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—Photo courtesy
Mrs. John Poole

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

NETT PROFIT AFTER TEN YEARS

It looks as if we have at last emerged from the long shipping depression. At the Irish Shipping Annual General Meeting on June 8th, when the Chairman, Mr. P. H. Greer, reviewed the work of the Company for the twelve months ending March 31st, 1966, he was able to announce that after an interval of ten years the Company had made a nett profit in the full commercial sense; that is, after making full provision for wear and tear charges on the fleet. Although the profit was comparatively small, it pointed to a brighter future.

Referring to the sale of the "Irish Blackthorn," "Irish Hawthorn" and the "Irish Pine," he described the two tankers as "loss makers" and said they had become impossible to operate successfully. The "Irish Pine" had reached the end of her economic usefulness for this Company, as she was built in 1948 and was, in fact, the very first of our large post-war vessels. While our trading results showed a nett profit, we had to bear a big loss on the sale of the three ships. The price received for them fell short of their book value by £1,415,562. This amount would have to be made up by future earnings.

Declaring the Company's intention to sell other ships during the next couple of years, the Chairman was glad to note that the written down value of our existing fleet was about equal to present-day market values, so that we need not expect to incur similar heavy losses on future sales; indeed, some of our ships might be worth even more than shown in our books.

He said that the Company's policy in regard to acquiring ships in the future would be flexible. We would either build new ships or buy secondhand ships, or time charter ships, depending on freight and charter rates and the prevailing costs of new and secondhand tonnage.

NORTH ATLANTIC

Mr. Greer was glad to welcome back to

the North Atlantic liner services the refrigerated vessels "Irish Spruce" and "Irish Poplar," following the revival of the frozen meat export trade to the U.S.A. He declared that we were the only company giving a direct New York/Ireland service in both directions. On the westbound journey our vessels made New York the first port of call and on the homeward passage they called to New York again to pick up cargo for Ireland. Moreover, we were the only company on the North Atlantic carrying live-stock between Ireland and the United States, and he was glad to observe that the traffic in cattle and horses was steadily improving.

INDUSTRIAL RELATIONS

The Chairman was very glad to record another year of happy relations between the Company and the seagoing personnel. He paid a tribute to the Seamen's Union of Ireland for their wholehearted co-operation in carrying out experiments designed to achieve better working methods on board and a level of manning scales matching those of our international competitors.

Mr. Greer called for a searching re-appraisal of dockside operations. He pointed out that the plans of the Dublin Port and Docks Board would avail little unless actual working methods were modernised and some solid basis introduced to provide the port workers with security and good working conditions.

FIRE ACCIDENTS

The Chairman recalled that we had suffered two very serious fires during the year under review, that on the "Irish Sycamore," resulting in the death of four of our seamen. On behalf of the Board of Directors, he once again expressed sympathy to the relatives of the deceased.

LOOKING AHEAD

Turning to the future, the Chairman said he was confident that the new 34,000 ton bulk carrier, for which we had signed a contract with Verolme in December last and which was due for delivery in October,

(Continued on next Page)

RESULTS FOR YEAR ENDING

MARCH 31st, 1966

	£
Freights and Charter Hire	3,628,311
LESS Direct Expenses	2,987,000
Operating Surplus	641,311
ADD Investment Income plus Tax Refund	172,689
Gross Surplus	814,000
DEDUCT Cost of Wear and Tear on ships	755,000
Nett Surplus	£59,000

*Diagram on right shows how
total revenue was allocated.*

CHAIRMAN'S STATEMENT — Contd.

1967, would turn out to be a highly profitable investment. This type of ship was in very good demand and he believed it would become increasingly popular with charterers. A feature of these bulk carriers was that in good times they did very well and in bad times they were able to withstand a recession in freights to a far greater degree than smaller vessels which cost almost as much to run.

Indications were that the results for the year ahead would show a further improvement in the Company's position. We were now better equipped to take advantage of the opportunities offering. The heavy loss-making ships had been eliminated from the fleet, our management structure had been re-designed while work study, budgetary control, and management accounting had been introduced.

We had also considerably strengthened the commercial side of our organisation. It could be claimed, too, added the Chairman, that we had achieved a better understanding with our seagoing personnel, who were becoming increasingly conscious of the contribution they make to profitability.

The Chairman thanked the management and the staff, both office and seagoing, for all the hard work they put into our operations during the year.

**Crews Wages
£776,000**

**Wear and Tear
£755,000**

**Stevedoring
£456,000**

**Repairs
£362,000**

**Port Charges
£370,000**

**Office Expenses
£243,000**

**Provisions and Stores
£210,000**

**Insurance
£207,000**

**Bunkers
£193,000**

**Agency and Commission
£149,000**

Radio £21,000

**Excess of Income over
Expenditure £59,000**



FLEET NEWS



DEVLIN FOR MAYOR



Captain J. Caird; Mr. T. Loughran, Chief Engineer, and Mr. E. Greevy, Chief Officer, and, of course, the man himself were entertained in the best Japanese tradition by Mitsubishi when the "Irish Sycamore" was repairing at Yokohama recently.

IRISH SYCAMORE

This ship completed repairs last month at Yokohama and while there she was attended by Mr. C. Devlin, Superintendent Engineer. During his visit to Japan, Mr. Devlin was brought on a sightseeing tour around Mount Fuji by the Mitsubishi Shipyard Company together with Captain Caird, Chief Engineer Mr. Loughran and Chief Officer Mr. Greevy. This was on 1st May, which is a national holiday in Japan and the only day on which there is a complete shut down in industry. In the course of the tour, the party visited Lake Kawaguichi and the Sacred Shrine of the Great Buddha. They also rode in a cable car over a sulphur mine.

Mr. Devlin was very impressed by the precautions taken in Japan to prevent road accidents. These include the fitting of huge mirrors at dangerous corners to enable drivers to see traffic approaching the bends from the opposite direction. At pedestrian crossings, yellow flags are provided for those wishing to cross and are deposited on the far side in special containers for the next user. However, it would seem that the reckless driving of Japanese taxis help to offset the safety precautions to a great extent.

The *Sycamore* came out of drydock on 3rd May and headed for San Diego where she was

due on 11th June. She will proceed to Houston and New Orleans.

IRISH LARCH

Arrived in Birkenhead drydock on 1st June after completing ten months' charter to Sagus Marine Corporation of New York. The charter was completed in Manchester, where the crew which had served on the ship since last September was paid off and a new crew was signed on.

Captain F. Kirk has replaced Captain B. Reilly as Master, while Mr. M. Whooley is Chief Engineer in succession to Mr. P. Walker. We are glad to say that Peter McDonnell, Carpenter, who was flown home from New York, is now well on the way to recovery from his illness and expects to be fit again soon.

IRISH OAK

Has been delayed at Montreal due to strike of longshoremen. The ship arrived in Montreal from Port Alfred on 21st May and at the time of going to press there is no indication of a settlement in the dispute which has brought shipping at this Canadian port to a standstill for the past month. The *Irish Oak* has a considerable export cargo from Cork for discharge in Canada.

IRISH ALDER

Was due in Manchester on 13th June from Port Alfred with a full cargo of newsprint.

IRISH CEDAR

Is due in Chaquaramos, Trinidad, on 16th June from Flushing. This ship came to Hull from strikebound Montreal on 28th May with a part cargo of grain. From Hull the *Irish Cedar* had proceeded to Flushing before sailing for Trinidad. His shipmates on the *Irish Cedar* will be interested to learn that Noel Harte, who was hospitalized earlier this year at Stavanger, Norway, is now back in Dublin where he is convalescing. We send him our best wishes for a speedy and complete recovery.

IRISH ROWAN

Mr. Devlin was back again in Japan for the drydocking of the *Rowan* on 23rd May. The ship was undergoing repairs at the Hitachi Shipyard in Osaka. Together with Capt. Woolfenden, Mr. O'Brien, Chief Engineer, and Mrs. O'Brien, Mr. Kelly, Chief Officer, and Mrs. Kelly, our man in Osaka did some sight-seeing.

The *Rowan* came out of drydock on 1st June and arrived at Yawata on 2nd June. She loads steel products for Philadelphia, Newark, N.J., and the Great Lakes.

IRISH WILLOW

Captain M. O'Dwyer has taken over command of the *Willow* from Captain J. Walsh.

The vessel, which is on time charter to H. C. Druce & Co., arrived in Antwerp on 2nd June from Immingham.

IRISH POPLAR

Mr. G. Cunningham, Chief Engineer, has joined the *Irish Poplar* in place of Mr. M. Whooley who has gone to the *Irish Larch*.

The *Irish Poplar* arrived in Dublin on 2nd June from New York and has been held up by a strike of employees of the Dublin Port and Docks Board. The vessel is due to call at Limerick after Dublin.

We extend our sincere sympathy to J. Heaney of the *Irish Poplar* on the recent death of his father.

IRISH SPRUCE

Sailed from Cobh on 4th June for Baltimore and is due on 12th June. She will also visit Norfolk and New York. The *Spruce* was in drydock at Rushbrooke from 13th May until 2nd June for special survey.



Capt. R. Woolfenden and Officers of the m.v. "Irish Rowan." Also in the photograph are Mrs. George O'Brien, wife of the Chief Engineer, and Mrs. Peter Kelly, wife of the Chief Officer.



"Irish Rowan" Catering Staff.

IRISH ROSE

Was due Corinto, Nicaragua, on 8th June from Trinidad and will return to Trinidad about 17th June.

Messrs. J. St. John, Chief Officer; D. Buckley, 3rd Officer; A. Hughes, 2nd Engineer, and N. O'Neill, 3rd Engineer, left the vessel at Wilmington and arrived back on the *Poplar* to go on leave. These officers were replaced by Messrs. C. Mahon, Chief Officer; M. Coleman, 3rd Officer; J. Corrigan, 2nd Engineer, and B. Larkin, 4th Engineer.

We take this opportunity to congratulate Mr. W. Hynes on his appointment as 3rd Engineer.

IRISH MAPLE

Passed Suez on 13th May on passage to Emden, where she is expected on 13th June, with a full cargo of iron ore from India. The *Maple* spent three weeks in Marmagoa where she discharged a full cargo of grain.

Desmond O'Brien, Apprentice, who was hospitalized in Bermuda after sustaining injuries as a result of a fall from the *Maple's* radar mast, is now back home and fully recovered.

IRISH FIR

Arrived at Avonmouth from Rotterdam on 6th June and due to sail for a Welsh port on the 9th June to load a cargo of stone for the Thames.

Our congratulations to Mr. J. J. Sullivan on obtaining his Chief Engineer first-class motor ticket and on his appointment as acting Chief Engineer on the *Fir*.



Engine Room Department Staff on the m.v. "Irish Rowan."

IRISH PLANE

T. Mason, Cook, who was hospitalized off the *Plane* in Japan, was able to rejoin the vessel at Panama after undergoing an operation for appendicitis.

The ship was due in Duluth on the 11th June from Chicago. The *Plane* has just completed a voyage from Japan via Cleveland and is on time charter to Tokyo Shipping Limited.

Our sincere sympathy is extended to John Fagan, who is at present serving on the *Plane*, on the death of his mother.



On the "Irish Plane" in Japanese waters (left to right): Engineer Cadets E. Currivan and D. Barry; Deck Cadets G. Murphy, P. Kelly and N. O'Dowd.

(Photo by Cadet R. Grant.)

Congratulations to Mr. and Mrs. Robert Heapes, *Irish Plane*, on the birth of a baby son on 16th May, 1966.

MARITIME EVENTS

1916

A Press reception was held on board the *Irish Poplar* in Dublin recently to announce the publication of a book entitled "The Sea and the Easter Rising," written by Dr. John de Courcy Ireland, Honorary Research Officer, Maritime Institute of Ireland, which deals with the part played by the sea in the events of 1916. The publication was sponsored by Irish Shipping.

The book traces in detail the voyages of the arms ships *Aud* and the *U.19* from Germany to Ireland in April, 1916. It also devotes a chapter to the little known German naval demonstration against the coast of East Anglia in Britain on April 25th, 1916, the day after the Rising began. A special section of the book deals with the *Helga*, which was used in Dublin Bay to shell the positions of the insurgents.

Mr. Frank Robbins, Director, speaking at the reception, said that we were very pleased to be associated with the publication because we felt it might well prove to be a valuable source of reference in later years for historians studying the events of the period. He paid a tribute to the work of the Maritime Institute and said that the growing interest in maritime affairs in this country was due in no small measure to the unselfish work of the Institute over the last twenty-five years.



At the reception on the "Irish Poplar" to launch the "Sea and the Easter Rising." Left to right: Mr. Frank Robbins, Director; Mr. Michael Whooley, Chief Engineer; Dr. John de Courcy Ireland; Mr. M. Willoughby, Chief Officer, and Col. A. T. Lawlor.



Col. A. T. Lawlor, President of the Maritime Institute of Ireland, presented a copy of the "Sea and the Easter Rising" to President de Valera at Arus an Uachtarain on April 26th. Also in the picture are, left to right: Mr. Frank Robbins, Mr. John de Courcy Ireland, Mr. J. Niall McGovern, Administration Manager, and Mr. Donal O'Flanagan, Hon. Secretary, Maritime Institute of Ireland.

MUTINY

Capt. Horne recalled that two of the crew of the *Helga* had refused to take part in the shelling of the Dublin positions and had been put in chains. One of them, Sub-Lieutenant Duane, later became Captain Duane of this vessel under her new name of *Murchu*, and the other, a Mr. Longmore, became Chief Steward of the *Murchu*. Captain Horne said that it had always been the dream of seafarers like himself to see an Irish fleet sailing the seas of the world.

Colonel A. T. Lawlor, President of the Maritime Institute, said that for the past twenty-five years the Institute had been struggling as an entirely voluntary body, without any resources except the members' subscriptions, to foster the development of our whole maritime industry. He said that people should be educated into the importance the sea played in the national life of the country and declared that intelligent exploitation of our maritime resources could make the country prosperous.

MARITIME INSTITUTE OF IRELAND

Anybody wishing to become a member of the Maritime Institute of Ireland should write to Mr. Donal O'Flanagan, Hon. Sec., 64 Oak Tree Road, Stillorgan, Co. Dublin. The subscription is £1 1s. per year.

MANAGEMENT CONFERENCE

Greystones offers no distractions. This makes it an excellent venue for business meetings: one strolls a little, surveys tidy suburbia on one side, the chilly beach on the other, and gladly hurries back to the human warmth of the conference room.

The Irish Shipping three-day conference of sea-going executives and shore management held at the Woodlands Hotel on May 20th-22nd was organised on different lines to previous courses. There was no formal course director present to lecture on the principles of management. The purpose of this latest conference was to examine our own problems and objectives, with the main emphasis on discussion.

A number of speakers contributed brief talks on subjects which were of special interest to the members. Mr. J. Byrne, Economics Advisor to Coras Trachtala, spoke on "Exports and Shipping"; Mr. J. N. McGovern, Administration Manager, illustrated the relationship between claims for damages to the hulls of our vessels and increased insurance premiums; Mr. A. Bucknall, of P.A. Consultants Ltd., described some work study experiments carried out on the *Irish Alder*, and he was followed by Mr. P. Devine, our own Work Study Officer, who spoke on future developments in this field. Mr. B. W. Lynch, Operations Manager, explained the roll of the Operations Department in the new management structure, while Mr. W. E. Nolan, Superintendent Engineer, demonstrated how proper maintenance of machinery and gear could contribute to a saving in costs. Captain M. Langran, Personnel Assistant (Training),



ATTENDANCE

Masters: Captain F. Kirk, Captain J. Walsh, Captain C. Raftery, Captain I. Sheil, Captain J. Lee.

Chief Engineers: Mr. H. Mooney, Mr. P. Otter, Mr. H. Dowdall.

Chief Officers: Mr. J. Mitchell, Mr. R. MacMahon, Mr. M. Devine.

Second Engineers: Mr. I. Murphy, Mr. M. O'Connell.

Chief Stewards: Mr. J. Murphy, Mr. T. O'Connell.

The Shore Management present included Mr. W. A. O'Neill, Assistant General Manager and Commercial Manager. Also attending were representatives from the Tavistock Institute of Human Relations and the Irish Management Institute; Mr. J. Byrne, Coras Trachtala; Mr. J. Holburn, Denholm Ltd.; and Mr. A. Bucknall, P.A. Management Consultants.

outlined our needs in suitable manpower and pointed to the type of training necessary to meet the growing complexities of ships of the future. A most interesting and stimulating talk was given by Mr. J. Holburn, who is the Technical Training Manager for Denholms Ltd., of Glasgow. He described in detail the extensive training schemes operated by his firm and emphasised that the cost of these was a large item in the company's budget.





DISCUSSION

The seagoing staff invited to Greystones were asked to join with the Shore Management and the representatives from the Tavistock Institute in determining what kind of training conferences best suited the needs of Irish Shipping; to give their views on the recent organisational changes, work study experiments, personnel problems, and on the future development of the Company in relation to new type ships and expanded trading.

At the beginning of the conference, Mr. P. P. English, Secretary and Personnel Manager, who acted as Chairman, gave a summary of the Company's financial resources and recent trading returns.

Practically every aspect of the Company's activities was discussed. Lively debates developed on shipboard management, while on the commercial side some members expressed very positive views on the need for vigorous exploration of new markets.

On the final day of the conference, the members divided into three separate groups, each taking a specific subject for discussion. These were: "Community Life at Sea," "Organisation Aboard," "Career Structures." The conclusions and recommendations of each group were conveyed to the general assembly by chosen spokesmen, and brief comments followed.

The Personnel Manager will study the reports on the conference and will carefully consider all the observations submitted.

Congratulations to:

Mr. M. O'Connell who obtained his First Class Steam Ticket;

Mr. J. Corrigan who obtained Second Class Motor Ticket.



Mr. W. A. O'Neill, A.C.A., who has joined Irish Shipping as Assistant General Manager and Commercial Manager (June 1st). He was educated at Castleknock College and began his accountancy training with Craig Gardner & Co. He spent two years as Assistant Lecturer in Accountancy at University College, Dublin. Mr. O'Neill held executive positions in John Player & Sons and Gilbeys of Ireland Ltd. before joining C.I.E. as Area Manager, Waterford, in 1961. He was appointed Area Manager, Dublin, for C.I.E. in 1963, the post he occupied before joining this Company. Mr. O'Neill is a member of the Irish Management Institute and is an associate member of the Institute of Materials Handling.

BANTRY BAY PROJECT

The Gulf Oil Corporation, U.S.A., has announced plans to construct storage tanks on Whiddy Island, Bantry Bar, to take up to 7 million tons of crude oil, and a terminal to accommodate giant tankers of 300,000 tons deadweight. Gulf Oil will charter the big tankers to bring the crude oil from Kuwait and Nigeria to Bantry. Plans are afoot to have six of these 300,000-ton tankers built in Japan. Manned by a crew of 40, they will be powered by conventional turbine engines with twin screws and will cruise at 16 knots.

It is expected that these monsters will take only 24 hours to load and unload.

The storage farm and terminal at Bantry will cost \$28,00,000 and each tanker about \$21,00,000.

BEST DECK OFFICER CADET

The Insurance Corporation of Ireland Award for the most highly commended Deck Officer Apprentice for the year 1965 was won by Mr. Michael Coleman of Cobh who is at present serving as 3rd Officer on the *Irish Rose*. Mr. Denis Herlihy, General Manager of the Insurance Corporation, presented an inscribed sextant to Mr. Coleman at a brief ceremony in Dublin on April 13th last. Michael's father, Mr. William Coleman, was present to see his son receive the award.

In making the presentation, Mr. Herlihy said he was particularly gratified to see the

prize going to Cork this year. Some of Irish Shipping's best men had come from that county, he added. As insurers of the fleet, his Company had a very special interest in the welfare of the ships and he was very glad to pay a tribute to Irish Shipping, not only for the technical efficiency of the vessels, but also for the importance it attached to the careful selection and training of personnel. Ultimately the successful operation of a fleet depended on the men who sailed in them.

(Continued on next page)



Photographed at the Insurance Corporation of Ireland Annual Award for the Deck Officer Cadet of the Year.—Seated, left to right: Mr. D. Herlihy, General Manager, Insurance Corporation of Ireland; Mr. M. Coleman with his award; Mr. L. S. Furlong, General Manager, Irish Shipping, and Mr. N. B. Hoarne, the previous year's winner. Also in the photograph are: Messrs. G. Trant and K. Dixon, Instructors, Nautical College, Dun Laoghaire; Capt. T. Kirk, Surveyor, Department Transport and Power; Mr. D. O'Riordan, Secretary, Department Transport and Power; Mr. W. Coleman; Mr. P. W. Redmond, Assistant General Manager, I.C.I.; Mr. C. A. Wright, Assistant Marine Manager, I.C.I.; Mr. P. A. Smith, Agency Manager, I.C.I.; Mr. P. P. English, Secretary and Personnel Manager, Irish Shipping; Mr. J. Niall McGovern, Administration Manager, Irish Shipping; Mr. P. Shanahan, Services Manager, Irish Shipping; Capt. Michael Langran, Training Officer, Irish Shipping.



While ashore on their mid-apprenticeship release course in April last, Messrs. J. Whyte and J. O'Mahony, Deck Officer Cadets, went down to Courtmacsherry to witness an air-sea rescue exercise staged by the Helicopter Service of the Irish Air Corps and the Royal National Lifeboat Institution.

"DECK CADET OF YEAR"—Contd.

Mr. Herlihy said that our Irish seafarers over the years had made wonderful ambassadors for the country on their visits to foreign ports in every part of the world.

Mr. Coleman thanked Mr. Herlihy and the Insurance Corporation of Ireland for the sextant, which he described as a "wonderful instrument." He was, he said, very grateful to Irish Shipping for giving him an opportunity of pursuing his chosen career and he wished to pay a special tribute to Capt. Poole and the other officers who took so much pains to help him along with his studies. He also thanked the instructors at the Nautical College in Dun Laoghaire.

Michael Coleman, who is twenty-two years of age, was educated at the Presentation College, Cobh. He commenced his training on the s.s. *Irish Elm* in 1961 and subsequently served on the m.v. *Irish Sycamore* and the m.v. *Irish Alder*. In April, 1964, he obtained his Efficient Deckhand and Lifeboat Certificates, and early in 1965 he was granted his Radar Observer's Certificate. He was promoted to Acting 3rd Officer on the m.v. *Irish Alder* in July, 1965, and was repeatedly commended by his superiors.

Michael's home is at Ashgrove, Cobh, where his parents are farmers. He is the youngest son in a family of five—three boys and two girls.

Air-Sea Rescue Exercise

By J. O'MAHONY and J. WHYTE

The Air Corps helicopter which landed at Courtmacsherry is of French design and it is specially equipped for rescue operations. In addition to her crew of two, she can carry five other persons. She has a normal cruising speed of 120 knots and a range of approximately 200 miles.

The other partner on the exercise was the Courtmacsherry lifeboat, which is one of the 22 boats stationed around the Irish Coast.

At 14.30 hours the helicopter took off, the lifeboat's moorings were slipped and the exercise began. The masts and aerials on the lifeboat were lowered so as not to interfere with the landing of survivors. To ensure that the lowering procedure would be carried out with utmost safety, it was necessary that the boat be heading into the wind. The helicopter then commenced her approach from leeward and stationed herself directly above the large after cockpit of the lifeboat, at a height of about 30 feet.

The "survivor" was wearing a special harness over his life-jacket. The lowering wire was attached to this harness. He was then lowered by remote control winch into the lifeboat. Having been landed safely, he was then raised and the operation was repeated a further seven times, so that all were familiar with the operation. During this procedure, the lifeboat was steaming at reduced speed. This phase of the exercise was then completed and the helicopter returned to base.

Regular Drill

The lifeboat then proceeded out into the bay, where routine exercises carried out by all stations every six weeks began. Having arrived off Broad Strand, the anchor was dropped. Here a parachute flare, which is used to illuminate an area at night, was fixed successfully, as was a line-throwing apparatus. This is usually used when setting up the breeches buoy.

The lifeboat's navigation lights, signalling lamp, searchlight, loud hailer and radio were then tested. The propeller scuttles were lifted and the propellers examined. These scuttles, when removed, give access to the propellers, while the boat is afloat. The propellers are fitted in tunnels, to protect them if the boat grounds. These tunnels

(Continued on page 13)

EDUCATIONAL TOUR

On March 18th last, Captain M. Langran, Personnel Assistant (Training), accompanied a party of Deck and Engineer Officer Cadets on a tour of the Verolme Dockyard at Rushbrooke. Mr. J. Whyte, Deck Cadet, has very kindly described the visit for "Signal."

When we arrived at the Dockyard, we examined the underwater sections of the *Irish Alder*, which was in drydock undergoing her special survey No. 2. We also examined her anchor cables, which were ranged for inspection, in accordance with the requirements for the survey. Mr. Byrne, her Chief Officer, showed us some goosenecks which had been dismantled for inspection.



We also saw the new type grain feeders being installed. These take a reduced volume of grain and allow for more working space for general cargo in the 'tween decks.

Following the report of the Work Study team, which was aboard the *Irish Maple* last summer, the positions of bitts and leads were being altered, as was the previous arrangement for closing hatches. A new paint, chlorinated rubber, had been laid on the weather decks. It is expected to considerably reduce maintenance.

NEW VESSELS

We then visited the two ships that were being built in the Yard. On No. 1 Slipway was a 12,000-ton cargo liner for the South African Marine Corporation. This slipway is 610 feet long and was designed for ships of up to about 35,000 tons d.w. On No. 2 Slipway, which is 750 feet in length, and able to cope with ships of up to 60,000 tons d.w., was a ship on order for the Greyhound Corporation of the U.S. which manages the large bus organisation bearing the same name. This vessel was in a far more advanced stage of construction than the former and has a d.w. tonnage of 30,000 tons. These two slipways

are served by three 40-ton travelling cranes, while a 12-ton crane serves the 540-foot dry-dock.

The Workshops

After lunch we went to the berth where the steel plates used by the dockyard are landed. These arrive by coasters, mainly from Holland and Western Germany, and are discharged by a 10-ton magnetic crane. When the plates are landed, they are stored in stock-piles. When required, they are placed on conveyor rollers and passed between mangles. This is necessary to level off the plates before they enter the optical marking tower.

Here, a slide is placed in a projector on the top of the tower and the plates rolled in underneath. The slides, which come from Holland, are an exact replica of the blue-prints. Their image is projected on to the plate and the details are punched out in the plate. The marked plate is then brought into the plate shop by one of an array of gantry cranes. Here it is cut, welded, and bent to specification. On a windy day, the tower cannot be used, as any slight movement of the tower would result in an incorrect projection on the plate. Electric welding and cutting machines are used throughout in the plate shop. Here also is a 300-ton hydraulic bending machine and while we were present a plate was being shaped for the bulbous bow on the American ship.

Prefabricated sections of the ship are built in this shop and may weigh up to 40 tons. The bulbous bow was nearing completion and a section of the double bottom of the South African ship was being constructed whilst we were present. The completed cruiser stern of the American ship was outside, awaiting assembly to the hull.

We then went "aboard" the American ship and walked right through her. She is welded throughout, as is most of the work done in the yard. She will have six hatches and will be powered by diesel engines. It is hoped to have her ready for launching in late July.

We were next shown the drawing office, where we saw plans of this new ship and then visited the woodwork shop. Here, in a perfectly clear atmosphere made possible by dust-extraction and air conditioning plants, all the woodwork necessary for a new ship is carried out.



Group taken during an educational tour of Verolme Cork Dockyard on March 18th: Deck Officer Cadets J. Whyte, B. Stockdale, M. Brophy, J. Desmond, J. O'Mahony and C. O'Connell; Engineer Officer Cadets M. Byrne, W. A. Hallaghan, W. Lettis, T. Kenny, D. J. Menzies and T. Redmond. Also in the picture: Captain M. Langran and Mr. E. Lyall of Verolme.

AIR-SEA RESCUE—Contd.

also give the boat extra power. The auxiliary tiller was fitted, the anchor weighed, and the lifeboat steered by this secondary system for some time. Relieving tackles were fitted to the tiller.

On the homeward trip the drogue was streamed over the stern and the pump for distributing calming oil on the surface of a rough sea examined. The drogue is mostly used when riding on a surf, to prevent the boat broaching to. While returning to her moorings, other equipment, i.e., respirator, echo sounder, charts, was examined. The forced ventilation system, which is on top of the radio room, enabling it to be used as a water-tight compartment for survivors, was also inspected.

By this time the lifeboat had reached her moorings and before disembarking the

mechanic topped up the fuel tanks, which carry sufficient fuel for 30 hours' running, thus ensuring that the boat is always ready to put to sea at the releasing of the senhouse slip on the mooring bridle.

ACKNOWLEDGMENT

The wife and family of the late Hugh O'Farrell wish to thank most sincerely the Directors and staff of Irish Shipping Limited, also Captain, Officers and Crew of the "Irish Maple" for messages of sympathy received on their recent sad bereavement.

The Holy Sacrifice of the Mass has been offered for your intentions.

Lake Trip on "Irish Ash"

BY

P. G. BEHAN, RADIO OFFICER

It was a chilly, wet and rather overcast day as we left the fair city of Cork behind us and sailed down the Lee. Later on, however, the day improved, and as we slipped past the clustered houses of Cobh it was positively spring-like. A good augury, we hoped, for our voyage.

As it turned out, it was indeed. We were bound for the Great Lakes, and we could not have asked for a better North Atlantic crossing.

Once clear of the Daunt Lightship, a great circle course was set that would do for either the Belle Isle Straits or Cape Race. However, we soon learned that Belle Isle was still closed, as it was yet early in the season, so we made for Cape Race. It was this circumstance that kept us clear of the bad weather farther south and gave us such a record crossing. Of course, not everything went to our advantage, because as soon as we reached the Grand Banks area of Cape Race we met some of the usual hazard—fog. Nevertheless, when we anchored at Long Point, Montreal, we were still a day earlier than had been originally calculated.

T.V.

While awaiting clearance to enter the Seaway at Montreal, we were delighted to see two television sets being put on board. We take this opportunity to express our thanks to the Company for their thoughtfulness.

At the same time as the television sets arrived on board, the Agent sent the Captain two walkie-talkie radios. It would appear to be the Company's policy now to supply these two-way radios to all their fleet, for use between the Mate and the fo'castle and the Master on the bridge.

There can be no doubt that these walkie-talkies are an excellent idea, as they provide instant and clear communication, while at the same time allowing complete freedom of movement. This was proved conclusively while transitting the locks and canals of the St. Lawrence Seaway.

I believe that credit for pioneering the use of these radios goes to Captain Flanagan, who bought a set for his own use some time ago.

THE SEAWAY

It was not many hours after our arrival before we were nosing our way into the Seaway. For some of us this was to be a new experience. The weather wasn't at all bad. At night, the temperature would drop to near zero, while during the day it would rise to the high thirties. But over it all the sun shone, making the performance of one's duties much more pleasant. I had been told of the lake with all those small islands in it—the lake of a thousand islands—all with their little houses, a most striking and beautiful sight. Unfortunately, we passed through it at night.

We were much struck by the smallness of the locks, but on enquiring about this we learned that the Seaway was planned with mainly "Lakers" in mind. The fact that some deepsea ships could use it was accepted, but its main function was to provide a passage for Lake vessels to get down to Montreal, Escoumains and sometimes even farther afield.

Of our passage through the Lakes and our stay at the twin ports—Duluth and Superior—there is not really much to say. When we arrived in Duluth the weather was rather cool—in fact, downright chilly. But by the time we were all set to leave, the temperature had climbed to the high sixties and low seventies; this change seemed to occur almost overnight. Off came the winter woollies and out came the light shirts and slacks, and our Chief Steward, Peter O'Donovan, even reported a run on his sun-tan lotions! Back across the Lakes we went, and down through the Seaway with this glorious weather persisting all the way. When we were easing our way out of the Seaway, tired sighs of relief were heaved by those who had to endure the many standbys required for the locks and lay-bys and canals.

Our second loading port was Montreal, but as a longshoremen's strike was on, there was nothing for us to do but join the queue of fifty odd ships lying at anchor down at Lanoraie. By now, the strike was in its fifteenth day with no sign of a settlement. However, it wasn't very long before it was decided it would be better to leave with the cargo we had on board rather than waste any more time, and arrangements were made for our crew to secure the cargo before we proceeded to sea.

I think our lads are worthy of a word of commendation for the quick and efficient work they did, doing in just over a day a job that had been estimated would take them at least two days.

AGENTS MEET IN DUBLIN

A strengthening of the links with our overseas business associates was accomplished when a number of our Agents from home and foreign ports arrived in Dublin on May 12th for a conference with senior management. They came from Ireland, U.K., U.S.A., Germany, Holland and Belgium, and gathered for a day-long meeting at the Royal Marine Hotel, Dun Laoghaire, to hear Departmental heads describe our global shipping activities.

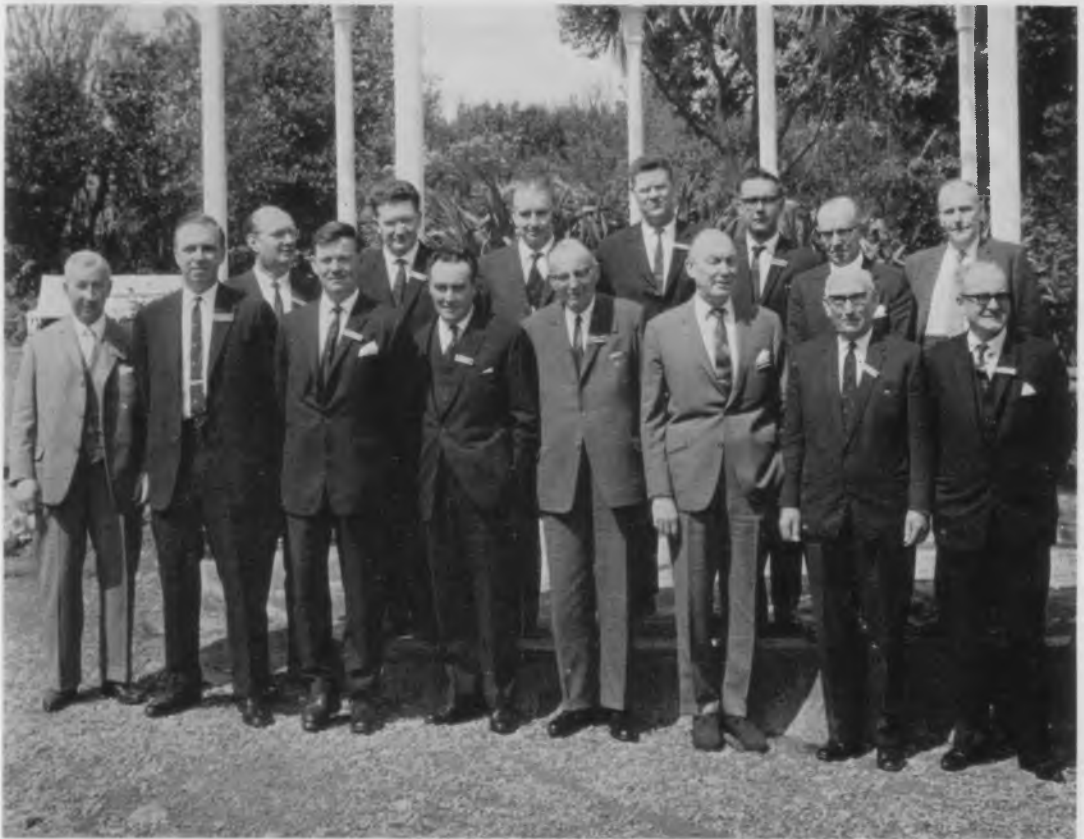
The object of the conference was to present our friends with a composite view of Irish Shipping; to explain our management structure

and to achieve an understanding of the type of attention which best fitted the needs of our ships.

Our tramp and charter voyages and our cargo liner services between Ireland and North America were outlined in detail, and talks were given also on our accounting system, our procedure for handling insurance and claims, and on the control of our fleet operations.

Irish Shipping staff attending the meeting were: Mr. B. W. Lynch, Operations Manager; Mr. D. O'Neill, Chartering Manager; Mr. J. N. McGovern, Administration Manager; Mr.

(Continued on page 16)



At the Agents' Conference at the Royal Marine Hotel, Dun Laoghaire, May 12th. Front row (left to right): Mr. F. Rolle of Carl Wohlenberg, Hamburg; Mr. R. Paddon, of Hansen & Tidemann, New York; Mr. D. Reid, of C. M. Willie & Co., Cardiff; Mr. M. F. Ewings, of John Burke & Co., Belfast; Mr. W. Blok, of Lenders & Co., Rotterdam; Mr. S. Hansen, of Hansen and Tidemann Inc., Houston; Mr. H. Rolfe, of Sir Wm. Reardon Smith & Son Ltd., London; Mr. F. J. Cassin, of Matthew Farrell & Son, Waterford. Back row (left to right): Mr. E. Hudeman, of Enrst Glassel, Bremen; Mr. E. Jones, of A. Coker & Co., Liverpool; Mr. K. Stuart, of Sir Wm. Reardon Smith & Co. Ltd., London; Mr. A. Van Doosselaere, of P. Van Doosselaere, Antwerp; Mr. A. R. Short, of Sir Wm. Reardon Smith & Son Ltd., Avonmouth; Mr. John Braid, of John S. Braid & Co., Glasgow, and Mr. J. G. Moynihan, of Limerick Steamship.

NEW YORK BUSINESS

Hansen & Tidemann, our U.S. general agents, were hosts to a party of prominent New York cargo shippers at a special luncheon on St. Patrick's Day, to mark Irish Shipping's appreciation for the support given to our U.S. Service.



Left to right: Mr. John O'Neill, Hansen & Tidemann Inc.; Miss Rose Bellotti, Murray-Allen Imports, and Mr. J. Templet, Hansen & Tidemann Inc.

FUNCTION FOR RELATIVES

A very successful social function for the families of Irish seamen was held recently at the Stella Maris Club, Beresford Place, Dublin. Organised by the Legion of Mary, under the auspices of Apostolatus Maris, the function was the very first of its kind and the promoters are confident of having many more.

The Rev. Father D. McCarthy, Port Chaplain, spoke to the gathering and stressed the importance of the work being done for Ireland by those who went to sea. He said that money should not be the only measure of our appreciation of the fine work our sailors were doing. It was important, too, that relatives should keep in touch by frequent letters and also inform them of the facilities available in the Stella Maris Clubs which are located in all the major ports and many of the smaller ports around the world.

Invitations were sent to eighty-five families to attend the function and the response was most gratifying. First class entertainment was provided by a large number of artists.



Left to right: Mr. John Murray, of Westinghouse, Mr. Ralph Gerard of Peter Wax and Mr. A. Arnone of W. A. Taylor.

AGENTS' CONFERENCE—Contd.

T. E. Flynn, Accountant; Mr. C. P. Kinsella, Freight Manager; Mr. J. P. Hamilton, Technical Manager; Mr. S. M. Clery, Operations Assistant; Captain J. D. McPolin, Operations Assistant; Mr. M. J. Fitzsimons, Dock Superintendent; Mr. P. Crowley, Manager, Cork Office. Mr. W. A. O'Neill, now Assistant General Manager, also was present.

The visitors were afforded an opportunity of getting to know each other and of discussing mutual problems connected with the handling of vessels in present-day conditions.

Following the conference, the visitors toured the Dublin Port Area.



Mr. B. W. Lynch, right, with our agents from the Continent: Mr. E. Hudemann, Mr. F. Rolle, Mr. A. Van Doosselaere and Mr. W. Blok.



THE WAR-TIME FLEET

Captain J. P. Kelly, who retired a few years ago, writes:

"It was interesting to see pictures of the old ships reproduced in the April edition of the *Signal*. I would like to point out one inaccuracy which would not be noticeable to anyone other than those familiar with the old ships.

The picture captioned the *Irish Plane* is not correct. This is a picture of the *Irish Poplar*, taken at a different angle to that of the *Irish Poplar* on the right, page five.

The *Irish Poplar* had a short well deck at number one hatch and at number five, leaving a long bridge deck to the mainmast from the foremast. The *Poplar* also had trellis work derricks on two hatches, number four and, I think, number one.

The *Irish Plane* was a 'well-decked' or three island ship, having numbers one and two hatches on the forward well and numbers four and five on the after well deck. The two vessels were totally different in appearance. The *Irish Plane* never had the Company's present funnel markings and had a much heavier type funnel than the cigarette type of the *Poplar*. The *Plane* had a black funnel with the white shield with I.S.L. in red letters on it.

The *Irish Plane* was also quite distinctive with the extremely long wooden derricks, much longer than on any other vessel of the old fleet or even the new fleet. The derricks on number one projected well over the forecastle head and rested in crutches just abaft the windlass. The derricks on number two were that long that they were housed when lowered on the lower bridge and had to be swung in under the wing of the top bridge.

To facilitate stowing them, number two derricks had two spans, one at the derrick head to take support when the derricks were topped for cargo, and the other about ten feet down to take the weight when housing them on the lower bridge, leaving the other slack. All the derricks on the *Plane* were so long that when topped up they were higher than the mastheads. Anybody knowing the old *Irish Plane* could not possibly mistake the picture of the *Poplar* for her.

Of the old ships, I was Chief Officer of the *Irish Oak* from 1942 up to when she was torpedoed in the North Atlantic in May, 1943, 750 miles off the Irish coast. The crew of the *Irish Oak* were picked up by the *Irish Plane*, which was outward bound to Halifax, N.S. The *Irish Plane* turned back and landed survivors at Cobh. Mr. Tim Healy was Chief Engineer on the *Irish Plane* at that time.

I commanded the *Irish Fir*, *Irish Hazel*, *Irish Poplar*, *Irish Plane* and *Irish Elm* of the old fleet. I was relieved by the late Captain Hickman on the *Irish Plane* before she left Dublin on what was to be her last voyage. I also attended the *Irish Plane* for a few weeks with the salvage crew when she was ashore near Ballycotton."

Captain Kelly is of course perfectly correct; a photo of the old "Poplar" was substituted in error for one of the "Plane."—Ed.

ENGINEERING STUDENT



Mr. M. Cahalan, 2nd place in the 2nd Year Summer Examination, 1965



Miss Mary Humphreys, Comptometer Operator at our Cork Office since last November.



Miss Eithne Reid joined the Cork Office staff in January last as Shorthand-Typist. She also assists at the telephone switchboard.

SPORTS ROUND-UP

G.A.A.

Surprise results were the most noteworthy feature of the National League finals with holders Galway and Tipperary going under to less fancied rivals. In the football final, Longford well deserved their one point win over Galway to bring the first league title to the midland county.

In hurling, Kilkenny caused a big upset with their 9 points to 7 win over the odds-on favourites, Tipperary.

The provincial championships have produced two major surprises at the time of going to press. Louth caused one when they eliminated the new League champions, Longford, in the first round of the Leinster Championships. The second surprise was created by Limerick hurlers who overwhelmed Tipperary by 4-12 to 2-9 in the first round of the Munster Senior Hurling Championship. This latter win has left this year's hurling title race more open than it has been for several years, with odds-on favourites, Tipperary, out at the first hurdle.

SOCCER

Ireland fared better on the short tour which our international side went on last month than was expected. The Irish team lost one-nil to Austria in Vienna and won against Belgium at Liege by three goals to two. The latter win was a very good effort and old stalwarts Noel Cantwell, who scored two goals, and Charlie Hurley were outstanding.

Since our last issue the season has ended with Shamrock Rovers retaining the F.A.I. Cup. In the final they again met Limerick, last year's runner-up, and Rovers won by one goal to nil.

RUGBY

In the first test with Australia, three Irish players accounted for nine of the eleven points scored by the British and Irish touring team. The Lions won the test by eleven points to nine. Irish scorers were Ray McLoughlin, Ken Kennedy and Noel Murphy, each of whom scored a try.

We extend our sincere sympathy to Miss Mary Foley on the sudden death of her father last month.

CLEARING THE DOCKS

A bulletin issued from the Baltic and International Maritime Conference quotes a news report from Egypt about the Government's clean-up of abuses at the docks. We quote: "Mr. Mohieddin, Egyptian Prime Minister, dismissed six directors of public establishments on January 31st for failing to clear goods from Alexandria docks. He issued a warning that, from now on, all such offences would be punished by dismissal instead of deprivation of allowances.

Egypt has lost about £40 million in the last five years in the shape of goods, mainly machinery and desperately needed medicines, left in the open at the docks under rain and sun.

A whole factory imported from Russia for the manufacture of tools was left at the docks for three years, apparently forgotten. Some of the machines were stolen, and the rest of the equipment became rusty and almost useless.

Recently, Mr. Mohieddin had Alexandria docks cleared of goods valued at £50 million which had been lying there for between 18 months and five years. At least £20 million worth had gone rusty, and the medicines had become useless.

KEPT WAITING

Meanwhile, a Greek ship chartered by China, had to wait five days for its cargo to be unloaded in Alexandria as it was Ramadan, the Moslem month of fasting.

The importers had to pay the shipping company £2,000 in compensation for the delay. When Mr. Mohieddin heard of this he ordered the chairman of the Egyptian establishment concerned to pay the money out of his own pocket over 10 years.

The angry chairman suspended for 10 years all annual increases and bonuses to the 1,700 employees under him.

Will some-one go down quick and check our transit sheds.

Our congratulations and best wishes to Mr. and Mrs. Pat Crowley on the birth of a baby daughter, Maire Eibhlin, on 1st May last.



Mr. V. McMahon of our Cork Office, Traffic Dept., builds ships models as a hobby. He is pictured here with two samples of his work — left: a model of the m.v. "Cashel," which is a tug based at Cobh, and, right, a model of the m.v. "Breeda J," a tanker which plies between Cork and the Whitegate Oil Refinery.



Mr. Pat Barry, who recently joined the clerical staff at the Cork Office.

HEAD OFFICE TEAM



Back row (left to right): T. Delaney, N. Long, J. Wright, B. O'Gorman, J. McQueirns, E. Shine.
Front row (left to right): N. Chambers, K. Bray, F. Cheevers, E. Shaw, E. Mullally.

CORK OFFICE TEAM



Front row (left to right): Pat Barry, Ted Sweeney, Bill Lilley, Mark Byrne, Bernie Murphy. Back row: Tom Redmond, Tony Boland, Alan Brooks, Pat O'Connor, Bill Letts, Tom Brett, Al McGrath.

LAWN TENNIS

A team from Head Office entered the Dublin Business Houses' Lawn Tennis League for the first time this year. While the team did not reach the final, a very good win was scored over Aer Lingus in the first round. I.S.L. won by four games to nil, with B. O'Gorman, B. W. Lynch, K. Bray, Miss A. Keegan and Miss A. Graham figuring on the winning side.

Players-Wills Ltd. beat I.S.L. in the second match by three games to one, after a hard fought struggle. Our only victor was B. O'Gorman in the men's singles.

A team from Aston Quay went down to Cork on May 14th to play the local boys. One of the players describes the match.

THREE GOALS EACH

After a lively start, Dublin took the lead in eight minutes when Frank Cheevers snapped up a pass from Enda Mullally and finished it to the net. Dublin were then on top until Pat O'Connor broke loose on the left, after half an hour, and sent over a well placed centre which Tom Redmond sent home from ten yards.

Cork then took command and were unlucky on one or two occasions not to go ahead. In a breakaway just before half-time Tom Delaney scored from the edge of the penalty area to leave Dublin leading 2-1 at half-time.

However, immediately after half-time Cork piled on the pressure and had the Dublin side defending desperately at times. Cork eventually broke through in the 65th minute when Bill Lilley beat two men before shooting to the net. With the score now level, both teams threw everything into the game. Following a corner on the right for Cork, Pat O'Connor gained possession and with the goal-keeper out of position he had a simple task to put Cork in front for the first time. This looked to be the winning score until Enda Mullally scored the equaliser two minutes from time following a free.



After the match a little diversion took place.



Miss Helen Cahalane, of Elgin Road, Ballsbridge, has announced her engagement to Mr. Jimmy Gorman, who is 2nd Officer on the m.v. "Irish Willow." Helen, photographed here with her fiancé, asks us to send "love and best wishes Jimmy for a very happy birthday."



Mr. John Doherty, who obtained 2nd place in the First Year Summer Examination, 1965.

To Cadet Michael Byrne, "Irish Spruce"
—Congratulations and best wishes for your 21st birthday on 17th June. Hope you have a nice time. Love from Mam and Dad; also congratulations from Annette and her husband Michael.

To Jeremiah Mooney, Engineer Cadet, "Irish Maple," whose 19th birthday was on 3rd May. Greetings and all good wishes from Daddy, Anthony and Uncle John.

To Ronan Dunne, "Irish Maple," whose birthday was on 23rd May. Greetings from Mam, Dad, Aedamar, Ciaran and Darina.

To Thomas Flynn, "Irish Plane"—Belated birthday greetings from Mam, Dad, Sean, Francis, Josie, John and children, and Grandad.

To Richard Sanders, "Irish Poplar," whose birthday was on 9th May. Many happy returns from Mum, Dad and all at 35.

To Vincent Murphy, "Irish Cedar," whose birthday is on 29th July. Greetings for happy birthday from Mam, Dad, Anne, Sean, Dolores and Carmel. We are looking forward to seeing you soon. Pat, Jack and twins also send best wishes.

To Jim Whyte, "Irish Cedar," who was nineteen on 16th June. Greetings and very best wishes for your last teenage birthday from all at No. 2 De Vesci Place.



Mr. J. T. Doran, who obtained 1st Place in the 2nd Year Summer Examination, 1965.

CONGRATULATIONS TO :

Mr. J. Rickard on obtaining his Master's Foreign Going Certificate ;

Mr. K. Geoghegan and **Mr. M. Coleman** on obtaining their 2nd Mate's Foreign Going Certificates ;

"Thank God we're surrounded by wather."



SALOME

Did you know that our telephonist leads a double life? When shades of evening fall and silence descends on the telephonic network, the stage is soon set for the transformation scene.

As if on gossamer wings, floating gracefully to the haunting strains of a Strauss waltz, "La Grogan" glides again! This news flash is by courtesy of our Information Service.

We regret to report the recent death of Mr. William Murphy of 44 St. Joseph's Terrace, Passage West, Cork, who sailed on our vessels for many years as a Donkey-Greaser. He was one of those who braved the war-torn seas in the early days of the Company, his first ship being the *Irish Beech* which he joined at Cork in October, 1942.

ONE GUESS

The recent Agents' Conference in Dublin had its lighter moments. It was reported to us that a certain Agent from the South of Ireland charmed his colleagues with golden eloquence, it being conceded that if provoked he could talk the hind legs off an ass.

We print it as we got it

Area 1876, Section 2.

Phoenix Park, Dublin 7.

Dear Sir,—Under the direction of the Civil Authority, we are entering into extensive training to organise both civilian and industrial corps for the purpose of fire fighting in the event of atomic raids.

As a citizen whose civic spirit is unquestionable, we believe that we may count on you. We have, therefore, taken the liberty of appointing you "Atomic Warden" for the area.

Training will be confined to 6 nights per week for the next six months. Enclosed is a list of equipment which will be supplied.

Yours faithfully,

BRIAN BORU, Chairman,
Civil Defence Sub-Committee.

CIVIL DEFENCE PROGRAMME LIST OF EQUIPMENT FOR ATOMIC RAID WARDENS

Respirator.

Axe to be carried in belt.

Stirrup pump to be carried over right shoulder.

Extending ladder to be carried over left shoulder.

Long household shovel to be carried by the left arm.

Rake to be carried by the right arm.

Scoop to be carried in the left hand.

Whistle from lanyard to be carried in mouth.

Belt to be worn round waist, with ten hooks for carrying six sand bags and four pails of water.

Two wet blankets to be slung round neck.

Flash light to be carried around back.

Tin helmet, with brim upturned for carrying extra water.

Box of matches to light atomic bombs which fail to ignite.

Extra sand to be carried in all pockets.

Ship's anchor to be carried in case the warden breaks into a gallop.

CREWS

National Bulk Carriers Inc., New York, who intend to charter big tankers to Gulf Oil, have recently requested Irish Shipping to employ a crew (ordinary ranks), on their behalf, for the combination 60,000 ton oil/ore carrier, *Ulysses*, which arrived Antwerp on June 8th. The Irish crew took over from Okinawan personnel.

OFFICERS ON LEAVE

Masters—C. Raftery, B. Reilly, I. Sheil, J. S. Kerr, J. H. O'C. Devine.

Acting Master.—M. O'Connell.

Chief Officers—M. Doyle, J. Kelly, J. Mitchell, J. Rickard, J. St. John.

2nd Officers—P. V. Buckley (Study), J. A. Byrne, P. V. Flynn, K. K. Lanigan, J. P. Lannin (Study).

Chief Stewards—H. Bond, P. Farrelly, T. Forde, J. Murphy, T. O'Connell, J. Rogan.

3rd Officers—K. Geoghegan, G. Anderson (Study), D. Murphy, T. O'Brien (Study), L. G. O'Duffy.

Acting 3rd Officers.—D. Buckley (Study), N. A. Dillon, P. A. Kearney (Study), D. Leonard (Study), B. O'Flynn, J. Tallon.

Cadets—M. Byrne, B. Daly, A. Essien, P. Etim, G. Gillen, A. Kehoe, P. Kenny, P. Fennell, R. Livingstone, P. Nyang, D. O'Brien (Sick), F. Perrott, A. Quashie.

Chief Engineers—J. Morgan, H. Mooney, J. Moynihan, R. Murray, P. Otter, G. Rowe.

Elec. Engineer.—B. Mooney.

2nd Engineers.—J. Scott, A. Hughes, M. Gillen, P. Walsh, A. Bolger, T. Stuart.

3rd Engineers—M. Caughey, D. Falvey, D. Hoey, F. Kirwan, J. Little, J. Long, J. Nangle, N. O'Neill, A. Hall.

Acting 3rd Engineer.—T. Onions.

4th Engineers.—J. Gaul, N. Kinsella, M. Murphy.

Engineer Cadets.—J. Carroll, T. Ryan, M. Duggan, D. Buckley, T. Hanrahan.

Junior Engineers.—C. Currian, N. Edwards, J. Fahey, J. Healy, J. Kelly.



"Irish Rowan" Deck Department staff photographed on the vessel at New Orleans.

FLEET PERSONNEL

Deck and Engineer Officers in order of Rank

"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 POPLAR" Capt. E. C. C. Horne. Deck Officers: M. Willoughby, D. Curtis, J. P. O'Leary. Cadets: F. W. Kirk, G. J. Waldron, J. McConnell, P. Noonan. Chief Steward: W. Gouldson. Engineers: G. Cunningham, M. O'Connell, G. Shortall, S. McGarry, D. P. Kellegher, J. F. McConnell, J. Gallagher. Eng. Cadets: J. B. Cronin, F. J. P. Fenlon, P. V. Carroll. Elect. Eng. J. D. McGurrel. Deck Dept.: J. Heaney, J. Ryder, J. Deegan, T. Dillon, N. Murphy, W. Carroll, P. Bradshaw, R. Saunders, E. Hensey, L. Hitchcock, W. Davis, J. Bollard, J. Griffiths. Engine Dept.: E. Mahon, M. Thullier, E. Kinney, R. Proctor, J. Redmond. Catering Dept.: P. Walsh, D. Barry, E. Murphy, K. Edwards, H. Geraghty, D. Murphy.

"IRISH LARCH" Capt. F. W. Kirk. Deck Officers: M. Devine, M. Kelly, W. A. Kirwan. Cadets: J. Lyster, M. J. Brophy, D. J. Kirk. Chief Steward: E. Fricker. Engineers: M. Whooley, J. Murphy, G. Dorgan, T. J. Fitzpatrick, J. G. Nolan. Elect. Eng.: E. F. Griffin. Deck Dept.: D. Renehan, P. Redmond, J. Hannon, T. McCarthy, P. Edwards, P. Beggs, S. Smyth, P. Craine, J. Fergus, N. McGuinness, T. Coombes. Engine Dept.: M. Coogan, C. Nulty, W. Gahan, T. Smith. Catering Dept.: J. Buckley, T. Gannon, A. Mooney, L. Fullam, J. O'Loughlin, A. Stephens.

"IRISH OAK" Capt. J. Poole. Deck Officers: M. Carey, J. P. Coady, P. Kehoe. Cadets: P. A. Cowman, C. O'Connell, J. A. O'Mahony, J. A. Moynihan. Chief Steward: J. Clinton. Engineers: A. T. Metcalf, E. Byrne, J. Doyle, J. S. J. Masterson, W. P. Gleeson, S. O'Sullivan, R. Rafter. Eng. Cadets: E. Burke, J. Brady. Elect. Eng.: T. D. Nolan. Deck Dept.: W. McCann, M. McCarthy, P. Kelly, J. Crowley, T. Grannel, M. Saunders, T. McMahon, G. Redmond, D. Conroy, P. Dunne, J. Murphy, J. O'Grady. Engine Dept.: J. Early, P. Walsh, J. Harford, J. Cullen. Catering Dept.: J. Gaffney, M. Moody, D. Walsh, R. Cough, J. Rourke, T. Britton.

"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 MAPLE" Capt. T. A. Byrne. Deck Officers: C. J. Ball, D. Daly, N. Foley. Cadets: J. J. Goulding, J. J. Cody. Chief Steward: N. Curran. Engineers: M. J. Byrne, T. O'Driscoll, D. O'Connell, P. J. Byrne, M. Punch, J. A. Lee, J. A. Daly. Eng. Cadets: A. Byrne, J. J. Mooney. Elect. Eng.: P. Morgan. Deck Dept.: J. Nolan, H. O'Farrell, O. Grace, T. Hearne, F. Chandler, N. Stoot, S. Roche, R. Moynihan, J. Walsh, B. Farren, M. Cronin, P. Keenan, J. Lattimour. Engine Dept.: T. Kelsch, T. Doyle, P. Freeman, J. Buckley. Catering Dept.: J. Greene, R. Dunne, J. Byrne, P. Brennan, T. Coleman, J. Collins.

"IRISH CEDAR" Capt. T. Glanville. Deck Officers: W. G. Garvey, K. McKenzie, T. P. McKenna. Cadets: J. J. Whyte, P. J. O. Malone, J. A. Cotter, M. J. Larkin. Chief Steward: J. Doran. Engineers: J. Johnson, M. Dillon, J. Watters, T. P. O'Donovan, T. S. Nolan. Eng. Cadets: D. McLoughlin, M. A. O'Sullivan, M. J. Kennedy. Elect. Eng.: R. Clothier. Deck Dept.: 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 Dept.: J. Hannah, W. Martin, C. Coyle. Catering Dept.: E. Devlin, M. McGowan, P. Murphy, R. Whelan, A. Djaballam, V. Joyce.

"IRISH PLANE" Capt. T. R. Hughes. Deck Officers: J. J. Martin, F. G. Raftery, P. Keane. Cadets: R. Grant, P.

D. A. Kelly, S. L. Murphy, J. P. N. O'Dowd. Chief Steward: R. Heapes. Engineers: N. Whitfield, T. Flynn, W. F. Fleming, G. R. F. Faulkner, M. Kearney, J. P. Ward. Eng. Cadets: E. Curriuan, D. C. Barry. Elect. Eng.: W. J. Daly. Deck Dept.: J. Byrne, P. Harris, P. Grant, M. Allen, P. Hawkins, P. Tallon, K. McCormack, B. Byrne, J. Redmond, David Crowley, 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.

"IRISH SPRUCE" Capt. P. F. O'Shea. Deck Officers: M. McMahon, P. A. Murphy, N. Hearne. Cadets: J. A. Murphy, P. D. Gordon, B. Stockdale, M. A. Byrne. Chief Steward: T. Forde. Engineers: H. Dowdall, J. A. Lyons, J. Ennis, D. Harrington, P. Cullen, L. O'Toole. Eng. Cadet: P. Bardon. Elect. Eng. J. Dunn. Deck Dept.: K. Rogers, J. Farrell, J. Redmond, M. Lennon, T. Davis, T. Byrne, J. Driscoll, M. Murphy, M. Rysard, J. Creenan, R. Gilligan, M. Donoghue, T. Daly. Engine Dept.: M. McCabe, P. Proctor, P. O'Brien, M. Brazil, M. Clery. Catering Dept.: J. Reddy, A. Burtenshaw, E. Byrne, B. Byrne, M. Carpendale, P. Kealy.

"IRISH SYCAMORE" Capt. J. Caird. Deck Officers: E. Greevy, C. Morrissey, T. J. Byrne. Engineers: T. Loughran, W. Parslow, G. McDonnell, B. McKevitt, J. Gilmartin, J. Harvey, A. J. Mooney. Elect. Eng.: J. O'Connor. Chief Steward: V. Mayland. Radio Officer, J. P. Murphy. Cadets: J. M. Cox, E. Coleman, C. Okoro, S. Jebutu. Deck Dept.: L. Kelly, P. Byrne, M. Tracey, M. Folan, G. Farrell, T. Rowan, R. Byrne, S. O'Grady, J. Smyth, G. Clarke. Engine Dept.: P. Leonard, W. Brown, M. Smyth, P. Kernan. Catering Dept.: M. O'Rourke, C. Cashin, W. Sheridan, R. Fagan, J. McCarthy.

"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, X. Lumsden. Catering: W. Rogan, A. Stafford, L. Bonney, J. Johnson.

"IRISH FIR" Capt. A. R. Evans. Deck Officers: F. B. Kelly, P. J. O'Byrne, F. Henderson. Engineers: J. J. Sullivan, T. Carroll, E. Hughes, E. Lynch. Chief Steward: J. Bennett. Deck Dept.: G. Foley, C. McGuire, J. Murphy, T. McCarthy, P. Redmond, D. Kelly. Engine Dept.: W. Coote, N. Tobin. Catering Dept.: D. Murphy, T. Fay, B. Flood, E. Seberry.

"IRISH ALDER" Capt. J. Onions. Deck Officers: D. P. Byrne, B. Kehoe, P. J. Tyrrell, D. Bruniciardi. Engineers: R. Tennant, R. Murdoch, A. O'Toole, J. J. Hennessy, J. A. Prior, L. J. Willis. Chief Steward: J. Moynihan. Cadets: J. M. Kennedy, J. A. Desmond. Radio Officers: B. Fitzsimons, O. Gleeson. Deck Dept.: G. White, J. Tallon, M. Hurley, H. Kent, D. Ahearne, C. Courtney, N. Fynes, C. McCarthy, M. Murphy, C. Galvin, T. O'Brien, M. Brazil. Engine Dept.: J. Ryan, H. Crowley, M. Daly, J. O'Leary, J. O'Sullivan. Catering Dept.: C. Cunningham, M. O'Meara, S. Murphy, K. Wickham, M. Boland, M. Coughlan.

"IRISH ASH" Capt. J. J. Walsh. Deck Officers: H. B. Fiddler, G. Burgum, R. Gordon. Cadets: T. Bell, D. E. Collins, J. McKenna, F. Healy. Engineers: E. W. Ivimey, S. T. O'Neill, W. Cleary, W. D. McCarthy, J. E. Maher, J. Hamilton, N. Hayes. Elect. Eng.: J. Barrett. Chief Steward: C. O'Donovan. Deck Dept.: D. Stoneham, K. Maher, T. O'Connell, C. Cody, D. Clohesy, B. Carr, J. Kennedy, C. O'Driscoll, D. Healy, B. Warren, O. McGrath, O. Murphy, D. O'Sullivan. Engine Dept.: W. Mahoney, C. O'Malley, R. Shields, T. Kinsella. Catering Dept.: G. Molloy, M. Goulding, J. Mulligan, J. McSweeney, P. Farrelly, W. Gannon.

"IRISH HOLLY" Capt. J. Lee. Deck Officers: F. H. Leigh, G. Kyne, H. Courtney. Engineers: J. Morgan, A. O'Mahony, T. Wren, W. O'Toole, W. O'Neill. Deck Dept.: J. J. Hearne, P. Hearne, J. Murphy, E. McGrane, M. Maher, R. Leonard. Engine Dept.: C. Cavanagh, J. Kelleher, G. O'Hara, J. McCarthy, B. Cullen, T. Finner. Catering Dept.: D. Gibbons, T. Nolan, M. Curedale.