S. Roche, R. Moynihan, J. Walsh, B. Farren, M. Cronin, P. Keenan, J. Latimour. Engine Department: J. Buckley, T. Keish, T. Doyle, P. Freeman. Catering Dept.: J. Greene, R. Dunne, J. Byrne, P. Brennan, T. Coleman, J. Collins.

**"IRISH SPRUCE":** Capt. P. O'Shea. Deck Officers: Capt. M. O'Connell, P. Murphy. Cadets: P. Gordon, B. Stockdale, M. Byrne, D. Kirk. Chief Steward: T. Forde. Engineer Officers: J. Moynihan, J. Ennis, P. Shortall, D. Harrington, P. Cullen, J. Barry, W. Curtin. Engineer Cadet: P. Bardon. Elect. Engineer: J. Dunn. Deck Department: J. Farrell, T. Byrne, J. Redmond, R. Gilligan, J. Greenan, M. Donoghue, T. Daly. Engine Department: M. McCabe, P. O'Brien, J. Murnane. Catering Dept.: E. Byrne, J. Reddy, A. Burtenshaw, P. Kealy, M. Carpendale.

**"IRISH OAK":** Capt. J. Poole. Deck Officers: M. Carey, J. Coady, P. Kehoe. Cadets: P. Cowman, C. O'Connell, J. Moynihan. Chief Steward: J. Clinton. Engineer Officers: A. Metcalf, E. Byrne, D. O'Connell, J. Masterson, S. O'Sullivan, R. Rafter, J. Nolan. Engineer Cadet: J. Brady, E. Burke. Radio Officer: F. McNally. Deck Department: W. McCann, M. McCarthy, P. Kelly, T. McMahon, P. Hawkins, M. Barnes, W. Wickham, G. Redmond, J. Murphy, P. Dunne, B. Quinn. Engineer Officers: J. O'Grady, P. Walsh, E. Byrne, J. Ormond, J. Cousins. Catering Department: M. Moody, R. Cough, G. McCann, J. Caffrey, T. Britton, D. Barnes.

**"IRISH WILLOW":** Capt. M. O'Dwyer. Deck Officers: D. Warner, J. Gorman, M. Doyle. Engineers: P. Walker, P. Kavanagh, S. Langan, J. J. McArdle. Chief Steward: J. Dillon. Deck Dept.: J. Willis, D. Clarke, J. Doyle, L. Cullen, B. Mulready, M. Doyle, T. Keegan. Engine Dept.: T. Farrelly, R. Lumsden. Catering: W. Rogan, A. Stafford, L. Bonney, J. Johnson.

**"IRISH HOLLY":** Capt. J. Lee. Deck Officers: J. Rickard, J. O'Leary, R. Grant. Engineer Officers: T. Barry, A. O'Mahoney, T. Wren, W. O'Toole. Deck Department: J. Hearne, P. Hearne, J. Murphy, E. McGrane, R. Leonard, W. Boon. Engine Department: C. Cavanagh, J. Kelleher, G. O'Hara, J. McCarty, B. Cullen, T. Finnin. Catering Department: D. Gibbons, L. McCarthy, M. Curedale.

**"JULYSESSE":** Chief Steward: O. Plunkett. Deck Department: M. Tobin, J. Byrne, J. Buggy, C. Cronin, P. Sutton, M. O'Rourke, D. Murphy, R. Nugent, J. Mullen, G. Byrne. Engine Department: S. McCarthy, M. Doherty, J. Sloan, T. Bennett, T. O'Rourke, A. Vaughan, J. Rossiter, J. Kennedy, P. Moore, D. Rafter, J. Keogh, P. Doyle, M. Nesbitt. Catering Department: E. Russell, J. Lyons, D. Rath, P. Colgan, D. Ward.