

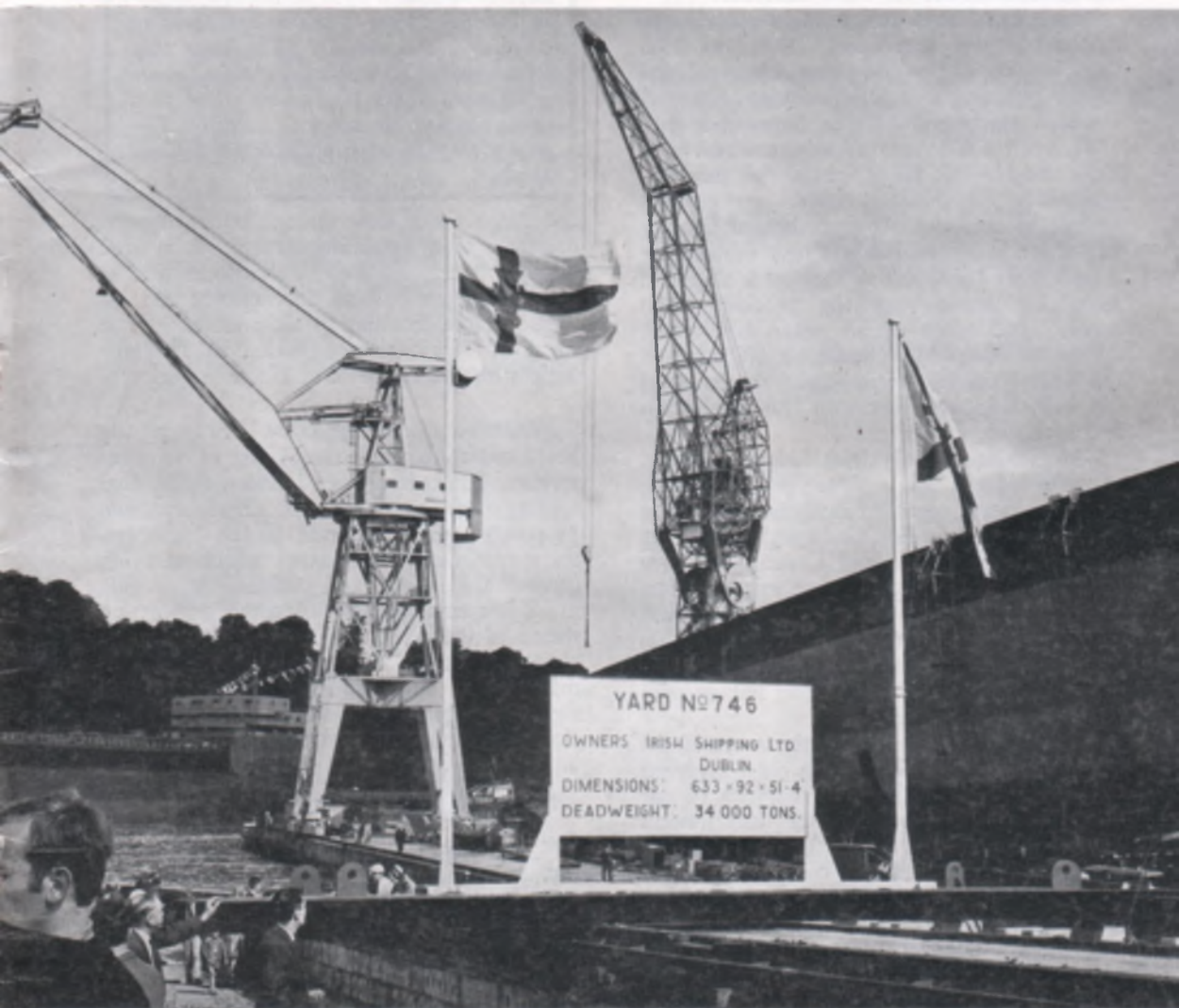
# SIGNAL

VOLUME 4

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1966



*Keel Laying,  
New Bulk Carrier*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# ATLANTIC LINER TRADE

While we retain a number of our finest and fastest vessels to serve the trade moving between Ireland and North America, the majority of our fleet have for many years past been busy on world-wide tramp and charter voyages. Yet many people regard the Irish Shipping fleet as centering upon the North Atlantic for its main activities.

This close identification with the North Atlantic is not surprising. The first Irish Shipping vessel to complete a commercial voyage was the "Irish Elm"—formerly "Leda"—which reached Dublin on September 4th, 1941, with 6,000 tons of wheat from New York and Halifax, Nova Scotia. The ship was greeted by Government leaders and given a fanfare of publicity. At that time of scarcity and alarm it was hailed as a near miracle for a new Irish Company to acquire a ship and bring her home with the precious grain across 3,000 miles of an ocean battlefield. As the war dragged on and other ships joined the "Elm" on the "lifeline" run, the battered old Irish Shipping fleet won the admiration and gratitude of the public.

At present the only Irish Shipping vessels to make regular calls at home ports are those engaged on the regular cargo services linking Irish ports with the East Coast ports and Great Lake ports of U.S.A. and Canada. If they happen to load unusually large export orders or some new export product they are bound to attract attention on the press and radio. Therefore, our historical and latter day associations with Irish ports combine to link us with North Atlantic trading.

For obvious reasons, a berth on one of the Atlantic line vessels is the one most favoured by our seagoing staff. The majority of our shore-based staff also prefer the liner service. It represents the real tangible shipping business; it affords direct contacts with the vessels involved, and leads to personal contacts with exporters and importers. There are customers to canvass, cargo to load and discharge and a variety of documents to process.

## Extending the Service

Chartering on the international freight market may be exciting for those directly concerned, but for most of us the ships

### LINER RUN

*A correspondent has asked us: "Why call it a 'Liner Run' since we don't carry passengers." Well a "Liner" in shipping circles is a ship that maintains a line or a regular service which is advertised and is open to anybody wishing to ship cargo; it can be compared to a train or bus service. The liner ship is committed to stay on its stated route as opposed to the tramp ship which goes wherever suitable cargo is on offer. The tramp ship is usually chartered by one shipper.*

and cargo which flow through our own ports present a more appealing picture. It is little wonder, therefore, that when some people visualise expansion and development and increased cargo handling as often as not it is in terms of a wider participation in Ireland's trade with the countries of North America.

Within our organisation we have frequently heard criticisms about the pattern of our liner services. Faults have been found with the dual loading of grain and generals. There have been proposals to restrict grain to the big ships, and experiment with smaller vessels carrying general cargo only, and designed to provide more frequent sailings. But the dominating theme of the critics emerges as a call for an expanded service lifting bigger quantities of merchandise. Suggestions have been made that significant quantities of general cargo are eluding our ships because we fail to advertise on a grand scale.

In this feature it is hoped to demonstrate just how the Company fits into the overall picture of Irish-North American trade. We shall summarise the amounts of cargo available to carriers on the North Atlantic over a given period. We shall point to the difficulties involved, try to convey an idea of the efforts being made to increase our share of the traffic and introduce our readers to some of our associates engaged in the various branches of the business of importing and exporting. Irish Shipping will be seen to be putting up a vigorous performance in an expanding but very tough market.

## TRADING PARTNERS

Running our own Irish Flag vessels on the Atlantic route both heightens our national pride and adds to the country's prestige abroad. Moreover, it provides our businessmen with a valuable asset—the assurance of a dependable cargo service for their transactions with North America. Some authorities even insist that a native-owned shipping service across the North Atlantic is vital to the growth of our exports to U.S.A. and Canada.

But what of the scope of our services and the economics involved? Could we employ extra ships on the Atlantic to give more frequent sailings, and is there substance in the oft repeated suggestion that substantially more cargo could be secured if we tried hard enough?

A brief study of the trade returns covering a recent twelve month period will quickly dispel any vague notion of the North Atlantic being an easy hunting ground for any ship-owner. Here we meet the cold economic realities.

The total value of Irish trade with the rest of the world, that is, combined exports and imports, for the 12 month period ending December 31st, 1965, amounted to £596 million.

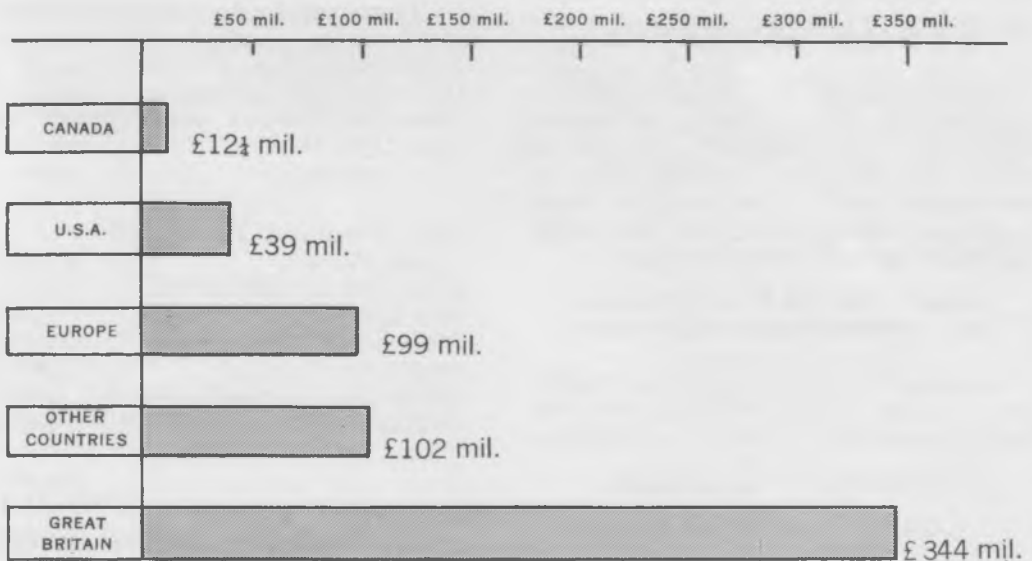
58% of our external trade was conducted with the United Kingdom — (via Cross-Border, road and rail, by coasters and by aircraft.)

18% of the total trade was carried on with countries of the European continent.

Approximately 15% of our trade flowed between Ireland and various other countries of the World, excluding North America.

The value of Ireland/U.S.A. trade for the year 1965 was £39 million or  $6\frac{2}{3}\%$  of our total imports/exports.

The figures for Irish/Canadian trade were £12 $\frac{1}{4}$  million or 2% of the total.



This chart illustrates the main divisions of Irish overseas trade (combined exports/imports) for the year 1965.



Mr. W. A. O'Neill, Assistant General Manager and Commercial Manager, is chief executive for all our cargo operations, chartering and liner.



Manager of our Freight Department for U.S.A. and Canadian cargo is Mr. C. P. Kinsella.

## Trade Analysis

We have already seen the figures for total Irish-American trade. Let us try to establish how much of this trade can be rated as genuine liner traffic, i.e., excluding grain, and merchandise which either employs tramp shipping or travels by air. Once again taking the 1965 Irish trade returns we find:

**Imports from U.S.A. — £30 million.**

**Imports from Canada — £10 million.**

Beginning with the U.S.A., we can straight-away eliminate some of the large bulk commodities included in the total of £30 million.

Grain/Soya	£11,000,000
Coal	£ 2,200,000
Aircraft	£ 3,100,000
Sulphur	£ 300,000

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£16,600,000

That is more than half the U.S. imports accounted for. And what of the remaining £13,400,000? Here is a breakdown of other U.S. imports which were NOT sent via U.S. North-East Coast ports (nearest round figures):

<i>Fresh, Dried and Tinned Fruit</i>	
<i>from Pacific</i> .....	£1,700,000
<i>Wood Pulp ex Gulf</i> .....	£100,000
<i>Raw Cotton</i> .....	£500,000
<i>Liner Board</i> .....	£400,000
<i>Goods Air Freight</i> .....	£1,000,000
<i>Horses Air Freight</i> .....	£400,000
<i>Feeding Stuffs</i> .....	£400,000
	<hr/>
	£4,500,000

This leaves approximately £9 million worth of U.S. "General Cargo" moving to Ireland via East Coast ports of the U.S. during 1965, and competed for by the various shipping companies.

(Continued opposite page)



Mr. D. C. Burke, 2nd  
Engineer, "Irish Oak."



Mr. P. Kehoe, 3rd  
Officer, "Irish Oak."



Mr. M. Murphy, Third  
Engineer, "Irish Poplar."



Mr. Peter Keane, 3rd  
Officer, "Irish Spruce."

## IMPORTS FROM U.S.—Continued

The following is a list of the principal commodities along with the values:

Fruit	£ 100,000
Hops	£ 260,000
Tobacco	£3,300,000
Hard Woods	£ 100,000
Chemicals—Drugs	£1,200,000
Textiles	£ 700,000
Machinery	£2,730,000
Metals	£ 370,000
Mails	£ 300,000

## CANADA

Turning to Canadian imports into Ireland for 1965, £10 million, we find that excluding bulk grain and tramp loads of timber, the principal items available to the shipping companies were:—

Aluminium	£1,400,000
Newsprint	£ 580,000
Rubber	£ 290,000
Textiles	£ 190,000
Machinery	£ 650,000
Fruit and Fish	£ 450,000
Logs/Lumber	£ 280,000
Tobacco	£ 64,000

## EXPORTS

In the export sector where Irish Shipping faces keen competition from other shipping lines and air-freight operators, both on the U.S. and Canadian runs, the pool of cargo is limited, although showing encouraging growth every year.

Total Irish exports to U.S.A. for 1965 were valued at £9 million or 4% of all our exports.

Exports to Canada were £2¼ million or 1% of all our exports. Listed below are the principal commodities exported by all regular liner shipping to North America East Coast, during 1965.

### To U.S.A.

Frozen Meat.  
Confectionery.  
Chocolate Crumb.  
Beer, Stout.  
Whiskey.  
Wool.  
Machinery.  
Moss Peat.  
Sugar.

### To Canada

Chocolate Crumb.  
Clay Materials.  
Miscellaneous Generals

# THE DRIVE FOR CARGO

## NEXT STOP NEW YORK

Irish Shipping is the only line offering direct sailings between Ireland-U.S. and Canada—no intermediate calls at ports in U.K. or Europe. Our freight rates are competitive and our sailings regular and well advertised. In Ireland, detailed sailing information is mailed out to all importers and exporters every month, while our commercial staff maintain personal contacts with every existing and potential customer. No opportunity is missed of enquiring about the shipping intentions for the products of new factories established under the current industrial drive, and we work closely with Coras Trachtala, the semi-Government agency engaged in promoting all Irish exports.

Shippers and receivers require rapid and careful handling of their goods. We can claim to fulfil these conditions. At Dublin and Cork our own stevedoring and transit shed services are second to none; at Waterford and Limerick our ships receive expert attention from experienced agents.



The idea of exporting the material of Irish bogs would have been scotched as a wildly improbable dream not so many years ago, but Bord na Mona are now sending moss peat to many parts of the world, including North America. Mr. J. Kenna, who takes care of all shipping arrangements for Bord na Mona, is seen here pointing to the map carrying the locations of the various turf stations.



Mr. Enda Mullally has recently teamed up with Mr. Allison on the commercial circuit, calling on importers and exporters on behalf of our Atlantic services.

Left.—Irish Shipping Commercial Representative, Mr. Tom Allison, maintains a continuous round of visits to exporters and importers. His list of firms extends to close on 1,000 names.





One of our biggest exports from Ireland to Canada is a commodity called Refractory Powder, which is being shipped in thousands of tons every year from Cork. This picture shows part of a consignment going on board the "Irish Adler" in September. At the front are Messrs. O'Donoghue and Mulcahy of Roofchrome Ltd.



Another important and fast-growing export from Cork is Carrigaline pottery, a consignment of which is seen here going aboard the "Irish Adler" on September 23rd.



Our photo shows the staff of the Carrigaline Pottery preparing an export order for the Canadian market.



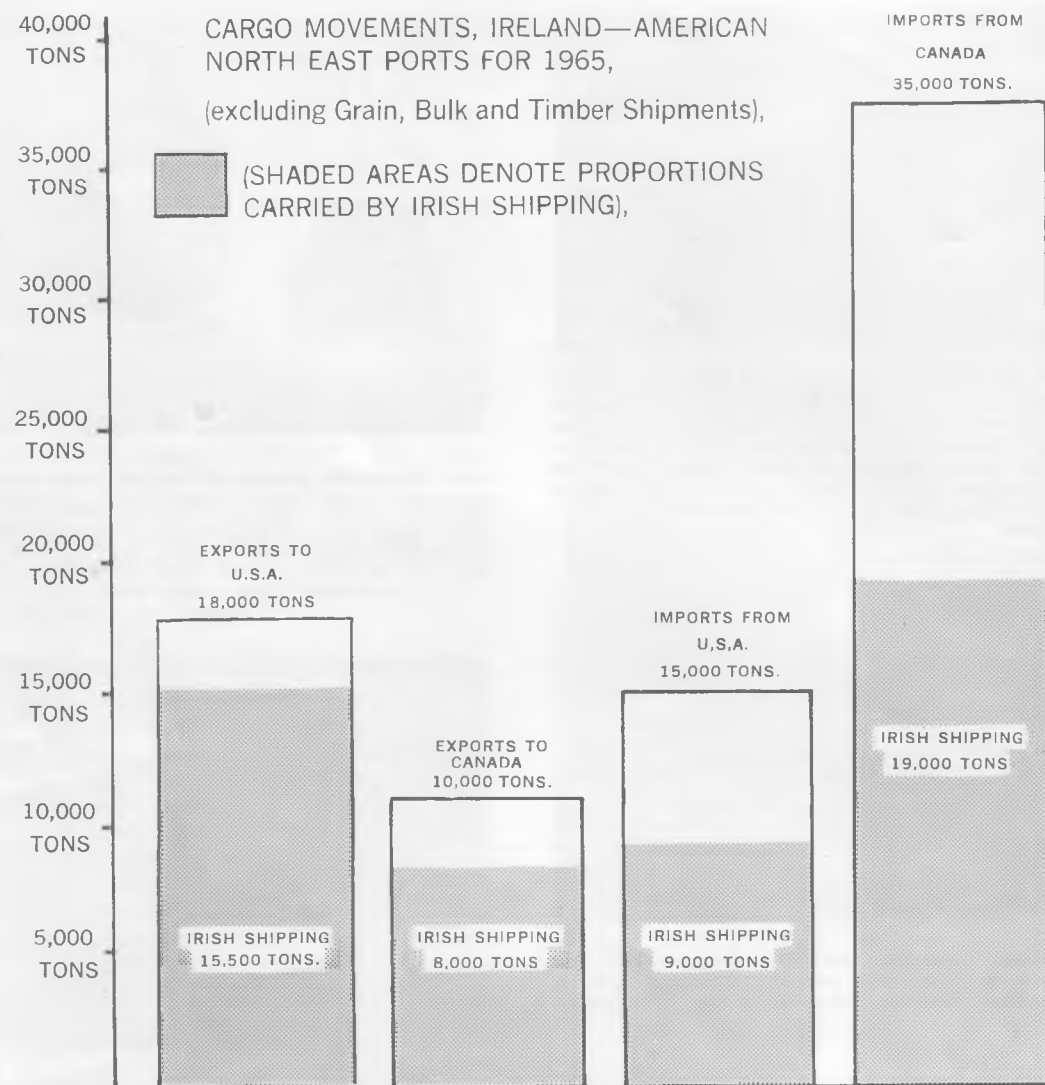
Two symbols of Dublin: an elegant picture of a 504-gallon "iron lung" being swung aboard a Guinness vessel. Guinness are now exporting about 1,200 tons of their world famous brew in cask or in bottle direct from Dublin to the United States every year.



Urney Chocolates Ltd. of Tallaght, Co. Dublin, have developed considerable export markets in North America. Our photograph shows, left to right: Mr. Joe Kelly, Despatch Manager, and Mr. Paddy Shannon, Export Manager.

Mr. E. O'Regan, Freight Department, is in charge of general shipping arrangements on our Atlantic services.





**ADVERTISING** — Both in home ports and in American ports we place a high value on our personal associations with Shippers and Importers. We prefer to meet our present and future customers, to invite them to informal shipboard functions, introduce them to our seagoing staffs and show them around our vessels. These direct contacts make the best advertising for our services. We are not aiming at a mass consumer market; our clients are responsible, level-headed business-men, specialists in their own field and they cannot be conditioned by the sort of advertising used to promote a popular product. They form a very limited section of the public and what they require is a service to suit their positive needs. They want the assurance that Irish Shipping is really anxious to give efficient attention to their cargoes.



This special trainload of moss peat was loaded on the "Irish Poplar."



## The Atlantic Run

A shipowner who elects to serve the North Atlantic route to Ireland must be prepared to invest heavily in ships built to withstand continuous working over 3,000 miles of ocean. He must challenge competition from other shipping lines and from a developing air-freight industry and he must allow that many cargoes from North America will be shipped from Pacific and Gulf ports. Even if he has faith in the progressive build-up of trade with North America, he will expect repercussions from the fact of Free Trade between Ireland and Britain, and the general movement towards economic co-operation between the countries of Europe.



Our vessels on the U.S. run have been loading large export orders of refined sugar from Comhlucht Siuicre Eireann Teoranta in the current year. The Sugar Company's subsidiary, Erin Foods, are also very concerned with the North American market. Our photograph shows Mr. Jimmy Gray, Shipping Manager for Erin Foods.



When we called to Powers Bonded Warehouse we met Mr. Wallace Beatty, Manager (left) and (right) Mr. D. Johnson who directs the shipping of the firm's products.

## EASTBOUND TRAFFIC

Canvassing the vast North American territory is quite a different proposition. It would be impossible to apply the same customer coverage as in Ireland and tracing the source of general cargo can be a tedious and frustrating exercise. Moreover, the original senders, who usually include the freight cost in the price of the goods, or the forwarding agents to whom they surrender the goods for shipment, have the privilege of nominating the vessel, and they are very likely to choose an American flag ship. Nevertheless, our agents, Hansen and Tideman Inc., in New York, and Shipping Ltd. in Montreal and Toronto, actively solicit cargo on our behalf, and co-operate enthusiastically with the various North American offices of Coras Trachtala, or "The Irish Export Board" as it is better known abroad. Notices advertising our sailings to Ireland are carried by all the prominent East Coast shipping journals in the U.S. and Canada. The urgency of the daily telex communication between Dublin and our American agents is indicative of a vigorous and sustained drive to develop our carryings of East-bound traffic.



Mr. Charlie Curran is Carrolls' Tobacco buyer.



In charge of tobacco imports for Players-Wills, Mr. R. J. Scally.



On the "Irish Alder" at Waterford, Mr. F. H. Davies, Director, and Mr. M. McDonnell, Superintendent, R. & H. Hall Ltd., Waterford.



At the joint Irish Shipping-Aer Lingus freight promotion currently running at the offices of Coras Trachtala, New York, are, left to right: Mr. Donal Scully, New York Manager, C.T.T.; Mr. John Templet, of Hansen & Tidemann; Mr. Gerard Gorman, General Manager, Port of New York Authority Traffic Department; Mr. D. Paddon, Hansen & Tidemann, and Mr. Francis Coffey, Irish Consul General, New York.

#### VISITORS ON BOARD.



Group taken on board the "Irish Poplar," New York (July), at reception for cargo shippers.



Discharging Irish export cargo from the "Irish Spruce" against the background of the New York skyline.



Mr. P. J. McCann, Shipping Supervisor, Irish Ropes Ltd., Newbridge. This firm is a regular shipper to North America and have built up significant export markets in many other countries as well.

## Montreal Promotion

*Another Irish Shipping display is being featured at present at the Montreal offices of the Irish Export Board. We are told that it is attracting considerable interest and that its run has been extended to a total of three months. Our agents, Shipping Ltd., hope to mount the display at one of the leading Montreal stores later this year.*



Mr. Bob Redburn and Mr. Bernie Fretwurst of Shipping Limited, Toronto.

## WHISKEY SHIPPER



Mr. J. H. Hopkins, Director, John Jameson & Sons, who takes charge of the firm's export arrangements.



Unloading aluminium for the Unidare factory at Finglas from the "Irish Oak" at Dublin.



Mr. Paddy Smith, one of the most popular men on Dublin Docks, is on our checking staff. Those who know him will agree that he has an extraordinary capacity for organising the transit of cargo through the warehouses, that he is a walking encyclopaedia on shipping in general and that when it comes to written work and documentation he is something of an artist.



When an Irish ship is loading exports from Waterford there is almost certain to be a Clover Meats van alongside. Picture taken at the "Irish Poplar," Waterford, in September. Left to right: Mr. J. O'Meara; Mr. John Kearns, Export Manager; Mr. Liam T. Hunter, Production Manager; Mr. E. Delehunty; Mr. Percy Flynn and Mr. P. Sutton.



The Dublin Quays is a robust place, but our Dock Department takes things in their stride. Note the impression of quiet confidence conveyed by this photograph of our Dock Superintendent, Mr. M. J. Fitzsimons (left), discussing plans with his staff, Messrs. E. Shaw and E. Shine.

## FLORIDA TO FENIT

Being interested in the legend of St. Brendan having discovered America before Columbus and anxious to discover if it could be really done, Mr. Bill Verity sailed his tiny boat, the *Nonoalca*, single handed across the Atlantic from Florida to Tralee Bay where he arrived and tied up at Fenit on July 12th last. From there on he was taken under the wing of the famous tobacco people, P. J. Carroll & Co. Ltd., who arranged to have his craft sent back to the U.S. via the *Irish Spruce*. Mr. Verity declared that next year he hopes to follow the St. Brendan route from Ireland to America in a currach.



They're not wasting away at the Dublin Docks as proved by this shot of a fit and smiling Mr. Patsy Kelly, directing the loading of the "*Nonoalca*" on the "*Irish Poplar*" in August last.

# North Atlantic — Expansion?

We are supplying a direct North Atlantic service and as such must expect our cargoes to reflect the pattern of Irish trade with the dollar area. Thus, the mainstay of our East-bound sailings is grain; without this valuable commodity we could hardly fill one of our deep sea ships for a single voyage. We also rely heavily on traditional imports like tobacco and newsprint and on imports of raw material for export industries—the large consignments of aluminum from Canada provide one example.

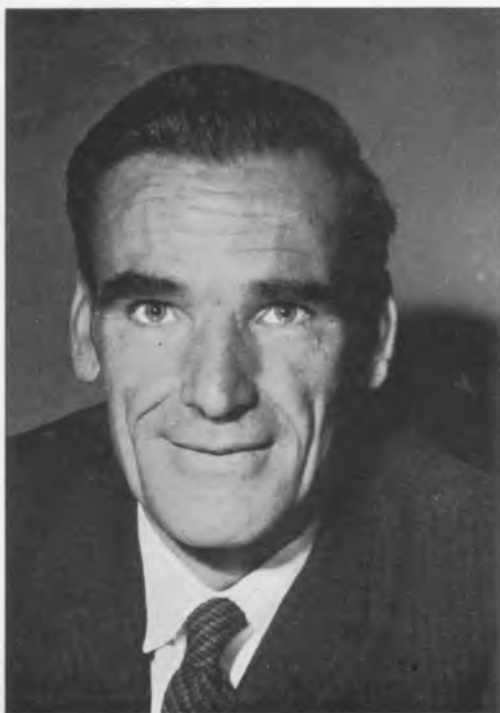
Westbound, our loadings of frozen meat, refined sugar, peat moss, chocolate crumb, refractory material, confectionery, wool, stout, whiskey, matting/ropes, and a growing variety of generals, give solid support to our services and point to the progressive growth of Irish exports.

In considering any proposals for the expansion and development of our Liner

Services, it is imperative to face up to the circumstances surrounding trade on the North Atlantic. To begin with, the volume of general cargo moving is not yet sufficient to sustain a deep sea fleet in continuous economic employment. U.S. and Canadian exports of general merchandise to Ireland are comparatively small. Apart from the distance involved, a wide range of American goods are faced with a tariff barrier which steers Irish traders towards the Free Trade area of the U.K.

These difficulties could, of course, be surmounted, as proved by the success of Irish export efforts in America where restrictions on imports also operate, but, unfortunately, there is no concerted drive to push the sale of American goods in Ireland. To American business, the Irish market is small, and the U.S., in terms of its "gross national product," is not a great exporting nation.

## CANADIAN TRADE



One of our chief customers, Unidare, imports big quantities of aluminium from Canada. This is Mr. J. J. Kelly of Unidare, Departmental Manager in charge of Customs and Shipping.

## UNLOADING GRAIN

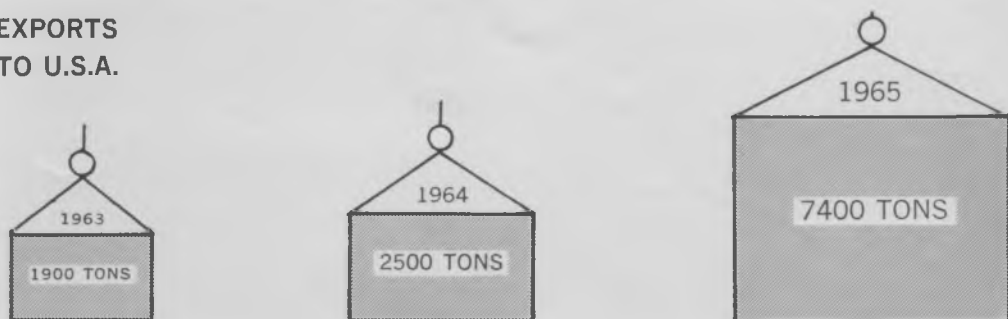


Mr. William Lewis, right, Superintendent at the Merchants Warehousing Company Silo at Dublin, is a very familiar figure on our vessels and is noted for his painstaking and skilful organisation of grain discharge. With him in the picture is his colleague, Mr. Sam Moore, who needs no introduction to our Dock staff and seagoing personnel. Mr. Moore frequently deputises for Mr. Lewis.

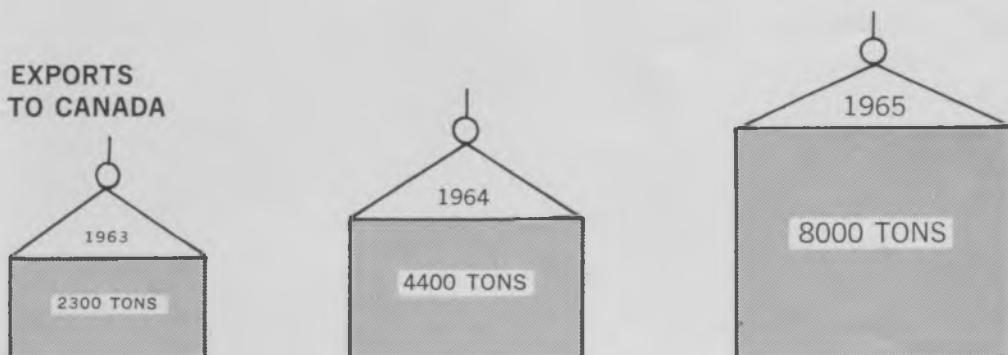


Diagram shows progress in exports carried by Irish Shipping vessels, 1963 to 1965.  
(Excluding frozen meat and sugar cargoes which fluctuate from year to year.)

### EXPORTS TO U.S.A.



### EXPORTS TO CANADA



## Atlantic Competition

Since the end of the war we have had competition from other shipping lines. We must now contend with the added competition from air freight. It would be churlish to deny the many advantages that air freight has brought to this country. Some of our new export industries owe their existence to the presence of air freight facilities, while shippers of perishables and "quality" goods can thank air transport for their success on the American market.

We have, however, a fight on our hands to resist the air challenge for the traditional liner traffic, especially those goods which have a very high ratio of value to weight. It is reasonable to predict that the volume of trade across the Atlantic will expand year by year as our population grows and prospers, as our exports multiply and the demand for imports of raw material rises, but we will have to continue to offer shippers attractive terms,

together with sophisticated methods of handling and stowage, and at all times prove our slogan that "it is cheaper and better to send goods by sea"—by Irish ships, of course.



Mr. Brian Shepherd handles the freighting and documentation of export cargoes.



This fine group of Waterford men were engaged at the loading of the "Irish Poplar" in September.



This is the man who services our stevedoring gear at Dublin, Mr. James McKane.



Right.—Mr. Edward Harris, permanent Checker, Irish Shipping Dock Department, is also concerned with the movements of imports and exports on the North Atlantic services. He has been with us since the early post-war years.

## DEATH OF MR. J. LENNOX

It is with great regret that we record the death which took place on September 24th last of Mr. James Lennox, Yard Manager for Liffey Dockyard Ltd., Dublin. We join our whole staff in conveying deepest sympathy to his widow and family.

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### An Appreciation

By CAPTAIN JOHN O'NEILL

Jimmy Lennox joined the Dockyard as an Apprentice Shipright in 1911. (It was then Dublin Dockyard Co. Ltd.) Shortly after the completion of his apprenticeship he was appointed Chargehand Shipright and was responsible for fitting out the vessels built by the Dockyard. He was also concerned with the engineering work carried out on the same vessels in Glasgow.

He became Foreman Shipright in 1928. The present Company, Liffey Dockyard Ltd., took over the yard in 1940. He was then appointed Yard Manager, a position he held until his death. His association with Irish Shipping Ltd. commenced in 1941 on the founding of the Company, when it purchased its first vessels, old ships ranging in age from 30 to 55 years. During the war years I was responsible for the upkeep and repairs of the fleet and I always found Jimmy to be most helpful and co-operative at that most difficult time. We had the benefit of his experience in keeping the old ships in a seaworthy condition.

The fact that the old ships were kept on the North Atlantic service and worked throughout the war and for a few years afterwards without a serious accident or breakdown at sea was evidence of his ingenuity and a fact which we appreciated deeply, especially as at that time spare parts and material were practically unobtainable.

After the war when engines and steel became available the Liffey Dockyard built two ships for Irish Shipping, with Jimmy Lennox, of course, the man in charge of the Yard. He did a fine job.

As Yard Manager he was highly popular both with the public and with the Dockyard workers, who had a special regard for him. He knew his workers well and they liked and respected him. His death will come as a great loss to the Dockyard employees and also to the patrons of the Yard.



The late Mr. James Lennox.

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### LOST OVERBOARD

We are very sorry indeed to report the loss of Mr. John Byrne who fell overboard from the *Irish Rowan* in the English Channel as the vessel was proceeding from Le Havre to Port Everglades in Florida on Tuesday, October 4th. It appears that Mr. Byrne was working on the deck when the accident occurred. Life buoys were dropped and the vessel kept up a search of the area for eight hours but without finding any trace of the missing man. Mr. Byrne, an Able-Bodied Seaman, came from Haggard Street, Trim, Co. Meath, where his wife Margaret resides. His mother, Mrs. Brigid Byrne, and his brother Hugh live at Hackettstown, Co. Carlow. He had signed on the *Irish Rowan* at Antwerp on September 26th for his first ever voyage with Irish Shipping, having spent some years at sea in British vessels.

We want to express our sympathy to Mrs. Byrne, his mother and all the family and also the Master and men on board the *Irish Rowan*.



# FLEET NEWS



## IRISH MAPLE

Crew were signed-off in Glasgow at the end of September, and most of the men rejoined the vessel. At the time of going to press, the "Maple" has not yet been fixed for her next voyage.

## IRISH ALDER

Is due about 16th October in Chicago, where she will load, as part of her homeward cargo, six Locomotives for C.I.E. Master of the "Alder" is Capt. J. H. Onions and Mr. M. J. Byrne is Chief Engineer.

## IRISH SPRUCE

Capt. P. O'Seaghdha, Master of the "Spruce" was pleased to be home this year, the first time for many years, for the all-Ireland Finals at Croke Park. Due in Norfolk on 16th October, the vessel is on the regular U.S.A. Liner Service.

## IRISH POPLAR

Another vessel on the North Atlantic run; Capt. T. Hughes recently took over command from Capt. Horne who was on sick leave for a while.

The "Poplar" is due back in Dublin early in November.

## IRISH OAK

After loading Grain at the Lakehead, the "Oak" is due at Chicago about 19th October to load six Locomotives for C.I.E. This consignment will bring the total of Locomotives imported on our vessels this month to twelve; the other six being shipped on the "Irish Alder".

## IRISH ASH

Will be due in the U.K. about the 25th October with a full cargo of Sugar from Fiji. After completing discharge, the vessel will end its present Charter with King Line of London.

## IRISH LARCH

Has completed a voyage from Rotterdam to the Great Lakes with a full cargo of Ore. The "Larch" was previously on Charter to South African Marine Corporation.

Her next assignment is to the U.K. with a cargo of Grain.



At the Bulk Carrier keel laying ceremony, Verolme Cork Dockyard, July 9th. left to right: Mr. G. Van Der Puil, Mr. A. Rijke, Mr. Cornelis Verolme, Mr. P. P. English, Mr. L. St. J. Devlin (director), Mrs. J. Jones and Mr. G. Jones (director).

## IRISH SYCAMORE

Has been delayed at Calcutta since mid-September, due to congestion at the port. The large number of vessels bringing Grain to India for the relief of famine is causing this hold-up. Capt. C. Raftery is Master of the "Sycamore" and the Chief Engineer is Mr. J. Morgan.

## IRISH CEDAR

Is expected to sail for the Great Lakes from the U.K. about mid-October after completing a long trip from Australia to Liverpool. The crew signed-off at Liverpool.

## IRISH PLANE

Mr. Hugh O'Neill was hospitalized at Rio de Janeiro, and re-joined the vessel at Baltimore.

The "Plane" is scheduled to sail for Japan with a cargo of scrap on completion of her present voyage.

## IRISH ROSE

Due Bremen from Port Hawkesbury, Nova Scotia at the end of October, when she will finish her present charter with Melville Shipping Co. of Trinidad.

No doubt, Capt. Flanagan and Co. will be pleased to return again to the familiar Irish Rainbelt after their long spell in the Carribean.

## IRISH FIR

Due Ellesmere on 16th October, with a cargo of Timber from Black Cape.

The "Fir" is at present on Charter to H. V. Druce & Co., under the command of Capt. S. Gleeson.

## IRISH WILLOW

Has had the unusual experience of a trip to the northerly regions of Hudson Bay with supplies for outposts in the North West Territories. Such places as Eskimo Point and Whale Cove have the sound of Explorers' Regions, and we look forward to some interesting accounts of their experience from the men of the "Willow".

The vessel is expected at Montreal about 16th October from St. Johns, Newfoundland.

## "IRISH ALDER" TRIP

Mr. W. H. Waggott, who retired recently as Lloyd's Surveyor in Dublin, and his wife were our guests on the *Irish Alder* on a trip to Canada in August. In a letter to our General Manager, Mr. Waggott writes:

"Everybody on board has been so wonderfully kind to us. It has been a pleasure to be here and we really have had a marvellous trip. The voyage over was splendid and I am delighted to say that we never missed one meal. It's been a long time since we have known so much kindness and we both want to thank you ever so much for making this trip possible for us. In port the agents have been splendid and have taken us sight-seeing in their cars. My only complaint is that the Master gives my wife money which I have to sign for; it looks to me as if you had arranged for that too. Again many thanks—we shall never forget our trip on the *Irish Alder* and the wonderful people on board."



Another brief memo from Operations

# Twelve Months in the Caribbean

By J. J. REED, Chief Engineer, *Irish Rose*

It has not been all sunshine. In Wilmington and New York last winter the temperature was down to 13° F.; this feels very cold when you have just left the 85° to 90°s. Arriving at Wilmington that time it was too rough for the pilot to come out. We went in through a howling gale of sleet which would have cut the lugs off a donkey.

We also had to dodge the odd hurricane. While at Port Sulphur we saw some of the extensive damage caused by "Betsy." Large trees were lying uprooted, telephone and power lines a tangle of wires and broken poles, houses collapsed like a pack of cards, some still standing at crazy angles, others only half remaining. The roads, too, had suffered severe damage by erosion.

Our little ship has voyaged further from Ireland than any of our small ships previously. We have visited ports on the Pacific side of the Americas, last visited by an Irish ship 12 years ago when the old *Irish Rose* called. Captain Flanagan was on the old *Rose* at that time and had many happy memories of his youth revived. I talked with men on the docks at two of the ports who remembered the old *Rose* and were pleased to see another.

Since we sailed from Rushbrooke on August the 18th, 1965, we visited about 30 ports in the Americas, Atlantic and Pacific.

Our average speed over the 12 months has been 10.68 knots on an average daily consumption of fuel for all purposes of 4.765 tons, the average slip being 21.3%.

The engineers have overhauled a total of 22 main engine units during the twelve months.

The furthest port from Ireland we visited was Corinto. While at San Pedro de Macoris we heard some shooting during their revolution, at that time we were the only ship in any of their ports. We took a cargo that another ship had dropped off at Aruba, afraid to go to the Dominican Republic.

We were the largest ship ever to go up the river to Aguadulce, only at high tide were we afloat. Our stern was moored to a tree while we lay alongside the small discharging jetty.

## Obituary



Des. Elliott died on August 17th.

Mr. Don Hodgins writes:

Des Elliott joined the Company in 1941 and in the twenty-five years which followed he acquired a vast store of knowledge on Company affairs and on the shipping industry generally. His specialised knowledge and long experience was freely placed at the disposal of those of us who worked with him and his valued advice was readily and frequently sought.

In recent years I was privileged to work in close association with Des and during that time I came to appreciate the fine qualities which he possessed. Perhaps his most outstanding characteristic was his sincere concern for his fellow men. As Chairman of the Irish Shipping Staff Welfare Committee he displayed courage and foresight in dealing with the problems which presented themselves. He represented Irish Shipping on the North Wall Development Association and was Chairman of that body in the year which preceded his death. He was a keen fisherman, and also had a tremendous interest in classical music possessing a large and valuable private collection of classical records.

To know Des Elliott was to respect him; to know him well was a privilege. To know him as a true friend was the good fortune of his colleagues in Irish Shipping. Our deepest sympathy goes out to Mrs. Elliott and family on their sad loss.

May he rest in peace.



Fr. Myles Healy, C.S.Sp., B.A., ordained at Clonliffe on July 3rd, imparts his first blessing to his mother. Also in the picture are his father, Mr. N. J. Healy, Personnel Department; his sister Janet, and brother David. We extend our best wishes to Fr. Healy and our congratulations to Mr. and Mrs. Healy.



We very much regret we have to record the recent death of Mr. F. Kelly, Front Glen, Kinsale, Co. Cork. Mr. Kelly served for many years on Irish Shipping vessels, and the news of his death will be much regretted by many of his old friends. We are extending our deepest sympathy to his wife and family.





Captain J. A. Caird presenting the Irish Shipping trophy to Mr. Vekins, leader of the Dollymount troop which scored the highest marks at the Sea Scout Swimming Gala held in Clontarf Baths on September 11th. Irish Shipping sponsored the event this year. Also in the photograph is Mr. C. A. Jackson, County Commissioner, Sea Scouts, Dublin.

## CONGRATULATIONS

To Mr. Michael Kelly on his appointment as Chief Officer, *Irish Larch*, and Mr. P. V. Buckley on his appointment as Chief Officer, *Irish Willow*.

To Mr. E. Byrne on his appointment as Chief Engineer, *Irish Fir*, and Mr. J. Masterson on his appointment as Third Engineer, *Irish Rowan*.

To Mr. J. Morgan who obtained a Motor endorsement to his First Class Steam Certificate and has since been appointed Chief Engineer, *Irish Sycamore*.

To Apprentices Mr. H. Byrne and Mr. R. Livingstone on obtaining Second Mates' Certificates. Mr. Byrne has since been appointed Third Officer, *Irish Maple*.

To Mr. J. Walsh who has been promoted Chief Steward.

## 21st Birthday

To Desmond Molloy, Junior Engineer, "Irish Plane," we are sending a special message of greeting for his 21st birthday, November 26th: "Best wishes for a very happy birthday, from Mum and Dad and all the family, and also from your relations and friends here at home."

## OFFICERS ON LEAVE

**MASTERS**—Captain J. A. Caird, A. R. Evans (sick), T. Glanville (sick), Captain E. C. G. Horne, J. S. Kerr, J. Lee, R. Woolfenden.

**CHIEF OFFICERS**—C. J. Ball, D. P. Byrne, E. Greevy, F. B. Kelly, P. Kelly, M. Willoughby.

**2nd OFFICERS**—P. Donohue, J. P. Lannin (study), P. A. Murphy, L. McLoughlin, F. G. Raftery.

**3rd OFFICERS**—G. Anderson, D. Brunicardi (study), F. Henderson (study), D. Kavanagh, D. Leonard, J. Tallon (study), P. J. Tyrrell (study).

**CHIEF STEWARDS** — B. Dorgan, R. Heapes, J. Moynihan (sick), P. F. Walsh

**DECK CADETS**—D. E. Collins (study), E. Connellan, P. Cowman (study), A. E. Essien, P. B. Etim, P. J. Fennell (study), P. D. Gordon (sick), S. A. Jebutu, A. Kehoe, P. Kelly (study), D. Kirk (study), A. Mahon, P. Nyong, C. O. Okoro, J. Shelton, J. Whyte.

**CHIEF ENGINEERS**—J. Ennis, T. Loughran, G. O'Brien, P. Otter (study), J. J. Reed, R. Tennant, N. Whitfield (study).

**2nd ENGINEERS**—T. Carroll, M. Curley, T. Flynn (study), M. Gillen, M. O'Connell (study), A. J. O'Mahoney.

**3rd ENGINEERS**—W. Fleming (study), B. Geaney, A. Hall, D. O'Connell, J. Waters.

**4th ENGINEERS**—K. Edwards, J. J. Gaul (study), S. McGarry, W. F. O'Toole (study), T. O'Sullivan (study).

**JUNIOR ENGINEERS** — J. Gilmartin, (study), D. Knott, J. Murphy, P. O'Brien.

**ENGINEER CADETS**—P. Bardon (study), D. O. Barry (study), J. Brady, H. Briody, D. Buckley (study), P. Carroll (study), E. Currivan (study), M. Duggan (study), M. Kennedy (study), R. Lett, D. McLoughlin (study).

**ELECTRICIANS** — R. Clothier, M. J. O'Callaghan.

We extend our sympathy to Captain J. H. Onions on the recent death of his mother.

Our best wishes for a speedy recovery to Captains T. Glanville and A. Evans; Mr. A. J. O'Mahoney, Second Engineer, and Mr. R. Gordon, Third Officer, all of whom are at present on sick leave.



Miss Mary McCarthy.

## Liverpool Training Course

Attending the Liverpool Catering College at present are : Messrs. L. Fanning, J. Reddy and D. Barry taking the course for Cooks; and taking the course for Chief Stewards, Messrs. P. Walsh, E. Byrne, O. Plunkett.

## Stella Maris

We have received a letter from Fathers V. J. Doyle and R. Hickman of the Apostleship of the Sea, Sydney, New South Wales, asking for copies of *Signal* to be posted to them and conveying their best wishes to the crews of the *Irish Rowan*, *Irish Cedar* and *Irish Ash*.

## New Zealand Visitor

Mr. John Kennedy of the Ireland-New Zealand Society was a visitor to head office on September 8th. He has been a regular visitor to our ships during their visits to New Zealand for many years past. Mr. Kennedy was in Ireland with the members of the Ireland-New Zealand Society.

## On Baking Bread

When the stampede starts for Dunmanway, Co. Cork, we here are going to be at the head of the field. Just take a look at the photograph of the teacher who along with her brothers, Owen and James McCarthy, has been instructing selected members of our catering staff in the art of bread baking and confectionery making during the past few months.

Since April last a total of twenty cooks and stewards of various ranks have spent fortnightly training periods with the McCarthy family of Market Square, Dunmanway, whose grocery and bakery business is one of the longest established in Ireland. The Company organised the scheme with the object of raising the standards of bread and confectionery baking on our vessels.

Miss Mary McCarthy and her two brothers have had extensive training themselves in the National Bakery School, London. They were delighted with this opportunity of sharing their skill with the Irish Shipping catering men.

Apart from the three men in the accompanying photograph, the following have attended the courses: J. Reddy, 2nd Steward; K. Edwards, Asst. Steward; T. Coleman, Catering Boy; J. Byrne, 2nd Steward; Brian Byrne, 2nd Cook; John Rourke, Catering Boy; Terence Egan, 2nd Cook; Thomas Nolan, Catering Boy; Denis Barry, 2nd Cook; Hugh Gerraghty, Catering Boy; Michael Duffy, Catering Boy; D. Murphy, Cook; L. Fanning, 2nd Cook; J. Murray, Chief Steward; T. O'Connell, Chief Steward; M. O'Mara, 2nd Steward; E. Russell, 2nd Cook.



Sean Cafferey, Hugh Geraghty and Bernard Flood studied bread and flour confectionery baking at the McCarthy Bakery in Dunmanway.

## ***Staff Weddings***



Kerry Brae, Technical Dept. and Miss Mary Murphy, married September 10th.



Mr. Anthony Hall, Third Engineer, and his bride photographed after their wedding on September 13.



Mr. and Mrs. D. Curtis married in August. The groom is 2nd Officer on the Irish Larch.



Mr. J. Dillon, Chief Steward on the "Irish Willow," missed the wedding of his daughter, Joan, which took place in Wexford on October 1st. Our handsome photo shows left to right, Frances Dillon; Mr. James Quilty, the lucky groom; Joan Dillon, bride; Mrs. J. Dillon; Vera Dillon and John Dillon child attendant.



Mr. John Waters, 3rd Engineer, and his bride, formerly Miss M. Allen, who were married in Wexford on September 1st.

## NEWS FROM AUSTRALIA

We learn that some men from the *Irish Cedar* paid a visit to the Celtic Club when the vessel was at Melbourne in August and were entertained in traditional fashion, following which an equally successful party was held on board the ship.

It appears that the *Irish Cedar* got a fine welcome in Sydney also. We have heard from Mr. Mick O'Dowd of Milsons Point, Sydney, who writes:

"On the Australian coast are many ex-Irish Shipping personnel who were delighted when I passed on *Signal* to them because your journal keeps them informed about the fleet. Re-unions have been made through the magazine, so they are waiting impatiently for me to produce the next issue. We had the *Irish Cedar* here last month and a good time was had by all. They were guests at the Catholic



Congratulations to Stephen Clery and Aubrey McElhatton who were I.S.L. representatives on the Republic of Ireland Rail and Steamship's Golfing Society team which beat their Northern Ireland counterparts and brought the Roffey Cup back to Dublin for the first time in many years. The cup is played for annually between the two Societies.

Club, Sydney, and had a very pleasant visit there. Engineer John Hannah sang a lot of songs to the delight of all the members and as a special request sang an encore for the Lord Mayor of Sydney. Mick McGowan also rendered a few traditional Irish songs.

"We bid the *Cedar* a sad farewell, but next day what comes up the harbour but the *Irish Ash*, so things were moving again. Pat Broe hired out a station wagon for the convenience of the crew and I have never seen so many bodies in so few seats.

"As we say here, I dips my lid to the crews of the *Cedar* and the *Ash* for the great impression they made on the locals. They remarked that the Irish lads just wanted to sing all night in contrast to other crews who just wanted to fight. Believe me they are a credit to Ireland. They have made many friends here and whenever the Tricolour enters a harbour, its ship can be assured of a great welcome.

"My best regards to Kevin Byrne and 'John Joe,' to the Chief Steward, and to Messrs. Gaffney, Mulligan, Gannon and Gorman, and a special word of greeting to Mr. D. Rogan. My best regards to everybody on the *Cedar* and *Ash*, and I do wish they will both make a 'boomerang trip.'"

## ***By the Liffeside***

Congratulations to Norman Long of Accounts Department on obtaining his B.Comm. Degree at University College, Dublin. Norman has been with the Company since 1959, and he is well-known in Dublin G.A.A. circles as a member of Naomh Fionbarra Club with whom he has figured prominently in local football competitions.

Congratulations are extended to Anne Colfer of our Accounts Department on her recent engagement to Mr. Tom Lyons. Anne's fiance is well-known as a League of Ireland footballer with Dundalk.

On 29th September Sheila Costello of our Punch Card Accounts Section left to take up a position in France, and we wish her every success in her future career.

Welcome additions to our Head Office Staff are Michael O'Donoghue and Paul Geoghegan to Services Department and Denis Dowling to Personnel Dept.

Peter Tiernan of Personnel Dept. has left to take up a teaching career, and our best wishes go to this popular young man, who was well-known to our sea-going staff.

Our sincere sympathy is extended to Des. Stanley of Accounts Dept. on the recent death of his father.

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## ***Company Ties***

Further supplies of the navy blue Company tie have now been delivered and seagoing and shore staff members wishing to purchase one or more may call or write to the Services Department. The price is 12/6 each.

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## ***At Verolme***

Mr. R. Tweddell has joined this Company and will be standing by our new building No. 746 as Steel and Hull Inspector until completion.

Congratulations to Noel Chambers, of Claims Dept., on winning a Clare Senior Football Championship medal with Kilmurray-Ibrickane.

## ***Golf Outing***

This year's outing of Golfers from Head Office took place on 2nd September to Cill Dara Golf Club on the Curragh, and proved most enjoyable. The arrangements, which were handled by Steve Clery, were first class, and the Dinner provided by the Catering staff was excellent. In a very brief speech, Clem Kinsella paid tribute to the organisation of the outing, and prizes were presented to Gabrielle Reilly, Declan Talbot, John McQuerins, Clem Kinsella, Dermot McNulty, and Gerry Carty from I.S.L. Visitors' prizes went to Tom Connolly of Coras Trachtala, Ned Beck of Merchants' Warehousing Company, and the lady visitor's prize was won by Barbara Lightfoot.

Special thanks are due to Merchants Warehousing Company for the very nice prize which the firm presented to the winner, Declan Talbot. Next year it is hoped to have some of our sea-going personnel on the outing.

## **ANNUAL PITCH AND PUTT COMPETITION**

Frank Cheevers of Purchasing Dept. created a big surprise by winning the I.S.L. Trophy for 1966. Runner-up was Declan Talbot, and the event, which was again held at Garda Pitch-and-Putt Club, Islandbridge, took place on 17th September. The competition was keen and a large entry took part under the stewardship of George Purcell.



## MESSAGES FROM HOME

Best wishes for a happy birthday to **Robert Carrick** (October 31st) on "Irish Rowan", from Mother, Father and the boys, who also send a greeting for his birthday on December 9th to **Noel Fynes** on the same ship.

To **Michael Brophy**, Deck Officer Cadet, "Irish Larch". "Congratulations and best wishes on your 21st birthday (September 18th) from Mum, Dad, Thomas and Kathryn, Helena, Mary, and a special greeting from your twin sister, Shelagh."

Birthday greetings to **John Murphy** on the "Irish Plane"—he was 19 on October 7th—from Mam, Dad, Mary, Martha, Jim and all at home.

**Mr. Sean Buckley**, Chief Cook—m.v. "Irish Larch". Best wishes for a happy birthday from Mam, Dad, brothers and sisters.

We have a rather belated greeting here for **Mr. Brian Cullen**, Assistant Steward—"Irish Sycamore", for his 21st birthday which he celebrated last July, from Mother and Father, Brendan and all relations. Best wishes also from your friend in Arklow.

Best wishes for a happy birthday to **James Hannah**, "Irish Cedar", from Mam, Dad, brothers, sisters and Karan.

Birthday greetings and the best wishes to **Richard Egan** of the "Irish Sycamore" from his girlfriend, Patricia.

## Visitors from Baltimore

Mr. and Mrs. Charles H. Anderson of Baltimore paid a welcome visit to Head Office last September while they were on vacation in Ireland. Mr. Anderson is a regular visitor to our ships calling at Baltimore, and he had some very interesting experiences to relate concerning his friends aboard I.S.L. vessels. He recalled particularly his close friendship with the late Capt. J. H. Syms, and also mentioned Mr. Pat Walker, Chief Engineer. Mr. Anderson discovered on first meeting Mr. Walker in Baltimore, that Mr. Walker Senior, had been a colleague of his during his early days as an apprentice with Spencers of Cork St., Dublin. Mr. and Mrs. Anderson returned home on the 11th October. We certainly enjoyed meeting these friends of I.S.L. from the U.S.A.

To **Richard Lett**. "Congratulations and best wishes on the occasion of your 21st birthday in August, from Mother, brothers, sisters, aunts, uncles, cousins and all your friends at home."

To **John Cotter**, Deck Officer Cadet on the "Irish Cedar". "Greeting on your birthday, (October 5th), love from Mam, Dad, Una, Deck and Kerry."

Birthday greetings and best wishes to **Jim Corrigan**, "Irish Rose", whose birthday was on October 4th, from Mam, Dad, brothers and sisters.

## ARTHRITIS



Tense moments during the Pitch and Putt Competition.



## THE WORKS ! !

Sir,—The only good thing to be said for the August issue of your magazine is that the people in the photographs (with the exception of the poor guy being rescued by helicopter) all appear in a happy mood. This is the only bouquet I can throw and you will gather from my opening remarks that this letter is going to be one long grouse, so let us begin:

1. We believe "Signal" costs quite a lot of money to produce—so why not give us value for money, even if it is I.S.L.'s?

2. The contents of the magazine may be of interest to the staff afloat, but what about the office staff. Maybe the Sports column interests the men, but all this news is stale by the time it reaches us through the medium of "Signal."

3. I know the girls in the office are in the minority, but could you not give them something to whet their appetites and which would at least encourage them to write (or type) a letter or articles suitable for publication?

4. You will now be at the stage of saying there is no point in criticising if one has no useful suggestions to offer. Well, here are just a few:

(a) Appoint a News Scout in the office and on each ship to glean every scrap of interesting information pertaining to the staff.

(b) Run a regular competition, i.e., crossword (was there ever a winner of the last one?), short story, funny incident, holiday experience etc.

Now that I've started the ball rolling, it's up to every reader of "Signal" to start thinking and come forward with some new ideas. If we're all too lazy or disinterested to do this, my suggestion is scrap the whole idea.—Yours faithfully,

**"A Very Private Secretary."**

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Dear Girl,—We break a rule by printing your anonymous attack, but our heartfelt gratitude is poured out to you. This is the first and only indication we got that anybody even opened the August issue. We are consoled. We have one reader at least.

As for your "value for money," we are not sure about the Printers, but your Editorial staff with exemplary loyalty are devoting their exceptional talents to the production of the Magazine and eschewing more lucrative albeit less satisfying careers in the higher echelons of journalism and shipping.

## MERCHANT SHIP DEFENCE COURSE

The first ever defence course under the auspices of the Irish Naval Service was held at Haulbowline from 3rd to 7th October. This course was designed to supply Masters, Officers and Superintendents with information which would assist them in arranging for the safety of their ships in the event of war or operation in nuclear fall-out conditions. There were five I.S.L. personnel present at the course, together with five from B. & I. Line and one from Limerick Steamship Co. Ltd. Company representatives were: Mr. C. Devlin, Superintendent; Captain J. A. Caird; Captain J. S. Kerr; Mr. T. Loughran, Chief Engineer, and Mr. P. Kelly, Chief Officer.

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*Over then to your complaint charging a lack of interesting news about the office staff. Isn't there wisdom in the old saying, "No news is good news," or would you prefer to read a piece bearing the headline "PRIVATE SECRETARY FALLS FROM FOURTH FLOOR"? Or perhaps we should inspire them to something unusual? How about this one: "Private Secretary stands on her head while reciting 'Fontenoy.'"* All right, so you never got round to learning "Fontenoy." Well, why not try something newsworthy like pouring the hot contents of your hotelware teapot over your boss. We'd give you a whole page for that one.

Re your suggestions. We actually have a news scout in the office, a wizard, but unfortunately the really interesting stuff he unearths must be expunged to guard us all against the legal maxim, "The greater the truth the greater the libel." However, in fairness to him you must admit that he has printed a steady flow of office information since the Magazine began. Your point for a news scout on each ship is one we have tried and will explore again. We can ask. But personnel change about so often.

The Crossword we have attempted twice before. It won't go. The last effort brought in ONE solution—not, incidentally, from a private secretary.

And now, as the Portadown man declared happened in the Vatican the night Linfield beat Belfast Celtic, there'll be quare nashin' o' teeth on the upper floors, because at long last we are naming the author of that solution, the winner of our three guinea prize. She is Miss Eileen Maslin, to whom our profound apologies go for the long delay.

Your other suggestions, viz., short stories, funny incidents, holiday experience, we shall be delighted to try out. Our readers can take this as an invitation to send in a steady stream of contributions between now and the next issue when we can lay plans for building up a competition along formal lines.

In conclusion, we want to thank "Private Secretary" most sincerely for her stimulating and, we hope, provocative letter. We only wish we got more like it.

# FLEET PERSONNEL

## Deck and Engineer Officers in order of Rank

**"IRISH ALDER":** Captain H. Onions. Deck Officers: M. McMahon, B. Kehoe, N. Foley, J. O'Mahony. Cadets: T. Connolly, J. O'Dowd. Chief Steward: C. O'Donovan. Engineer Officers: M. J. Byrne, T. O'Driscoll, J. Hennessy, R. Broderick, N. Quigley, J. Healy. Engineer Cadets: M. Byrne, M. Cahalan. Elect. Engineers: J. O'Connor, N. Brady. Deck Department: G. Kavanagh, J. McDonagh, J. Gaffney, J. O'Driscoll, J. Boyle, J. Nolan, T. Finnin, D. O'Rourke, M. Barnes, H. Kent, M. Coughlan. Engine Department: I. Harford, T. Kinsella, P. Rossiter. Catering Department: M. O'Mears, M. Boland, W. Barnett, S. McCarthy, J. Chaney, C. Cashin.

**"IRISH POPLAR":** Captain T. R. Hughes. Deck Officers: J. G. St. John, J. A. Byrne, H. Courtney. Cadets: J. A. Moynihan, D. O'Brien, W. Stokes, C. Stockdale. Chief Steward: J. Bennett. Engineer Officers: G. Cunningham, D. Falvey, M. J. Murphy, J. McGonnell, J. Galilagher, J. Doyle. Engineer Cadets: A. Byrne, T. J. Kenny, W. Lettes. Elect. Engineer: P. Morgan. Deck Department: P. Bradshaw, J. Bolland, E. Hannon, O. McGrath, R. Gilligan, H. Johnston, N. Mullally, J. Fleming, P. McDonnell, J. Maher, M. O'Rourke, T. McCarthy, R. Stacey, T. O'Donovan. Engine Department: M. Thuillier, P. Proctor, D. McCarthy, J. Grace. Catering Department: E. Murphy, R. McCarthy, T. Egan, A. Parkes.

**"IRISH LARCH":** Captain F. Kirk. Deck Officers: M. Kelly, D. Curtis, W. Kirwan, B. O'Flynn. Cadets: J. Ryder, M. Brophy. Chief Steward: E. Fricker. Engineer Officers: M. Whoolley, J. Scott, D. Hoey, G. Dorgan, T. Fitzgerald, D. Kelleher. Elect. Engineer: J. Barrett. Deck Department: P. Renehan, P. Redmond, J. Hannon, E. Jameson, P. Edwards, P. Beggs, S. Smyth, E. McLoughlin, J. Fergus, N. McGuinness, T. Coombes. Engine Department: J. Broderick, W. Gahan. Catering Department: J. Buckley, S. Murphy, J. O'Loughlin, A. Stephens, T. Byrne, P. O'Neill.

**"IRISH CEDAR":** Captain B. Reilly. Deck Officers: W. Garvey, K. McKenzie, T. McKenna. Cadets: J. Cotter, P. Malone, F. Perrin, L. Kinsella. Chief Steward: J. Doran. Engineer Officers: J. Johnston, M. Dillon, A. O'Toole, T. O'Donovan, L. O'Toole, T. Nolan, L. Willis. Engineer Cadets: M. O'Sullivan, J. Carroll, D. Menzies, O. Prunty. Elect. Engineer: P. Flood. Deck Department: L. Kelly, P. Balmain, J. Deegan, L. Hitchcock, R. Scanlon, P. Sharkey, P. Johnson, J. Byrne, T. Doyle, M. Bougioukas. Engine Department: J. Ormond, W. Wiltshire, A. Young, M. Brazil. Catering Department: P. Murphy, N. Fagan, E. Martin, B. Flood, J. Hanlon.

**"IRISH ROWAN":** Captain J. H. O. C. Devine. Deck Officers: M. Carey, D. Daly, T. J. Byrne. Cadets: A. Keane, S. Murphy, B. Stockdale, W. Twomey. Chief Steward: J. Rogan. Engineer Officers: R. U. N. Murray, A. Bolger, J. Masterson, G. Faulkner, J. Corri, J. Daly, J. Prior. Deck Department: J. Nangle, J. Hall, R. Carrick, R. Saunders, E. Hensey, B. Byrne, E. Fynes, D. Aherne, J. Murphy, G. McGee, T. Dolan. Engine Department: J. Byrne, J. O'Grady, P. Leonard, P. Brown. Catering Department: E. Russell, B. Byrne, J. Heaslip, W. Russell, L. Brennan, A. Dooley.

**"IRISH FIR":** Captain S. Gleeson. Deck Officers: J. Rickard, L. O. Duffy, F. Perrott. Chief Steward: G. Zachert. Engineer Officer: E. Byrne, N. T. O'Neill, T. Onions, E. Lynch. Deck Department: J. Murphy, T. McCarthy, G. Foley, C. McGuire, D. Kelly, P. Coyle, M. Brennan. Engine Department: W. Coote, N. Tobin. Catering Department: D. Murphy, T. Fay, E. Seberry, J. Casey.

**"IRISH ROSE":** Captain J. Flanagan. Deck Officers: C. Mahon, G. Kyne, M. Coleman. Chief Steward: R. Gaffney. Engineer Officers: H. Dowdall, J. Corrigan, B. Larkin, P. Cullen.

**"IRISH SYCAMORE":** Captain C. Raftery. Deck Officers: J. Mitchell, N. Hearne, K. Geoghegan. Cadets: J. McConnell, I. Kennedy, G. Waldron. Chief Steward: J. Murphy. Engineer Officers: J. T. Morgan, S. O'Neill, D. O'Keeffe, N. Edwards, C. Currievan, J. Maher. Engineer Cadets: T. Ryan, T. Hanrahan, J. Doran. Elect. Engineer: A. Richards. Deck Department: C. Louth, J. Birmingham, K. Humphries, R.

Kinsella, J. Fenton, C. Mulcahy, J. Kennedy, B. Carr, W. Cusack, L. Farrell, B. Richardson, B. Coogan. Engine Department: J. Sweetman, N. Moynihan, E. Kelly, A. O'Keeffe. Catering Department: J. Hoey, J. Cullen, A. Austin, R. Egan, J. Keoghan, M. Duffy.

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

**"IRISH MAPLE":** Captain T. Byrne. Deck Officers: M. Devine, P. V. Flynn, H. Byrne, J. Goulding. Cadets: B. Daly, J. J. Neill. Chief Steward: H. Bond. Engineer Officers: G. Rowe, J. Doyle, G. McDonnell, B. Keegan, J. A. Lee, M. Punch. Elect. Engineer: J. Hanna. Deck Department: P. O'Neill, T. Grannell, J. O'Neill, J. Fox, F. Chandler, H. O'Farrell, C. Chamberlain, P. Lyons, F. Brennan, T. Whelan. Engine Department: K. O'Malley, J. Buckley, C. O'Malley, R. Proctor. Catering Department: J. Greene, R. O'Connor, K. Edwards, M. Moody, P. Hammond, H. Geraghty.

**"IRISH SPRUCE":** Captain P. O'Shea. Deck Officers: J. F. Kelly, C. Morrissey, P. Keane, M. Byrne. Cadets: J. J. Cody, J. Cox. Chief Steward: T. Forde. Engineer Officers: J. Moynihan, J. J. Sullivan, P. Shortall, J. G. Nolan, D. Harrington, J. Barry, P. Dunne. Engineer Cadets: J. Mooney, J. McGrath, J. Redmond. Elect. Engineers: T. Nolan, P. Higgins. Deck Department: J. Greenan, T. Daly, M. Donohoe, J. Farrell, P. Hawkins, R. Lee, A. Loughlin, T. Perle, R. Power, J. Redmond. Engine Department: M. Brazil, J. Caffrey, M. McCabe, P. O'Brien, P. Tierney. Catering Department: A. Burtenshaw, J. Byrne, W. Byrne, C. Cunningham, M. Curedale, P. Farrelly, P. Kealy, W. Murphy.

**"IRISH OAK":** Captain J. Poole. Deck Officers: J. Martin, J. Coady, P. Kehoe. Cadets: E. Coleman, C. O'Connell, T. A. O'Connor. Chief Steward: J. Clinton. Engineer Officers: A. Metcalf, D. C. Burke, J. S. Little, P. J. Byrne, S. O'Sullivan, J. P. Ward. Engineer Cadets: E. Burke, E. Sweeney. Elect. Engineer: P. O'Connell. Deck Department: P. Dunne, A. Hearne, P. Fallon, S. Roche, J. Crowley, F. Keane, P. Harris, G. Redmond, P. Kelly, J. Cousins, P. O'Grady, J. Heaney. Engine Department: P. Kernan, M. Hickey, M. McGrath, P. Walsh. Catering Department: J. Rourke, R. Dunne, N. Blake, J. McSweeney.

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

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

**"IRISH HOLLY":** Captain M. O'Connell. Deck Officers: F. H. Leigh, J. O'Leary, R. Grant. Engineer Officers: T. Barry, R. Murdock, T. Wren, J. Kelly. Deck Department: J. Hearne, P. Hearne, M. Meagher, M. Lennon, T. Dillon, E. McGrane, W. Boon. Engine Department: C. Cavanagh, T. Finnin, E. Mahon, G. O'Hara, J. McCarthy, B. Cullen. Catering Department: D. Gibbons, J. Behan, P. Synnott.