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*Handshake on New
Ship Contract*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

NEW £1³/₄ MILLION SHIP

It was big news for the country and a most welcome development for Irish Shipping and Verolme. The Contract to build a 34,000 ton Bulk Carrier at the Rushbrooke Yard signed in Dublin before representatives from Press, Radio and Television, was acclaimed everywhere and greeted in Cork with undisguised jubilation.

The Press were very happy to splash the story. "£1.8 million" makes a nice punch-headline at any time, but looks very impressive as a lead-in to a piece of cheering news in these difficult days of economic fog. Coming at a time when many desirable projects of national importance have had to be either postponed or abandoned because of a shortage of money and credit, a deal of such dimensions must surely rank as a solid business achievement.

£. S. D.

Inevitably, somebody threw the question—"where is Irish Shipping to find the best part of £2 million to finance the building of this ship"? And our Chairman was delighted to assure the Press and the public that Irish Shipping would put up the money from its own resources. "We are doing all right with our existing ships" he said, and added: "We have a little nest egg put by as well".

Probably the most impressive feature of the Contract is that this large amount of money will be spent here at home, sustaining good business at the Verolme Dockyard where 1,000 men are employed, and adding to the general prosperity of Cork City and County.

The green light from the Government to go ahead with the building of the bulk carrier at this stage of our development is proof of the country's faith in the Deep Sea Shipping industry. It reflects too the healthy condition of Irish Shipping in being able to finance such a fine costly vessel after just emerging from the longest and bleakest shipping depression of the century.

THE CONTRACT

Speaking at a luncheon given by Verolme after the signing of the contract for the new bulk carrier, at the Gresham Hotel, on December 15th last, our Chairman, Mr. P. H. Greer, said that the new vessel was probably one of the very finest the company would build for many years. We already had experience of the work done by the Verolme organisation and were satisfied that on this occasion they would do another good job. Mr. Greer gratefully acknowledged the work done by his colleagues on the Board and management since the idea of this big order was first mooted, in particular to the guidance of his predecessor, Mr. J. J. Stafford, and he paid a special tribute to our Technical Manager, Mr. J. P. Hamilton, and our Naval Architect, Mr. K. Dixon, for the skill and intensive effort they put into the development of the contract.

LOOKING AHEAD

Referring to the future of the Company, he said that the Board of Directors would recommend the sale of vessels which became uneconomic to operate even if such circumstances arose before their normal life span had expired. He added that it was customary to measure the life of a ship at about twenty years, but world conditions were altering so rapidly nowadays that to remain competitive in international trade, ships might well have to be disposed of long before they had reached that age.

Mr. Greer declared that if we were to survive in the modern arena of competition we would have to seek economy in operation by putting larger and faster vessels into service.

THE BUILDERS

Mr. Cornelis Verolme, Chairman of Verolme United Shipyards, who flew over to Dublin specially to sign the contract, said that this would be the eighth ship to be built in the Cork Dockyard. He was happy to be recording this development because it meant increased prosperity for the Cork yard and for

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Photograph taken at the signing of the contract for the new bulk carrier. Seated, left to right: Dr. Seamus Fitzgerald, Mr. Stephen MacKenzie, Mr. Cornelis Verolme, Mr. P. H. Greer, Dr. J. J. Horgan, Mr. P. P. English. Standing, left to right: Mr. P. Shanahan, Mr. B. W. Lynch, Mr. R. J. O'Halloran, Mr. W. H. Jacobs, Mr. J. P. Hamilton, Mr. Frank Robbins, Mr. L. S. Furlong, Mr. L. St. J. Devlin, Mr. Van Der Puil, Mr. D. Barnes, Mr. G. Jones and Mr. N. Griffin.

CREW

The new vessel will have an automation system of the main and auxiliary machinery with the operation located in a central air-conditioned control room. A data log unit will automatically scan and record the general performance of the engines and equipment and will highlight any tendency in a particular unit to develop a fault. The system will enable a single engineer to keep the entire mechanical performance of the vessel under close and accurate observation. The tedium of the routine work load on the crew will be further reduced by various other automatic systems in the engine room and on the deck, including self-tensioning mooring winches, automatic steering and generation control, and a fast-acting mechanism for the working of the hatches. The entire accommodation will be situated aft, providing a room for each man, and will be air-conditioned. The stern of the vessel will be specially designed to reduce vibration.

Among the amenities on board will be a permanent swimming pool, while the accommodation will include provision for laundries, cinema shows, recreation rooms and a library. The home comforts will even include dish-washing machines. A most welcome innovation will be an electric elevator linking the engine room with the main accommodation.

PERFORMANCE

The new vessel will have a loaded draft of 34 feet and will engage in world-wide trading, but she will be able to enter the Port of Dublin. She will have an operational range of 20,000 miles, her 13,800 h.p. M.A.N.

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BULK CARRIERS — LATEST TREND

This new vessel will be the largest ever commissioned by the Company and over 3,000 tons bigger than any vessel built so far at the Verolme Cork Dockyard. It will be more than twice the size of any existing vessel in the Irish fleet. The recent increase in the total tonnage of ships on order throughout the world has been due entirely to the rise in bulk carrier orders. It is significant that at the present time 400 of these vessels, ranging in size from 20,000 to 53,000 tons deadweight, are in the course of construction for the major Maritime countries.

The Company is confident that this latest addition to our fleet will in time justify the huge investment in her construction. Her size of 34,000 tons deadweight will permit access to all the important ports of the world while affording a relative economy in operating expenses. She will enable Irish Shipping to meet competition on more advantageous terms and by increasing our participation in the carriage of world seaborne trade will boost the country's invisible export earnings.

REPLACEMENT

Over the past couple of years we have had to report the sale of five ships which age and changing patterns of world trade had made uneconomic. All the more heartening therefore to see this new order placed, 34,000 tons deadweight in one stroke, the delivery of which will restore the aggregate deadweight tonnage of our fleet to 173,000 tons. The commissioning of the new ship will open up further job opportunities for all ranks of our seagoing personnel and will provide very advanced standards of shipboard comforts.



A single contract to cover the combined world-wide requirements of bunker fuels of Irish Shipping, the B. & I., and Palgrave Murphy Ltd., was signed with Esso Ireland Ltd. in Dublin on January 14th. It is the largest bunker contract ever concluded in this country. Our photograph taken at the signing shows: Seated, left to right, Mr. R. B. Sinnott, General Manager, B. & I.; Mr. L. S. Furlong, General Manager, I.S.L. (signing); Mr. J. H. Donovan, Managing Director, Esso Ireland Ltd. (signing); Mr. J. Gordon, Chairman and Managing Director, Palgrave Murphy Ltd. Standing, left to right: Mr. J. O'Brien, Bunker Sales Manager, Esso; Mr. B. Martin, Director, Esso; Mr. D. O'Neill, Chartering Manager, I.S.L.; Mr. R. J. O'Halloran, Financial Controller, I.S.L., and Mr. N. J. McGovern, Administration Manager, I.S.L.

MR. VEROLME'S SPEECH—Contd.

the whole people of Ireland. He was, he said, very happy to pay a well-deserved tribute to the loyalty and skill of the workers at Rushbrook who had, over the years, in the knowledge of their jobs, even surpassed the operatives in the other shipyards under his control.

He concluded by reminding his listeners that the Verolme Organisation had invested a great deal of money in the Cork Dockyard and had plans for investing a good deal more in the future.

Signing the contract for the builders were Mr. Cornelis Verolme, Dr. Seamus Fitz-

patrick, Chairman, Verolme Cork Dockyard, and Mr. P. D. Daly, Secretary, Verolme Cork Dockyard.

For I.S.L., Mr. P. H. Greer, Chairman; Mr. Stephen MacKenzie, Director, and Mr. P. P. English, Secretary. Also present were: Dr. J. J. Horgan, Director; Mr. van der Puil and Mr. W. H. Jacobs, Joint General Managers, Verolme Cork Dockyard; Messrs. L. St. J. Devlin, Frank Robbins, Noel Griffin, Dermot Barnes and Gerald Jones, Directors, I.S.L.; Liam S. Furlong, General Manager; R. J. O'Halloran, Financial Controller; J. P. Hamilton, Technical Manager; B. W. Lynch, Operations Manager; and P. Shanahan, Services Manager.

A CARIBBEAN CRUISE

BY "SUNLOVER"

Since leaving the dry-dock in Rushbrook last August the m.v. *Irish Rose* has been chartered to the Melville Shipping & Trading Co., Trinidad, and is at present cruising around the Caribbean.

Her main run at the moment is carrying urea from Port of Spain, Trinidad, to Wilmington N.C., returning light. To break the monotony we are given the odd deviation. The first of these trips was to take a cargo of paper from Georgetown S.C. to the French West Indian Islands of Guadeloupe and Martinique. Another such trip was to New York, where we loaded a complete general cargo for Barranquilla in Colombia and from there to Cristobal, Balboa and Buenaventura on the Pacific Coast of Colombia. I don't suppose anyone in their wildest dreams either ashore or afloat thought they would see or hear of the *Rose* going through the Panama Canal, but believe me she has been through it now both ways and we on board are convinced that she has set a record in the I.S.L. calendar which will be very hard to beat.

We have also been to Port Sulphur (once the home port of the *Cedar*) and New Orleans and are now back on the Port of Spain-Wilmington run. Our prize cargo to date has been two Walker Hound dogs which were to have been delivered after six days, but alas, six days turned out to be six weeks and by the time they were eventually delivered they were the most spoiled and pampered hound dogs you ever did see.

As the climate down here is rather hot and humid, we found that the air cooling system on the ship did not suffice for comfort, but lo and behold a trip to Wilmington produced 12 of the finest fans from an old Liberty ship and now we call her the *Queen Irish Rose*. To add to our comfort we purchased a T.V. in the States and we are now very seldom short of entertainment. Well, after all, we are going to be out here for another 12, 14 or maybe even 16 months more.

Sportswise, we have formed a football team and at the moment we are only in training, but expect a couple of games in the near future. As you all know, the Irish crew who

sailed with us from Cork have been replaced and we now have a Trinidadian crew aboard. With the cricket season just starting in this part of the world, we are thinking of setting another record on the *Rose*, the first Irish ship to play the M.C.C.

At this point I would like on behalf of the officers and crew to wish you all, whether you are in the office, at sea or at home, all the best for the New Year and hope you had as an enjoyable Christmas as we did out here in the Caribbean.



Mr. T. Mason was the winner of the painting which was the prize in our recent raffle. He is seen here being presented with the picture by the artist, Mr. Bernard Byrne, on the right.

CAPTAIN POOLE BEREAVED

Our staff ashore and afloat will join us in extending sympathy to Captain John Poole on the death of his mother early in January. Captain and Mrs. Poole have asked us to convey their sincerest thanks to the directors, management and staff of Irish Shipping for the wreath sent down for the funeral.

These photographs were taken by Captain M. Langran who is very enthusiastic about the Company's policy to have trainees in the Engine Department gain first hand experience of ship navigation on the Bridge and conversely, to have Deck Officer Apprentices study Engine Room procedure

Captain Langran reports complete satisfaction with the experimental use of walkie/talkie radio sets recently introduced to the "Irish Maple"—the first vessel of the fleet to have them. He expressed the view that they should become a permanent part of every vessel's equipment.



Mr. J. Fox, Junior Engineer; Mr. H. Caughey, Third Engineer, and in background Mr. P. Malone, Deck Officer Apprentice, studies engine room procedure.



On the bridge, Mr. J. Fox at the wheel and, left to right, the New York pilot, Junior Engineer L. O'Toole and 3rd Officer P. Tyrrell holding the walkie-talkie radio.

NEW BULK CARRIER—Contd.

engine, burning fuel oil, propelling her at a service speed fully loaded of $15\frac{1}{4}$ knots. Her bulbous bow will add a streamlining effect and contribute to her efficient performance.

Verolme technicians, in conjunction with our Technical Department, have already begun work on the detailed design plans. The first of the prefabricated sections will be laid on the slipway at the Cork Dockyard in June of this year; launching is expected in June, 1967, and final delivery to Irish Shipping in October, 1967.

* * *

CORK OFFICE

We extend a Cead Mile Failte to Miss Eithne Reid who joined our staff on 10th January. As well as being an experienced shorthand/typist, Eithne also handles telephone enquiries and operates the teleprinter.

We welcome Mr. T. Nolan, Mr. M. Kearney and Mr. P. O'Brien, all of whom have recently joined the Company as Junior Engineers.

* * *

OIL RIG VICTIM

We are very sorry to note that Mr. Colin Grey, Radio Officer, was amongst those who died when the oil rig *Sea Gem* collapsed in the North Sea on December 26th. It will be remembered that Mr. Grey joined the *Irish Sycamore* in January, 1964, at Bilbao, Spain, and subsequently paid off the ship at Rushbrook in March, 1965.

It appears that after the accident Mr. Grey was recovered from the water still alive, but died shortly afterwards from injuries and exposure. To his parents, relatives and friends, we express our deepest sympathy.

RELIEF OF CREWS: OVERSEAS TRAINING

Good news for crews who have signed on for voyages in Irish Shipping vessels not touching at home ports. In a letter to Masters the Personnel Manager has announced a further shortening of the period to be spent at sea. It will be recalled that in November, 1964, the Company decided to limit the duration of articles to a period of 12 months approximately.

From January, 1966, this will be reduced to 9 months whenever practicable.

The Personnel Manager's letter states:

"Due to the nature of our trading, this period must be, to some extent, flexible, but we would not anticipate a period of longer than 10 months in future. On occasions, crews may, in fact, be relieved within a 7 or 8 month period, where this is convenient and economic.

Relief arrangements for a particular crew must, of course, continue to take the vessel's trading commitments into account. Therefore, the arrangements will apply as follows:—

Where a crew has been on Articles for 9 months and the ship

- (a) has been fixed to remain abroad, e.g. in the Far East, the crew will be brought home from the most convenient port on her itinerary.
- (b) has been fixed homewards to an Irish, U.K., or near Continental Port, the crew will be relieved at the European port of arrival.
- (c) has been fixed to a destination which involves her passing near Europe, relief may have to be deferred until arrival at say Gibraltar or some point where it would be more economic to change crews.

In all cases the Master will be informed in advance.

In future, voyage articles will be opened for one year's duration instead of two years."

INJURED ENGINEER

Mr. Billy Dawson, well-known as one of our relieving engineers, was injured in a car accident on January 31st and is at present recovering in Our Lady of Lourdes Hospital, Drogheda. On behalf of everyone in Irish Shipping we wish him a fast return to health.

Officers' Salaries — New Scheme

Our Accountant Mr. Tom Flynn and his staff are busy preparing a new scheme for the payment of Officers' Salaries. They hope to have everything ready for April 1st, 1966. It means that in future Masters, Deck and Engineer Officers, Officer Apprentices and Chief Stewards will be paid monthly from Head Office. All those to whom the scheme applies have been notified.

CURRENT ACCOUNTS ONLY

The essential feature of the scheme is that all payments will be made monthly to the respective **Bank Current Accounts** of those personnel taking part in the scheme. For that reason it is obviously a 'must' for all participants to have a **Bank Current Account** and those who have not got such an account should open one immediately. For those on board ship, and unable to attend personally to open a Bank Current Account, our Accounts Department will be pleased to open the necessary account on their behalf provided the officers concerned forward written authorisation to Head Office.

NO ALLOTMENTS

It will be necessary for participants to make arrangements with their Banks before April 1st for the regular payment of any monies which were formerly paid by means of allotments, as these will cease to be paid at the end of March. The various ways in which such regular payments can be arranged are explained in detail in circulars which are available on board each vessel and at Head Office.

ON BOARD

Participants in the scheme should ensure that they are provided with a cheque book when serving on board ship as any amount due by them to the Master in respect of bond, cash advanced, etc., should be paid by personal cheque at the end of each month.

Left to right: Mr. D. O'Keeffe, "Irish Alder"; Miss Peggy Healy; Miss Emily O'Dowd; Mr. Jack Doran, "Irish Maple"; Miss M. Mooney, and Mr. Tom O'Driscoll, "Irish Maple." We have great pleasure in congratulating Ann and Tom on their engagement announced the day before the party.



CHRISTMAS DANCE

One of the sorest trials to be endured by an editor of a magazine like ours is the reporting of Christmas parties and kindred celebrations. It is not that there is anything inherently amiss with these functions: their debilitating effect lies in the sheer impossibility of writing anything different about them from year to year. Magazine-wise, they are stamped with dull uniformity. There never yet has been a party or a dinner/dance that has not been **"highly successful,"** **"thoroughly enjoyed by all"** or a most **"interesting evening."** Nobody ever gets thrown out by the catering staff after publicly insulting the boss. There is never a sign of intoxication and the night is always marked by a depressing absence of rioting and squad cars. Has any reader ever heard of anybody who **did not** have a wonderful time at one of these gatherings? He or she is a rare bird indeed.

Our own annual Christmas party dinner/dance was held in Jury's Hotel on December 16th last. We are both glad and disappointed to report a very enjoyable evening, once again, and we are happy to say, graced by a number of our sea-going personnel. Two very nice girls who attended the party supplied us with the piece quoted on opposite page.

Stepping Out

Once again our annual party was held in Jury's, but, unfortunately, the attendance was very much down on 1964. Conspicuous by their absence were our two "Daddies," Clem Kinsella and M. J. (Bunny) Fitzsimons.

We were glad to see so many of our officers present and a welcome face was Captain Ivan Tyrell, now serving ashore with Bristol Steam. Also present was newly-appointed acting Master of the *Irish Holly*, Capt. Michael O'Connell. Cork office was represented by Manager Pat Crowley and Tony Boland.

We were gratified to see that the "Regal Bench" was graced by so many of our directors, headed by the Ard-Ri himself, Mr. Perry Greer, and Mrs. Greer.

The band was excellent and obviously spurred some "merry" members to Olympian feats—perhaps they were practising for Mexico City in 1968? The "Walls of Limerick" produced some aching limbs amongst the higher echelons—that is what they get for trying to imitate the Plebs. Ah, the rigours of socialising! Besides the "hair of the dog that bit," liniments were very much the order on the following day.

We do not go in for B.B.C. 3 expletives, but in regard to the food or lack of it, they would not be too inappropriate. Despite, for example, Jury's being so close to "Anna Liffey," the salmon was obviously the "fish that got away."

TOMMY LAD

We wonder has anyone informed Cassius Clay that there is a contender for the title of "The Prettiest" from the Purchasing "Corner" of I.S.L.—Tom Mannion? Tom won the title and he got snapped up for the marriage stakes two days later.

This year the Committee decided that there would be no girls in the cabaret and we missed their lovely carol singing. However, this omission was overcome when Clare O'Neill sang delightfully for us. To round off the entertainment, Rory O'Connor danced and none of the old magic was missing.

Modesty prevents us from singling out any of the ladies; needless to say, we all looked lovely!

Right Lower. — Mr. A. Whitehead, Captain G. O'Neill, Mrs. Whitehead and Mr. Dermot O'Neill.



"You can tell that to the marines"—Mr. P. Greer, left, appears to be telling Mr. R. J. O'Halloran.



Left to right: Mr. P. Donoghue and Mrs. Donoghue; Miss Carmel Devlin; Mr. J. Whelan, "Irish Oak"; Miss Terry Egan, and Mr. Michael Coleman, "Irish Alder."





A most elegant party and nobody present needing an introduction except perhaps the phantom figure holding the glass of wine.



Left to right: Mr. Tom Flynn, "Irish Cedar"; Miss Ann Keegan; Miss Pauline Regan; Mr. John McNellis, "Irish Ash"; Miss Margaret O'Toole, and Mr. Tommy O'Toole, "Irish Ash."



"Dig it crazyman."

FROM CORK—By P. CROWLEY

The first annual Cork staff dinner/dance was held at Vienna Woods Hotel, Glanmire, Co. Cork, on Saturday, 18th December, 1965.

The function, which was an outstanding success, was attended by a total of 39 persons comprising staff ashore and afloat and their guests. We were particularly happy to have with us two of our senior Masters, Captain and Mrs. E. C. G. Horne and Captain T. Glanville and his sister, Miss Mary Glanville. Also present were Captain R. H. Greene and Mrs. Green, and Captain C. Creenan, Master of the *Shell Mex 5*, and our stevedore, Mr. Jim O'Rourke, and Mrs. O'Rourke.

* * *

The photographer appears to have interrupted some animated conversation when he took this picture at the Cork Office Christmas Party. Capt. Tom Glanville did not even look our way and Mr. Tony Boland nearly ruined the shot.



Four members of the Staff Social Committee who are always cheerfully willing to receive complaints from guests. Left to right: Mr. M. Demangeat, Secretary; Mr. B. Byrne, Miss M. Grogan and Mr. C. Devlin.



"ALDER" NEWSLETTER

By "BAFRO"

Since last November, the *Alder* has completed a round trip on the Ireland-America trade, and now in late January we are again loading in our familiar East Coast ports—New York, Norfolk, Va., Philadelphia, New York for Ireland.

On the November outward trip, the New York general cargo was quickly discharged. We left late the same night and made a daylight crossing through the Chesapeake and Delaware Ship Canal all aglow in the late autumn colours, and tied up at the Western Maryland Grain Elevators, Baltimore, soon afterwards. There is not much to do in Baltimore, the largest city in the Free State of Maryland, except the Block. And that, our shipboard connoisseurs of the night-life, considered very tame.

With our part cargo of grain loaded, we sailed down the Chesapeake Bay to Norfolk, Va. This is the home port of the U.S. North Atlantic Fleet. Norfolk, with its sister-town Portsmouth, is also the headquarters of the N.A.T.O. Fleet, and boasts of more ships and sailors than any other port on the Eastern Atlantic seaboard. We loaded our grain and soya meal at "Cargill's Elevator" on the Elizabeth River, better known to all on board as the "Cup and Saucer," from the name of the roadhouse just up-the-way from the berth. The tobacco cargo came on board at the Imperial Tobacco Dock, nestling under Berkley Bridge, the most convenient dock in town, five minutes from Granby Street, the shopping centre of Norfolk.

We returned to Pier 7, Brooklyn, to complete our general cargo. This consisted mainly of apples for the Irish Christmas season, and, once more, after a one-day stop-over, we came back across the Atlantic to Dublin.

CHRISTMAS

In Dublin, due to congestion in the port, we were able to extend our discharge time to include Christmas Day, but on the 26th December, with Captain H. Devine in charge,

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SPORTS NEWS

Soccer: Shamrock Rovers are three points ahead of their closest rivals in the League of Ireland Championship at the time of going to press. In second position are Waterford, who have made a welcome return to the limelight after a lean spell. On 30th January, Waterford beat Bohemians to bring their tally of successes to eight wins in a row. Bohemians share third place in the League table with Sligo Rovers who are three points behind Waterford.

Rugby: In their opening international of the current season Ireland failed to France by 11 points to 6 at Stade Colombes on 29th January. Already France had been considered lucky to force a draw with Scotland in their only previous outing this year. On this showing things do not look too bright for Ireland who meet England next at Twickenham on 12th February. England have also opened their programme with a defeat by Wales despite having home advantage.

Boxing: Ireland gained a good victory over England at the National Stadium on 14th January by seven bouts to three. Most impressive Irish winner was Gus Farrell. Ireland's next international will be against Poland who are considered to be the most powerful boxing team in Europe at present.

G.A.A.: With a lull in activity on the playing fields just now, it is of interest to note that the Galway County Convention decided to withdraw from the Munster Hurling Championship this year. This means, in effect, that Galway will now have a bye into the all-Ireland hurling semi-final.

BEREAVEMENTS

We extend our sympathy to:

Mr. Robert Lumsden on the recent deaths of his father and his brother, Sean.

Mr. Robert Fanning on the death of his father.

It is with great regret that we report the death of Mr. Thomas Chaney, resulting from a road accident at Bray some weeks ago. Mr. Chaney had been on the catering staff of the *Irish Fir* and had just paid off the ship at Wicklow. To his parents, we extend our deepest sympathy.

MARCONI MANAGER RETIRES

Mr. John Fogarty, a native of Ennistymon, Co. Clare, and Manager of the Marconi Marine Branch at Dublin since 1939, retired recently, and to honour the occasion this Company held a luncheon at the Gresham Hotel at which Mr. Fogarty was the guest of honour, and made him a presentation of Waterford cut glass.

Mr. Fogarty first went to sea as a Radio Officer in 1919 after training at the Kevin Street School of Technology. He served on Cross-Channel and deep sea ships before taking up his post at Dublin.

In a brief speech Mr. Furlong congratulated Mr. Fogarty on his completion of 26 years in charge of the Marconi office in Dublin and wished him every health and happiness in his retirement.

Welcoming Mr. Fogarty's successor, Mr. Jack O'Brien, also a guest at the luncheon, and who transfers from the Liverpool Office, Mr. Furlong said that our association with Marconi had always been a very happy one, and he was sure that the friendly relations between the two companies would persist to mutual advantage in the future.



Commander A. J. O'Brien Twohig is presented with a pair of candlesticks by our Chairman, Mr. P. H. Greer, at a luncheon given by Irish Shipping to mark the Commander's retiral from his position as Harbour Master at Dublin. Also in the photograph, left to right, are Mr. L. S. Furlong, General Manager; Commander Twohig's successor in Dublin Port, Captain P. A. Leighton; Capt. John O'Neill; Mr. B. W. Lynch, Operations Manager; Mr. D. Hegarty, General Manager, Dublin Port and Docks Board, and Mr. M. Fitzsimons, Dock Superintendent.



Mr. John Fogarty receiving a presentation of Waterford glass from Mr. L. S. Furlong, our General Manager. Also in the picture is Mr. R. J. O'Halloran, Financial Controller.

OFFICE NEWS

By J. HIGGINS

We extend a warm welcome to the following recent additions to our Head Office staff: Mr. Michael Hillin, Assistant Accountant; Mr. Patrick Dunne and Mr. Alec Mullin.

Also newly-arrived at Aston Quay are Mrs. Sheila Cooney and Mrs. Sheila Ryan who are with us in the capacity of temporary shorthand/typists. To these good ladies we also extend a "Cead Mile Failte."

Miss Cora O'Dwyer has left the Company's service to take up alternative employment and we wish her every success in her new post.

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In a challenge football match played in Bushy Park, Terenure, on 15th January, a team selected from Head Office staff scored a big win over Shannon Travel Ltd. Chief scorers for I.S.L. were: J. McQuerins, B. O'Gorman, E. Olwill and R. Cotter. We understand that arrangements have been going on to arrange a game with our Cork office.

* * *

We tender our sincere sympathy to Miss Eileen Maslin on the death of her mother.



Visitors to the "Irish Maple" at Montreal were, left to right: Dr. and Mrs. D. Brattman, who are natives of Dublin, photographed with Mr. J. Mitchell, Chief Officer, and his wife, Ruth.

ALDER—Contd. from page 11

the *Alder* sailed for Limerick. Again the ship was delayed and New Year's Day was celebrated in port. On the 3rd January, with a light breeze blowing off the river, we left Limerick docks and, with Captain J. J. Walsh in command, steamed down the Shannon outward bound for New York—Norfolk, Va., Philadelphia, New York, then to Ireland and drydock.

The great New York transport strike, led by Michael J. Quill of Co. Kerry, was over several days when we again docked in Brooklyn, but stories of the strike and of its personalities were all that New Yorkers would talk about that week-end.

EXPORTS

Our cargo outward bound was a mixed bag of chocolates, cakes, ginger-beer, pottery, bales of peat moss, potting-pots, and a crate of books for the late Mr. Quill, then convalescing from a heart attack in a city hospital.

In Norfolk, Va., we're booked to load grain and soya meal at three separate berths, then to Philadelphia, Pa., to top-up and complete our grain cargo. Thence to New York, where some 20,000 cases of choice eating apples, the last of our general cargo, await

"THE ROWAN" SAGA

(By A. M. BARN)

Tell the tale, tell it softly,
How the *Rowan* sailed the seas,
From Gibraltar down to Sa-eed
Whisper to the salty breeze.

Slowly gliding through the Suez,
Swimming in the bitter lake,
Heading now for ancient Aden,
Whose stormy story history makes.

Madras across the Indian Ocean,
Six days steady, lonely sail,
Among the crew there is commotion,
In Madras they'll get no ale.

Manly seamen flinch and falter,
The outlook's gloomy, bleak, austere,
Here's a fact we cannot alter,
In Madras, they don't sell beer.

At last we're near the Ganges Holy
With its most unholy smell,
Altho' the prospect is not jolly,
With Wolfie we will sail to hell!

Heading now for Morma, Goa,
Where we will hear the breakers roar.
Of one thing only are we certain,
Johnny Pereira can't go ashore!

We have dined in Hotel Saoris
And have drunk in Alberto's too.
We've had snacks in Cafe Bella,
As all good Vasco Gamians do.

And so good-bye Vasco Da Gama
Holds are full of iron ore.
No! We cannot bring you with us,
We'll send a card from Singapore!

transporting to Ireland, where they should be on sale sometime in mid-February.

We welcome on board as first-trippers: Gerry Waldron, Deck Officer Apprentice; M. Nolan, Junior Engineer, and Mr. Duffy, Catering Boy. Also T. O'Sullivan, Junior Engineer, who joins us from leave.

Bon voyage to Bill Daley, First Electrician, who's gone "out foreign" on the *Plane*, and a restful leave to Noel Hayes, Junior Engineer, now relaxing in Cork.

We on board would like to thank the Virginia Club, Norfolk, Va., for the books and periodicals put on board each time the *Alder* has been in Norfolk.

Christmas Voyage

BY P. J. BEHAN, R/O.

You couldn't miss those funnel markings. It was the *Irish Ash* all right. For years I had sailed on British ships, and now I was about to sail on one of my own country's ships. As the taxi containing two apprentices and myself drove on to the quayside and pulled up opposite the gangway, I eagerly awaited my first good luck at her. My colleague was at the top of the gangway to welcome me on board and took me up top, while making solicitous enquiries about our flight over to Dunkerque.

We had congregated outside the offices of Irish Shipping the previous morning—Saturday—with the idea of being out at the airport in time for a 10.30 take-off. It was close on 11.30 before we were eventually airborne. I had been to a farewell party the night before and thus had no time for a breakfast before departure. So by now I was ravenously hungry, but there was no help for it. However, about half-way across, relief of a sort arrived with the issue of some coffee and sandwiches. At last we arrived at Calais Airport where there was a coach waiting to take us the remainder of the way to Dunkerque. We arrived there shortly after four o'clock and drew up outside the Hotel Metropole, where we encountered some more of the relieving crew and Mr. Lynch, Operations Manager.

Here we learned that the *Ash* had not as yet arrived, and wasn't due till after midnight, and that we had to put up at the Metropole for the night. The reason for the delay of the *Irish Ash* was bad weather, and that was to be the theme of the next voyage too.

CHOPPY

We sailed from Dunkerque the following Thursday morning. The weather forecasts gave the winds as south-west force seven. Were they joking? It was severe gale force nine at least and probably storm force ten. The wind howled, the rain fell, and the grey sea heaved. Even after we had left the English Channel and entered the Atlantic it was still the same. Day after day it was howling wind and rain and heaving seas. It began to look as if there was any storm centre around, we were sure to find it. If we steered towards the north-west to go around the north of them in the hope of getting tail winds, they still somehow managed to cross our bow and give us the worst of it.

(Continued next page)



Christmas carols on the "Irish Maple."



The catering staff on the "Irish Maple" were served their Christmas dinner by the ship's Officers.



When the "Irish Maple" was at Dalhousie recently one of the pilots, whose hobby is flying, took some of the Officers for a joy-ride. Here is Mr. J. White, Deck Officer Apprentice, and Mr. M. Byrne, Chief Engineer, photographed with the pilot before taking off.

CHRISTMAS VOYAGE—Contd.

After a few days out we managed to make contact with the *Rowan* who was outward bound from Antwerp. They were having it no better. We kept an eagle eye on their noon positions, but they always seemed to be a day's run astern of us. At least it was comforting to know that they were having it as bad as we were.

The burning question of the moment became: where were we going to spend Christmas? We had hoped to make the passage to Norfolk in about eleven days. But this optimistic estimate was soon out of the window. And it was no one's idea of pleasure having to spend Christmas, and trying to eat one's Christmas dinner, in dirty weather in the Atlantic. However, we needn't have worried.

Early on the morning of Christmas Day we rolled passed Cape Henry and soon came to anchor in Hampton Roads. I can assure you it didn't take the immigration people long to check us through and clear off the ship. Although watches had to be kept, we were pretty snug at anchor and most of us could begin to relax and start to get into the Christmas spirit.



Mr. H. Caughey, Third Engineer, and Mr. J. Buckley, D/Greaser Engine Room, "Irish Maple."

CHRISTMAS ABOARD

This was helped on the way by our Captain, who gathered us together in the Smoke-Room, and, with the help of the Chief Steward and the Mate, began to dispense the necessary pre-dinner libations. Our catering staff, who had been doing a great job under such adverse conditions since leaving Dunkerque, really did us proud. We had a menu fit for a king and the food was really excellent. I think I am right in saying that everyone did full justice to it. A better job could not have been done.

After the banquet, it became a case of people visiting "various" cabins for "various" reasons, and the rest of the day was spent in sing-song and merriment, until, at last, as all things must, the day came to a close, and one by one we retired.

While the pen is still wet—or rather, while the paper is still in the 'portable' — may we take this opportunity to express our hope that our shore brethren had as enjoyable and as satisfying a Christmas as we had, and may we extend our deepest and sincerest regards and best wishes to them for a really happy, holy and prosperous New Year.



FLEET NEWS



IRISH PLANE

Mr. T. Flynn, formerly Third Engineer on the *Irish Cedar*, has been appointed Acting Second Engineer on the *Irish Plane*.

This ship arrived in New Orleans on 26th January where she discharged a cargo of gypsum rock from Point Tupper. She awaits a berth to load a full cargo of grain for Japan and, due to congestion in the port of New Orleans, the vessel is not expected to sail from there until 16th February.

* * *

IRISH ROSE

Appears to be revelling in sunshine in the Caribbean where she is on time charter to Melville Shipping and Trading Co. Ltd., of Trinidad. She arrived in Wilmington on 29th January en route to Norfolk and Boca Chica, San Domingo. A special feature on the *Rose* appears elsewhere in this issue from Mr. Dermot Buckley, Third Officer.

* * *

IRISH LARCH

The *Irish Larch* is on time charter to Sagus Marine Corporation, New York, until next May. The ship arrived in Baltimore on 30th January and was scheduled to sail for New York on 3rd February, thence to Savannah to pick up a cargo for South American West coast ports.

* * *

IRISH POPLAR

Like her sister ship, the *Irish Spruce*, the *Irish Poplar* has refrigerated space and is expected to return shortly to the North Atlantic liner service. This development can be attributed to the resumption of the frozen meat export trade, and we understand that the shippers expect business to keep expanding during the coming months. The *Irish Poplar* is at present in New Orleans and will load a cargo of grain at Corpus Christi for Ireland. She is expected to sail from Corpus Christi on 6th February.

IRISH SYCAMORE

After leaving Japan on 11th January, the *Irish Sycamore* was obliged to return to Yokohama for boiler repairs and she finally quit this port on 19th January. She is due to transit the Panama Canal mid-February en route to New Orleans. The *Irish Sycamore* is expected to arrive in New Orleans on 20th February, and after discharge she will load a cargo of grain at the U.S. Gulf for Japan. The vessel is on time charter to Retla Incorporated of San Pedro.

* * *

IRISH ROWAN

Mr. Peter Kelly has replaced Mr. W. Garvey as Chief Officer on the *Irish Rowan*, which sailed from Birkenhead on 31st January for Antwerp.

The vessel was delivered at Birkenhead on time charter to Random Ltd. of Bermuda, for whom she will trade for a period of nine months. On her first voyage under the charter she loads a cargo of steel at Birkenhead and Antwerp for discharge at Halifax and New Orleans.

* * *

IRISH SPRUCE

At present on voyage to Hamburg from Rio Grande de Sol, the *Irish Spruce* is expected in Hamburg on 19th February and will complete discharge at Amsterdam. On completing discharge the vessel will finish her time charter with A. L. Burbank & Co. Ltd., New York. She is expected to drydock after redelivery and it is hoped, depending upon trade developments at home, to return her to the North Atlantic liner service after dry-docking.

* * *

IRISH CEDAR

An unusual cargo was carried by the *Irish Cedar* when she loaded steel pipes at Middlesboro' for discharge at Tobruk in Libya. The vessel arrived in Tobruk on 1st February.

Chief Officer Mr. M. Kelly was relieved on the present voyage by Mr. M. Doyle.

NORTH ATLANTIC LINER SERVICE

IRISH ASH

After leaving Avonmouth for Baltimore, the *IRISH ASH* was obliged to put into Cobh to land Mr. James Cousins, E.D.H., who was injured in an accident on board the vessel. The *Irish Ash* is now due in Baltimore on 9th February and is scheduled to call at Norfolk and New York also.

Captain J. S. Kerr is Master and Mr. E. W. Iviney is Chief Engineer. (See below.)

IRISH ALDER

Under the command of Captain J. Walsh, the *Irish Alder* completes loading at New York on 6th February and is expected at an Irish port towards the middle of the month. The *Irish Alder*, which has a large cargo of apples and generals, is due to go into drydock at the end of the current voyage.



IRISH OAK

Captain P. F. O'Seaghada, who is Master of the *Irish Oak*, was recently presented with the Fainne Nua in a ceremony on board the ship at Cork. The ship is expected in Avonmouth on 8th February from Liverpool, Nova Scotia, where she loaded a cargo of grain, newsprint, aluminium and generals.

IRISH MAPLE

The *Irish Maple* has been most unfortunate during the past year in getting caught up in port strikes. She arrived just as the strike of deep sea dockers commenced. In Baltimore, the *Irish Maple* had to sit out the protracted strike of the U.S. longshoremen early last year.

* * *

Mr. P. R. Clarke, Radio Officer, *Irish Poplar*, went into hospital in Genoa in December suffering from hepatitis. His friends will be glad to know that he has since returned home and is now fully recovered.

IRISH WILLOW

This vessel arrived in Aberdeen on 1st February with a full cargo of Esparto grass from Sousse, Tunisia. Master of the *Irish Fir* is Captain J. Lee and Mr. R. Tennent is Chief Engineer.

IRISH HOLLY

Newly-promoted master of the *Irish Holly* is Captain Michael O'Connell who took command of the vessel last December. The *Irish Holly* continues on the coastal run between Stanlow, Whitegate, and Limerick, with occasional calls to Dublin.

Mr. G. Cunningham is Chief Engineer.

IRISH FIR

Captain J. H. Onions has replaced Captain A. R. Evans as Master of the *Irish Fir*, while Mr. P. Walker has taken over from Mr. T. Loughran, Chief Engineer. The *Irish Fir* is due in Piraeus, Greece, on 3rd February with a cargo of coal from Swansea after calling at Ceuta for bunkers en route.

* * *

"ASH" DIVERTS

When the *Irish Ash*, which sailed from Avonmouth on January 25th for the east coast of U.S.A., was about 400 miles west of Ireland on January 28th one of her crew, Mr. James Cousins of Broadway, Co. Wexford, fell down No. 2 hold, suffering severe injury.

Captain J. S. Kerr turned the ship about and headed for Cobh, after radioing Head Office to alert medical services. Unfortunately weather conditions did not permit the assistance of either a corvette or helicopter to meet the ship.

The *Ash* arrived at the deep water quay, Cobh, on the following evening and was boarded by a doctor. After receiving medical attention, the injured man was brought ashore and taken to the Mercy Hospital, Cork. While his condition, as we go to press, is reported to be fairly serious, it is not critical.

The *Ash* resumed her voyage to the U.S. late on January 29th.

CATERING and STORES

FRESH MILK

Experiments with a brand of specially treated milk being used at present on a number of our vessels, should, if successful, prove a great boon to everyone on board the fleet. "Longlife Milk" is marketed by Express Dairy Company, London. It is supplied in sealed cartons and consists of ordinary milk minus the sour-turning bacteria. The milk is sealed after the bacteria has been extracted and the end product remains in perfect condition for many days without refrigeration.

Other processed foods in use on some vessels and awaiting appraisal by our catering

staffs are Convenience Packing Foods and Boneless Meat. The former merely require the addition of water to have them ready for the baking of bread, cakes, etc., and the latter, of course, might ease the job of the people who prepare meat for serving.

* * *

ROPES

The *Larch* and the *Maple* have been fitted with synthetic mooring ropes which are lighter and stronger than ordinary ropes. They are subject to a minimum of kinking and do not rot. The disadvantages of the new ropes are that they are 40% dearer and will chafe if dragged over rough surfaces.



On board the "Irish Oak" at Cork, Mr. P. A. O'Siochain presents the Fainne Nua to Capt. P. O'Sheagha. Also in the photograph and presented with Fainne Nua were, left to right: Pdraig O Cruadhlaich, Manager of I.S.L., Cork, and Secretary of the Port of Cork Ship Agents' Association; Dr. Sean O Tuama, Chairman of Comhchoiste an tSuaitheantais; Pdraig Tyers, M.A., Cork, Director of An Comhchoiste; Liam St. John Devlin, Director, I.S.L.; J. L. Hickey, Chairman of Port of Cork Ship Agents' Association; Capt. Peter Tyrrell, Harbour Master for Cork; B. W. Lynch, Operations Manager, I.S.L.; P. J. MacCarthaigh, Shipping Department of Transport and Power; Capt. R. H. Green, Dock Superintendent of I.S.L.

From SHORE~~~~~to SHIP



PHIL HAWKINS, *Irish Plane*: "Congratulations and God bless for your 21st birthday on February 21st."—From Father, Mother, Steve, Liam, Denis, John, Seamus, Declan, Michael, Betty, Marian, Ann, Emily and Geraldine.

BILL CROFT, *Irish Ash*: "Wishing you a very happy birthday and lots of love."—From Mam, Dad and all the family.

GERARD FAULKNER, *Irish Plane*: "For your 21st birthday on March 14 we send you greetings from your nieces, Ann, Caroline and Jacqueline, and also your nephew, Brian." A message also from your father, mother, Mary, Kevin and family: "Love and best wishes and God bless you always."

JOHN WATERS, *Irish Cedar*: "Love and best wishes to John for a very happy birthday on March 31st."—Love always, Margaret. Another message for John: "Greetings and best wishes for you birthday."—From Mam, Tommy and family, Eileen and family, Jim and Josephine, Willie and Bridget, and a special greeting from your little niece and nephew, Stephanie and Robert, not forgetting Brandy: "Hope you are in good form and God bless you always."

JOHN DILLON, Chief Steward on the *Irish Oak*, was 25 years married this January. For his silver jubilee we have great pleasure in sending him best wishes and congratulations from all his friends at home, to which *Signal* adds its own congratulations.

BERNARD MOONEY, *Irish Larch*: "For your birthday, February 18th, love and best

wishes from Bernard and Sylvia, and greetings too from all at 54 Thomas Street who say they will do the celebrating when you come home, P.G.; will have a gathering of the Clan."—From Mam, Dad, Peter, Sean and all the gang who are too numerous to mention."

RAYMOND PENDER, *Irish Larch*: "Wishing you a very happy 18th birthday, February 21st."—From Mother, Father, Paul, Peter and Francis.

ANDREW KEHOE, *Irish Rowan*: "Best wishes for your birthday, February 22nd."—From Betty and John, and "Love and kisses from nieces Ann and Kathryn."

JOHN E. (SAM) MAHER, *Irish Ash*: "To Jackie, wishing you a happy birthday, from Mam, Dad, Ann, Betty, Paddy, Gran and all your pals in Drimnagh who are all looking forward to celebrating the event together on your return, D.V." "Best wishes for your 21st birthday on April 1st." — From Ann Colbert.

MR. J. J. RICKARD, Chief Officer, *Irish Willow*, would like to send a belated New Year, greeting to Tom Rickard on the *Irish Plane*, including also best wishes from Mary and Susan.

Mrs. Mary Rickard sends good wishes for the New Year to her husband, Jimmy, and all the men on board the *Willow*.

MR. SHAY CAHILL: "Greetings for your birthday, February 18th." — From your Mother, Father, Laura, Lorcan, Colm, Colette, Siobhan.

The Manager,
Speedy Service Ltd.

Dear Sir,

I am the Managing Director' private secretary and a I informed you on the phone on everal occaion over the pat four week, the typewriter i not working properly becaue when I pre the key of the mall letter nothing happen at all and a I am a very fat typit and much too buy to check all the letter I mut type, I dont ee the mitake unle omebody how them to me. My Bo inform me that many of our bet cutomer feel very inulted with uch carele

correspondence and he ay we are loing a lot of good buine and valuable goodwill and that the whole poition i very embarrasing for u. Now when your aleman old u the machine he aid it would give firt cla ervice and that if omething ever lipped that your ervice taff would be ent to ettle it intantly. My Bo ay it i digraceful the way you neglect u and he ay to impre on ou that unle you ettle thi machine immediately, he will intruct hi olicitor to ue you for all the damage the Company ha uffered and alo for eriou breach of warranty.

Your faithfully,
Suan Heney.

Mr. John Drake, from the London Management Specialists, OTMA Ltd., will be remembered for his brilliant direction of a number of our Residential Courses for Seagoing and Shore Executives. His skills in imparting the principles of modern management techniques are founded on a rich store of experience garnered in the strangest of places like isolated industrial outposts in the Deserts of Persia and Mesopotamia. He even, as you know, survived a few expeditions to Greystones, Co. Wicklow, Ireland.

Mr. Drake, however, admits to having nothing in his case-history archives to match a rather odd experience which befell him when visiting Dublin recently. He had spent the evening with a man connected with the darker side of the shipping business and was enjoying a quiet bedtime drink about 1.00 a.m. when he was asked casually if he would care to partake in a little late diversion—to wit, a tug-of-war contest. Always a sport, he agreed, although slightly puzzled by this latest manifestation of the peculiar customs of the natives.

Now John Drake of OTMA has no peer in the realm of “Communications in Industry,” is an acknowledged authority on the subtleties of “Human Relations” and indeed is a wizard on the workings of “Line Management,” but he candidly consents to a back seat when it comes to the art of straining on the end of a rope at 2.00 o'clock in the morning.

As it transpired, his experience was most stimulating. Among other things he rescued about seven or eight people from death by drowning and he now strongly recommends these late night rope gymnastics as required exercises for all budding Course Directors and Management Consultants.

The Liffey Gondoliers BY H. PIERPOINT

The Tug O' War contest was fought out on a course extending approximately east north-east along the mouth of the River Liffey from a point marked on the South side by the spot where Cromwell walked ashore in 1649 and on the North side by a clearing known locally as Martin's Berth — T.C., not the saint — to the extremity of the North Wall bearing the vulgar unnautical name of “the knuckle”. The distance would approximate to a half a mile as the crow flies assuming of course that the crow was permitted an unimpeded passage unhampered by a length of wet rope weighing in the region of 1 ton 3 cwt.

THE COMBATANTS

The teams in this remarkable struggle were as peculiar as the contest itself. One side remained hidden in the murky darkness of the river throughout the match only occasionally betraying their presence by grunts of satisfaction and bursts of maniacal laughter. The other team was identified as the Aston Quay acrobats, a strange collection of waterfront types dressed in Sunday clothes and obviously very unaccustomed to the night air.

THE RULES

The general idea was that the teams would charge helter skelter for the open sea, each side striving to drown the other and at no time dropping below a speed of 7 to 8 knots. The side with the most men drowned would be declared the losers. The dark ones had taken up a strong position in the middle of the river and had certain advantages over their opponents, for they had weighted their end of the rope with a large container to which they had fixed a thing for all the world like a propeller. They could head for the finish at a steady pace and if forced to give ground need only suffer a slight buffeting against the river banks.

The Aston Acrobats on the other hand were faced with a sterner task. Survival meant retaining a life-or-death grip on the rope, a staggered but relentless trot of 20 miles per hour along a rutted track, the vaulting *en courant* of specially selected obstacles, and an indispensable agility in hopping obliquely from the mean tide mark on the quay wall, wet end, for a distance of thirty feet back up to the regulation track, slippery end.

No quarter was given or sought. In the first skirmish, the dark ones craftily allowed themselves to be drawn close inshore at the North side. Here the Acrobats heaved hard on the rope and suddenly galloped helter skelter down the quay with hoarse shouts of exultation and the smell of victory in their nostrils. Dragging along their opponents with apparent ease they jumped over three 60ft. portal cranes (S.W.L. 4 tons), sailed across a C.I.E. wagon of potash and hopped over a D.P.D.B. steel tub with the grace of gazelles. They gathered momentum as they vaulted the first gate in Horse Show style and were heard to laugh with childlike glee as somebody struck up the theme song from "Saunders on the River".



But they hadn't reckoned with the diabolical cunning of their opponents. The Acrobats were taking their tenth fence, a 10 ton luffing crane, when the Dark Ones struck: a sudden heave, a fiendish turn of the screw, a vicious lurch and without warning five or six writhing forms were wrapped around the safety rails of the crane. At least two more were hanging by their necks out over the bank until they must surely have died. From the inky blackness of the river erupted a burst of savage sadistic laughter, punctuated by ignoble, unsporting and derisive offers of advice. It looked like rapid asphyxiation for the Acrobats. The only one left conscious at this stage was holding on to the rope by his teeth, a stratagem he employed for the good reason that his hands were knotted around his legs.

SUCCOUR

But just now reinforcements appeared on the scene. Charging down the quay on a Hydrolastic came the man from OTMA and with him the leader of the Blackrock Beagles. Into the fray like demons; they cut down the hanging figures and pulled a half dozen half corpses from the river. The Acrobats recovered and rallied. The man with the rope

in his teeth was relieved, and once more they bent to the contest, scorning their minor injuries of broken arms and twisted necks. Straining, heaving, dragging, they forged ahead once more, gaining ground rapidly until they reached the line of sheds which are built over the spot where the Vikings landed in Dublin many years ago.

Disaster all but struck again here. The Captain of the opposing team saw half the Acrobats go the wrong way around the sheds, and with sly cunning threw in all his reserves in a mighty effort to finish off the duel in one final stroke. A terse command, a power laden pull and he had his opponents split in two, one half heaving against the other, the sheds in between. If things had taken their logical course at this stage, the sheds should have been demolished, because the tug o' war rope was far heavier than the sheds, but luck again favoured the Acrobats for by a happy chance the track had been overlaid by a crust of 35% superphosphate to a depth of 2 feet 5 inches, and this artificial manure, mixed with a variety of noxious substances, and whipped to a delicious paste by a welcome deluge of rain, turned the course into a sliding, slippery skating rink.

It was just as well, for something had to give—the sheds or the Acrobats—and in the event their feet gave way and they skimmed over the rest of the course. Cannily, they worked to a plan. As one group danced and skidded its way into the river, their companions dived for the rope after executing the hop step and jump to gain speed on the greasy track. Through it all they laughed and joked and jested, obviously elated by the sheer uninhibited gaiety and fun of the occasion, in marked contrast to the sullen crowd in the river who seemed to fold up under the strain.

Battered and torn but unbeaten, the Acrobats reached the knuckle after a few determined and near successful attempt to destroy their opponents completely. Here the game was declared a draw and the Acrobats let go to the accompaniment of much shouting from both sides. A count revealed that not a single man was missing and having gathered up their wounded they retired to analyse the finer points of the play.

The following resolutions were unanimously adopted:—

1. Boatmen are not a bad breed.
2. Fertilisers are better in granulated form.
3. Stout makes an excellent breakfast.

OFFICERS ON LEAVE

Masters. — Captains Horne, Poole, Langran, Kirk, Glanville, Gleeson (sick), Evans.

Chief Officers. — Messrs. M. Carey, W. Garvey, C. Mahon, J. Mitchell P. V. Buckley.

2nd Officers. — Messrs. G. Bungan, J. Gaul, J. Gorman, K. Lanigan, J. P. Lannin, P. A. Murphy, A. McMahon (study leave), P. J. O'Byrne (study leave).

Chief Stewards. — Messrs. J. Dillon, P. E. Walsh, T. Forde, J. Moynihan, C. O. Donovan.

3rd Officers. — Messrs. E. Brady (A/3/0), M. Coleman (A/3/0), H. Courtney, K. Geoghegan (A/3/0), D. Leonard (A/3/0), J. O'Leary (study).

Apprentices. — Messrs. D. Brunicardi, P. Fennell, P. Gordon, A. Moynihan (study leave), P. Malone.

Apprentices Attending Mid-Apprenticeship Release Course at Dun Laoghaire — Mr. J. O'Mahony, Mr. J. Desmond, Mr. C. O'Connell, Mr. J. Whyte, Mr. M. A. Byrne, Mr. M. Brophy.

ENGINEERS

Chief Engineers. — Messrs. T. Barry, H. Dowdall, J. Johnson (sick leave), T. Loughran, M. Whooley.

2nd Engineers. — Messrs. D. Burke, J. King (study leave), R. Murdock, M. O'Connell, A. O'Mahony (sick leave), J. J. Sullivan.

3rd Engineers. — Messrs. W. Cleary, J. Corrigan, J. Long, T. Murphy, J. Nangle, S. O'Geran, S. O'Neill (study leave), S. O'Toole, J. Kelly, A. Hall.

4th Engineers. — Messrs. D. Mornington, J. J. Hennessy, S. McGarry, J. Masterson, T. O'Donovan (study leave).

Junior Engineers. — Messrs. J. Daly, W. Gleeson, M. N. Hayes, D. P. Kelleher, A. O'Mahony, J. A. Prior (sick leave).

Engineer Cadet. — **Mr. P. Bandon.**

Electricians. — Messrs. J. Dunn, E. Griffin, P. Nolan, J. McGurrell.

Congratulations from all ashore and afloat to:—

Mr. P. A. Murphy on obtaining his Master's Foreign Going Certificate.

Mr. P. Donohoe, **Mr. G. Kyne** and **Mr. W. Curtis** on getting their Mate's Foreign Going Certificates.

Mr. P. Keane, **Mr. R. Gordon** and **Mr. N. Foley** on obtaining their Second Mate's Foreign Going Certificates.

Mr. T. Murphy who obtained his Engineer's 2nd Class Motor Certificate, and **Mr. W. D. McCarthy** who obtained Part A of the same certificate.

The following personnel who were recently promoted:

Mr. W. Fleming from 4th Engineer to 3rd Engineer on the **Plane**.

Mr. T. Onions from 4th Engineer to Acting 3rd Engineer on the **Fir**.

Mr. G. P. A. Faulkner from Junior Engineer to 4th Engineer on the **Plane**.



A very nice wedding photograph of **Mr. Peter Reddy** and his bride, **Frances**, married last October. **Mr. Reddy, Senior**, is on the "Irish Plane" and **Peter** sailed with this Company some time ago.

THE WHITFIELD BEARING

"Incredible," was the comment from Verolme, the builders of the "Irish Plane" when told about the feat of Mr. N. J. Whitfield, Chief Engineer, and his colleagues, in fitting a spare set of gear wheels and an improvised bearing to the vessel's M.A.N. engine while she rolled and tossed after a breakdown in the Pacific Ocean last October.

Mr. L. S. Furlong, our General Manager, boarded the *Plane* at Dublin last month and personally congratulated Mr. Whitfield on the skill and ingenuity of himself and his helpers, and he complimented Captain F. Kirk for the fine teamwork which led to the success of this most difficult repair job.

Along with Captain Kirk and Mr. Whitfield we have been asked to publish the Company's thanks to the following men who took part.

Mr. M. Willoughby, Chief Officer.

Mr. E. Byrne, Second Engineer.

Mr. P. Lalor, Electrical Engineer.

Mr. J. Nangle, Third Engineer.

Mr. S. Hennessey, Fourth Engineer.

Mr. A. O'Mahony, Junior Engineer.

Mr. J. Prior, Junior Engineer.

and to Mr. L. Hitchcock of the Deck Dept. who rendered invaluable assistance.

The story of the breakdown and repair is well worth reporting. The *Plane* was bound from the Philippines to Baltimore with bulk sugar and was about 3,000 miles west of Panama on the 26th October when a loud banging was heard from the crankcase in the region of the gear wheel set. Chief Engineer Whitfield immediately stopped the main engine and on inspection found the gear wheel set hopelessly damaged. The main engine was completely immobilised. It was a very fortunate circumstance, however, that the ship was well clear of land and experiencing fairly good weather.

Captain Kirk had a vital decision to make: he could call for assistance or he could give Mr. Whitfield the go-ahead to attempt an unique job of repair. He decided on the latter course. In the event he took the right decision, but the magnitude of the job can be assessed by the time it occupied—close on 6½ days.

Mr. Whitfield divided his engineers into two squads working six hour shifts around the

clock and assisted by the men from the deck and engine departments. The gear wheels, each about 4ft. in diameter and weighing about a ton, are situated at the centre of the 8-cylinder engine, and hardly allow space for one man to work.

When the wheels were removed from the crankcase the white metal of the lower hub bearing was found to be flaked and slack—the obvious cause of the breakdown—jamming the wheels and causing the teeth to break off. There was a spare set of wheels on board, but no bearing. Mr. Whitfield decided to use a spare ballast pump bronze impellor to make a bush to replace the damaged white metal.

The impellor was set up in the lathe, bored out and skimmed to size. The strain of this operation fractured the tool post and it in turn had to be repaired before the job was finished. The bush was then placed in deep freeze to contract, and the housing in the galley range to expand, both to predetermined points. At the right stage they were returned to the engine room and bored out to final clearances. The improvised bearing with the spare gear wheels was now mounted in the crankcase and the tedious job of setting up final clearances and making required adjustments was completed.

After two unsuccessful engine trials, not unexpected, arising from the overheating of the new bearing, victory at last crowned the efforts of the *Irish Plane* staff. Her engine turned over sweetly once more and at reduced speed she resumed her voyage to Christobal at 2.00 a.m. on November 2nd, and on to Colon where permanent repairs were carried out.



Uncle Arthur should heed the sinister influences lately creeping into quay-side society as revealed by our photograph. He nurtured them on better stuff.

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. Currievan, 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. Greevy, C. Morrissey, T. J. Byrne. Engineers: W. Howie (Chief), T. M. O'Leary, G. McDonnell, B. McKevitt, J. Gilmartin, J. Harvey, A. J. Mooney. Elect. Eng.: J. O'Connor. Chief Steward: V. Mayland. R.O.: J. P. Murphy. Apprentices: J. M. Cox, E. Coleman, C. Okoro, S. Jebutu. Deck Dept.: P. Byrne, F. Brennan, M. Treacy, M. Folan, G. Farrell, 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 I. Shiel. Deck Officers: M. Devine, W. Kirwan, F. Henderson. Engineers: J. Morgan (Chief), J. Ennis, F. Kirwan, W. O'Toole, J. Fahey, T. Fitzgerald, B. McBride. Eng. Cadets: J. Brady, E. Burke. Chief Steward: H. Bond. Apprentices: F. Kirk, G. Gillen, R. Livingstone. R.O.: P. J. O'Shea. Deck Dept.: D. Breslin, J. Ryder, J. Deegan, P. Redmond, P. Barrett, P. Kelly, P. Kearon, H. Kent, T. Valente, R. Saunders, E. Hensley. Engine Dept.: P. O'Rourke, W. Wiltshire, F. Blake, O. O'Moore, A. Rackley. Catering Dept.: E. Byrne, E. Russell, J. Brady, H. O'Neill, B. Byrne.

"IRISH ALDER": Captain J. Walsh. Deck Officers: D. Byrne, T. McKenna, N. A. Dillon. Apprs. P. Noonan, G. Waldron, D. Kirk, J. Cotter. Engineers: H. Mooney, I. Stuart, D. O'Keefe, B. Larkin, T. O'Sullivan, T. Nolan, L. Wills. Cadets: M. O'Sullivan, J. McEvoy. Electrician: J. Barnett. Chief Steward: E. Fricker. Deck Dept.: D. O'Neill, J. Tallon, M. Hurley, D. O'Neill, D. Rankin, M. Saunders, M. Fynes, N. Murphy, S. Davis, G. Murphy, J. Collins, W. Carroll. Engine Dept.: J. Rossiter, J. O'Leary, M. McCabe, A. O'Keefe. Catering Dept.: N. Blake, K. Wickam, M. Boland, M. Duffy, S. Murphy, J. Buckley.

"IRISH ASH": Captain J. Kerr. Deck Officers: M. Fiddler, N. Hearne, R. Gordon. Apprs.: J. Shelton, F. Healy, P. McKenna. Engineers: E. Grimey, J. McNelis, D. Hoey, W. McCarthy, J. Maher. Electrician: T. Nolan. Chief Steward: J. Murphy. Deck Dept.: J. Meaney, S. Smith, T. Price, O. McGrath, P. Moriarty, J. Carroll, A. Loughlin, J. McGrane, P. Broe, T. Coombes, K. Maher. Engine Dept.: J. Broderick, R. Proctor, T. Kinsella, C. O'Malley. Catering Dept.: G. Molloy, T. O'Brien, B. Rogan, W. Croft, P. Farrelly, W. Haddock.

"IRISH CEDAR": Capt. M. O'Dwyer. 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, P. V. Carroll, 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, W. Hart, V. Murphy, J. Kelleher. Engine Dept.: P. Tierney, I. Hannah, W. Martin, S. Clarke. Catering Dept.: V. Joyce, E. Devlin, M. McGowan, P. Murphy, R. Whelan.

"IRISH FIR": Capt. J. Onions. Deck Officers: F. Kelly, D. Curtis, B. Kearney. Engineers: P. Walker, T. Carroll, T. Onions, J. McArdle. Deck Dept.: R. Power, P. Sinnott, G.

Foley, C. Maguire, P. Redmond, E. McFadden. Engine Dept.: W. Coote, N. Tobin. Catering Dept.: J. O'Reilly, J. Gaffney.

"IRISH HOLLY": Capt. M. O'Connell. Deck Officers: F. Leigh, J. P. Lannin, G. Anderson. Engineers: G. Cunningham, A. J. O'Mahony, T. J. Wren. Deck Dept.: P. Hearne, J. Murphy, R. Leonard, K. McCormac, P. Bollard, R. Boon. Engine Dept.: S. McCarthy, C. Cavanagh, J. Kelliher, G. O'Hara, J. O'Brien, W. McCarthy. Catering Dept.: G. McGovern, T. Nolan, B. Fay.

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

"IRISH OAK": Capt. P. O'Shea. Deck Officers: D. Warren, J. Coady, P. Kehoe. Apprs.: J. Ryder, J. Murphy, J. Moynihan, P. Cowman. Engineers: A. Metcalf, A. Bolger, P. Quinn, J. Gallagher, S. O'Sullivan. Eng. Cadets: F. Fenlon, F. Cronin. Electrician: A. Richards. Chief Steward: J. Clinton. Deck Dept.: W. McCann, M. McCarthy, J. Crowley, W. Walsh, P. Beggs, T. Grannell, J. Byrne, P. Dunne, J. Gabriel, J. O'Grady, M. Ansley. Engine Dept.: J. Early, P. Walsh, J. Cullen. Catering Dept.: D. Gibbons, T. Fay, J. Rourke, B. Murphy.

"IRISH WILLOW": Capt. J. Lee. Deck Officers: M. Kelly, L. O'Duffy, B. O'Flynn. Engineers: P. Otter, T. Murphy, R. Broderick, E. Lynch. Chief Steward: J. Doran. Deck Dept.: J. Hall, D. Clarke, T. Keegan, T. Dillon, M. Doyle, J. Doyle, M. Daly. Engine Dept.: H. Crowley, T. Farrelly. Catering Dept.: C. Cunningham, J. Johnston, A. Stafford L. Bonney.

"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, B. 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. Currievan, 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. Bollard. 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.

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