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CRITICAL TIMES FOR SHIPPING

REVIEW BY CHAIRMAN

The Chairman, Mr. P. H. Greer reviewed the current situation in the Shipping industry when he spoke to an audience which included representatives of Press, Radio and Television at Verolme Cork Dockyard on March 1st last. Our Board of Directors and senior management were visiting the Dockyard to inspect the progress on our new 34,000 ton bulk carrier under construction there.

Mr. Greer began by complimenting Verolme on the excellent workmanship evident in the building of the new ship, adding that it was the fourth vessel contracted for with Verolme by Irish Shipping and the largest ever built in this part of the country.

He announced that Mrs. Lynch, wife of An Taoiseach had consented to sponsor the vessel.

Mr. Greer described shipping as the toughest and least profitable business in the world. He suggested that shipowning had met even harder times than ship-building, whose problems were in the news every day.

"Despite the problems involved," declared Mr. Greer, "Irish Shipping must stay in the business because its primary objective is to have a basic fleet along with organization and personnel, to provide for a national emergency."

FLEET CHANGES

The Chairman went on to say that Irish Shipping's objective was to provide this basic fleet and to engage in other shipping projects so that even during times of depression in the world freight market, the Company would operate overall on a profitable basis.

Mr. Greer outlined the general plans of the Company for the future. We would have to have the right type of ships. In this context he pointed to the very advanced design of number 746, the bulk carrier under construction at the Verolme Yard. Some of our older vessels would be coming up for replacement in the near future and careful planning was called for. We would look into the possibilities of the 13,000/15,000 ton dead-weight multi-purpose type vessels on offer from Yards in Europe, the Continent and Japan. Account would also have to be taken of the trend towards the wider use of containers. These must have an immediate impact on the cargo services across the Atlantic linking Ireland with the U.S.A. and Canada.

As a temporary measure we might find it

desirable to purchase secondhand vessels as this course would tide us over a period of rapid development in shipping and guard against us making a wrong decision.

Mr. Greer then turned to the question of our own organization. He said that we had carried out exhaustive checks on our costs and operating procedures which we had compared with those of other Companies. These checks revealed that taking like with like we were operating our ships quite efficiently although we did discover some areas where we could improve. It was interesting to note that other Companies had something to learn from us too. "Unfortunately," declared Mr. Greer, "even with 100% efficiency the current level of freight rates makes it impossible for any shipowner to work at a profit".

He instanced the rate for Grain from the Gulf of Mexico to Rotterdam—\$2.50 per ton—out of which the owner paid cargo loading costs—the lowest rates since the war.

A CAR FERRY?

The Chairman announced the Company's intention to plan a range of diversification projects which it was hoped would provide some protection against the consequences of the recurring depressions on the tramp market. As an example he confirmed that Irish Shipping had been investigating the possibilities of operating a car ferry service between an Irish port and a near Continental port. It was hoped to make a start with the ferry for the 1968 Tourist Season.

Mr. Greer revealed that for the financial year ending 31st March 1967 the Company expected to practically break even or perhaps show a small loss. But he forecast a big loss for the year ending March 1968 if freight rates remained at the present calamitous level. It would be hardly possible to give full effect to our planning on new projects before that time.

"The present time", said the chairman, "is one calling for new outlooks, new ideas and new methods." The present state of the shipping industry meant that there was a great strain on everybody working for the Company. He was confident that eventually our efforts would meet with success and he knew that no member of the Board or member of the staff wanted to be associated with a non-profitable Company.

Four Thousand Correspondents

Over 100 classes, spread over as many different schools throughout Ireland, have now joined our "Follow the Fleet" scheme and are plotting the positions of our ships every week. Our problem has been to contain the scheme to manageable proportions. It is obvious that in the treatment of geography and general knowledge the world-wide voyaging of our fleet adds up to a powerful attraction for both teachers and pupils. The display of one of our special maps in any class-room quickly led to requests for inclusion in the scheme by other teachers in the same school. Word passed from school to school so that the project has snowballed to the extent of exhausting our immediate resources. We had to turn down many offers of publicity—realising that there are about 6,000 schools in the country.

LETTERS TO SHIPS

Many of the pupils are treating the scheme as a form of ship-adoption and are writing letters to the ships' masters. We want to thank very sincerely those masters and other personnel who very generously gave their time to reply to the young correspondents, and we again appeal to our officers to keep up the contacts with their admirers. We are informed that the boys really look forward to having their letters answered. It may be some consolation for our overworked sea-going staff to know that the substantial number of letters sent out from the schools represents only a trickle of the flood that could burst upon them

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Rev. Brother Campion and boys of C.B.S., Arklow.

HOME PORTS FOR IRISH CEDAR

Big Phosphate Contract Signed with Gouldings

Beginning next July the "Irish Cedar" will make sixteen consecutive round voyages between Ireland and Casablanca to bring in approximately 250,000 tons Phosphates to the Goulding Fertilizer Plants at Dublin and Cork. The contract for the order was signed by Irish Shipping and the Goulding representatives in Dublin on March 13th.

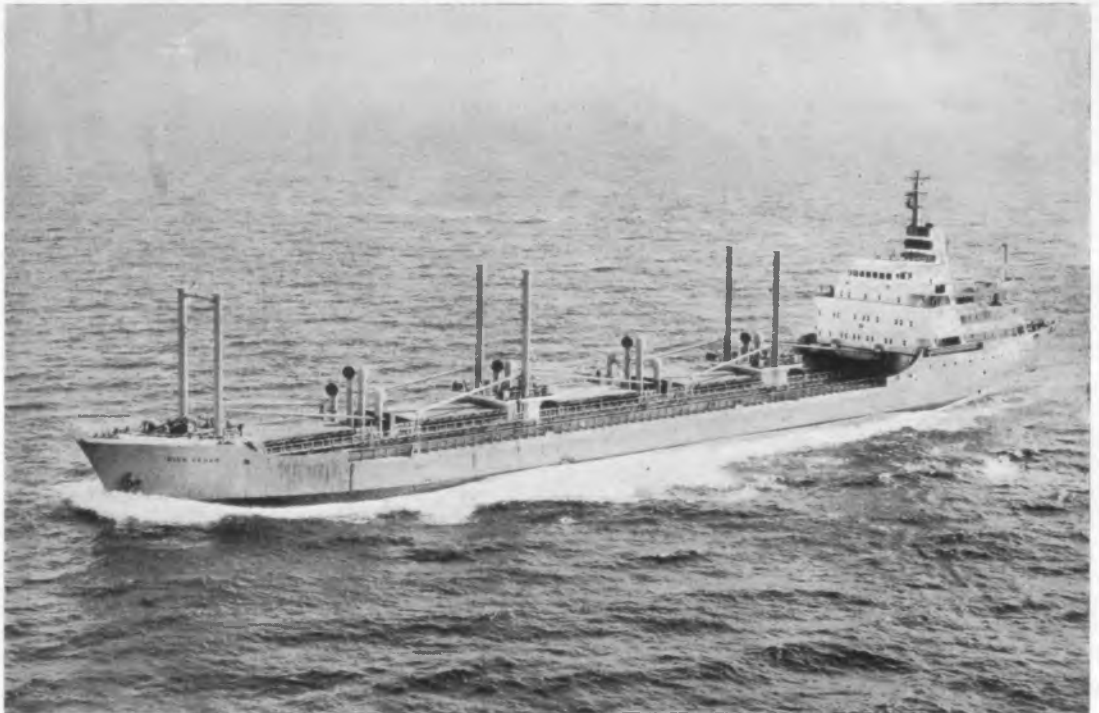
Probably the biggest ever concluded between two Irish Companies, this freight contract was secured by Irish Shipping in the face of keen competition from foreign shipowners.

This Goulding contract represents a significant development in our deep-sea trading. For many years most of our large ships have operated between foreign ports because the absence of large scale industry using bulk commodities in Ireland meant that full cargoes for deep-sea ships moving through home ports

were very few and far between. We are now witnessing a major Irish industry developed to the extent of being in a position to engage the services of a fairly large sized bulk carrier for a lengthy period. This is very encouraging; and the chartering of an Irish ship will mean that the substantial freight involved will be retained in the country.

FIRST TIME EVER

When the "Irish Cedar" arrives in Dublin next July with the initial cargo, she will be making her first visit to an Irish port since she was delivered by the builders at Heusden, Holland in 1962. The Ireland/Casablanca run will be very much welcomed by the ships crew who should be touching at home ports at intervals of about eight days.





At the signing of the Goulding contract March 13th : seated, Mr. J. W. Good, Financial Director, Mr. W. J. Milne, Managing Director Gouldings Fertilizers; Mr. P. H. Greer, Chairman and Mr. W. A. O'Neill, Assistant General Manager Irish Shipping. Standing are : Mr. G. Jones, Mr. D. Barnes, Mr. S. MacKenzie, Mr. F. Robbins, Irish Shipping Directors, Mr. D. O'Neill, Chartering Manager, Mr. L. S. Furlong, General Manager, Mr. G. Murray, Technical Director, Mr. Derek Hill, Marketing Director, Gouldings Fertilisers, and Mr. C. Baggott.

BEREAVEMENTS

DEATH OF MR. P. SHIELS

We regret to announce the death of Mr. Patrick Shiels, Superintendent Engineer of Wexford Steamship Co. Ltd. which took place on 7th April. The late Mr. Shiels was the first Engineer Superintendent employed by Irish Shipping in the early days of the Company's existence. His passing will be deeply regretted by his many old friends in Irish Shipping and our sincere sympathy is extended to Mrs. Shiels and family on their great loss.

We extend our sincere sympathy to Mr. John J. Kenny, Junior Engineer, s.s. "Irish Spruce" on the recent tragic death of his brother Mr. Patrick Kenny. The late Mr. Kenny died from injuries received in a car accident whilst returning from Larne to Lanesboro, Co. Longford.

* * * * *

Our sympathy too to Mr. F. Gilligan on the death of his mother.



We wish the best of luck to Deirdre Cullen who has become engaged to Mr. Vincent Finn.

4,000 Correspondents—Contd.

should we here encourage the classes in this exercise. However, we promise to keep the correspondence to a workable level and rely on the best co-operation our officers can give.

EXPANDING THE SCHEME

Our target for "Follow the Fleet" originally was 100 schools and we have now gone over that limit. We are receiving enquiries daily from all types of schools, primary and secondary, public and private, from girls' schools as well as boys'. In the teaching of school-subjects today, the emphasis is on visual aids and of course the more colourful the presentation the better for everybody concerned. The activities of this Company are such as to be of intense interest to pupils in their study of world geography, physical and commercial, and we must encourage this interest as far as we can. When we have consolidated the scheme for the number of schools at present participating, we shall review the position with the intention of accommodating a number of the many others wishing to join.

CRAWFORD COLLEGE

By N. J. HEALY

We are pleased to report that Mr. D. Lorraine, Supt. Engineer, B & I., has obtained for use of our Engineer Cadets a Lister-Blackstone Diesel Generator Unit from Coast Lines Ltd., Liverpool, who kindly shipped this unit to Cork free of cost.

This Generator weighs some seven tons and it will be appreciated that handling from ship-side at Cork to the Institute was no small feat. Credit is due to Captain R. H. Greene, who arranged the transportation.

Our thanks, and that of the Staff and Cadets at Crawford Institute, go to Mr. Lorraine and to Coast Lines Ltd., for this gesture of interest and co-operation in our Training Scheme.

Mr. C. J. McSwiney, A.M.I.MAR.E., has been appointed whole time specialist Marine Engineering Instructor to Crawford Technical Institute by the City of Cork Vocational Education Committee for the instruction of our Engineer Cadets.

Many of our shore and sea-going staff will remember Mr. McSwiney who joined this company as a Junior Engineer Officer in August, 1951, rising subsequently to the rank of Chief Engineer. Mr. McSwiney resigned from the company in 1961 to take up a shore appointment.

We are now pleased to extend our best wishes to him in his new task of training our Engineer Officers of the future.

Mr. E. E. Ivimey, Chief Engineer has resigned from the company to take up a shore appointment in the U.K. We wish Mr. Ivimey every success in his new career.

Our sympathy is extended to Mr. Patrick Dunne, Deck Department, "Irish Sycamore" on the death of his father.

We offer our sincere sympathy to Mr. Noel Griffin, Irish Shipping director, whose father died recently.

IRISH SHIPS SOLD

M.V. Irish Oak has been sold to Greek owners and will be handed over sometime in May.

The s.s. Irish Holly has been bought by an Italian firm who are expected to take possession of the vessel in July next.



Wedding photograph taken at St. Peter and Paul's Church, Cork, of Mr. Jimmy Gorman, Second Officer and Miss Helen Cahalane. Left to right: Mr. Sean Hennessy, bestman; Miss Ann Cahalane, bridesmaid; groom; bride; Miss Carina Cahalane, bridesmaid; and Mr. John Cox groomsmen.

IRISH ROWAN FOOTBALLERS

We have received news from the "Irish Rowan" announcing the outbreak of a football epidemic aboard. Our correspondent is too modest to permit us to publish his name and will merely allow us to say that he is the best player on the team. He gives us pen-pictures of the members.

"I'll start with our goalie. His only claim to a place on the team is that he has an uncle who was a boxer. As far as football is concerned so is he. Then we have a full-back who claims he never kicked a football before. He's telling the truth as well because we have been in training for over two weeks now and he still hasn't kicked one. But he never misses an ankle or shin.

Our inside left used to run when he was at school so he is quite athletic. The only trouble is when he goes for a ball you would still think there was a teacher chasing him because he always forgets to stop when he reaches the ball.

Like all good teams we have a utility player. He told us he was a member of Shamrock Rovers and it took us two weeks to find out he meant Rovers Dart Club. He's no good at that either.

Even one of our reserves is famous. He has a brother who represented Ireland as an Amateur but unfortunately it is the wrong brother we have here so that's why he is a reserve.

We have a complete Club, together with Coach, Manager and even a Treasurer. Our Treasurer has had no trouble financially yet but of course he has no finances to get into trouble with.

DEM BOOTS

We have only one problem and that is that everybody in the team has big feet. The average size of feet on the team is $9\frac{1}{2}$ and the average size of boots on the ship is 8. As the "big ugly sister" knows $9\frac{1}{2}$ into 8 won't go.

What we lack in skill we make up for in feet. Now we would like to warn all the other vessels in the fleet that we are prepared to engage them in a test of football skill and endurance. The match should preferably be played ashore. With the talent and potential we undoubtedly have we are quite confident of maintaining our unbeaten record—even though we haven't played any games yet."



FLEET NEWS



"IRISH CEDAR"

This vessel is at present on her way from San Diego to Charleston and Norfolk and the vessel will be redelivered from Retla Incorporated at Norfolk. After Norfolk she goes on Time Charter to Vigo Steamship Company of New York, to whom she will be delivered in Baltimore for a voyage to the United Kingdom or Continent. The "Cedar" then is scheduled to make a round trip to the Great Lakes after which she is due to drydock. After drydock the vessel goes on her charter to Gouldings Limited for whom she will do sixteen voyages bringing phosphates from North Africa to Ireland.

It will be a welcome change to have the "Irish Cedar" calling at Dublin and Cork as this vessel has never been to an Irish port.

"IRISH SYCAMORE"

Is at present on her way to Karachi having completed her discharge of grain cargo from the U.S. Gulf at Calcutta. At Karachi the "Irish Sycamore" will be delivered to Isthmian Lines of New York and will load general cargo in Pakistan and India for United States East Coast ports. She will make the trip via the Suez Canal.

On her way to India the vessel changed crew at Gibraltar and at this port Mrs. Caird and Mrs. Kelly, wives of the Master and Chief Officer, respectively, joined the vessel. The "Cedar" was due to call at Aden for bunkers but, due to civil unrest at that port, she was diverted to Djibouti.

"IRISH ROWAN"

Loaded a full cargo of grain at Colombia River, Portland, Oregon, for discharge at Sakai, Japan, where the vessel is due to arrive on the 12th April. It is expected that she will complete discharge about 20th April.

On her previous visit to Japan, the "Rowan" had repair work carried out on her three generators. Mr. W. E. Nolan from Head Office attended and through him we received a prayer which we are told was composed by the ship's personnel relating to the generators.

"We thank thee Lord for the light we've had
If it had been more we would be glad.
But as we know the Genny's bad
We thank thee Lord for the light we've had.
May the blessing of light from Nos., 1, 2
and 3 Generators descend upon us and
remain with us until home."

"Signal" too hopes that the "Rowan" generators will bestow light on all aboard for the rest of their sojourn.

"IRISH PLANE"

The crew of the "Plane" who joined the vessel at Rotterdam on the 3rd July, 1966, were relieved at Lorient, France, on the 30th March last. The present crew were flown out from Dublin and the previous crew were brought back home on the same plane.

The vessel is at present on time charter to Vigo Steamship Company and was delivered at Baltimore on the 11th March, where she loaded Soyabean Meal and then sailed for Lorient. After Lorient the "Plane" called at Nantes, Bremen and Antwerp. The vessel loaded a cargo of steel at Antwerp for discharge at Detroit.

At the end of February, Capt. R. Woolfenden and Mr. W. Garvey, Chief Officer, relieved Capt. I. Shiels and Mr. M. Doyle at Philadelphia.

"IRISH WILLOW"

Due to the heavy weather encountered on the West Coast of South America, the "Irish Willow" had to have special nylon and wire mooring ropes fitted during her spell on the Peruvian run. These moorings were landed at Panama and will be transferred to the "Irish Fir" when she calls at that port.

Mr. James Gaul who was taken ill in Trinidad is now home and we wish him a speedy recovery.

The "Willow" is at present loading 648 tons of dismantled grain elevator tanks at New Orleans for discharge at Port Cartier where the vessel is expected to arrive on 16th April. Port Cartier is a small port near Seven Islands on the North Shore of the Gulf of St. Lawrence.

"IRISH FIR"

Mr. Michael Brazil of the Engine Department was flown home from the United States on the 9th February last due to the serious illness of his daughter. We are pleased to learn that the young girl has since improved and we send her our sincere good wishes for a speedy recovery.

The vessel was delivered on charter at Kingston, Jamaica on the 31st March and sailed for Sheet Harbour where she arrived on the 8th April to load wood-pulp for Wilmington, Delaware or Chester, Pennsylvania. We understand that the vessel may also call at Philadelphia. On completing discharge of the wood-pulp, the vessel will then proceed to Canada to load Ammonium Nitrate for Peru. She will take over from the "Willow" on the Peruvian run.

"IRISH ALDER"

Sailed from New York on the 1st April for Djakarta with a cargo which included cotton, flour, lubricating oil and generals. The vessel also loaded at Halifax and while in New York, Mr. Sean Moynihan, Chief Engineer, joined the vessel to relieve Mr. T. Loughran.

We wish to express our sincere sympathy to Captain Poole on the death of his father and uncle both of whom died on the 13th February last.

The Alder is on Time Charter to Djakarta Lloyd and after discharging her cargo, she will load again for a U.S. East Coast or Gulf Port.

"IRISH OAK"

After her sojourn in Brazil, the "Irish Oak" is now on her way to a U.S. Port which has not been nominated yet. While the vessel was in Rosario, Argentina, the ship's personnel were entertained at a special celebration on St. Patrick's night by members of the Irish community at that Port. Many new friends were made and eventually the vessel got a royal send-off as she left the quay, and those aboard took with them pleasant memories of Rosario and its Irish community.

The Oak with Captain T. Hughes as Master is carrying a full cargo of sugar from Brazil to the U.S.



"IRISH SPRUCE"

Captain P. O'Shea and Chief Engineer Mr. M. J. Byrne were relieved at Dublin by Captain F. W. Kirk and Mr. J. Morgan respectively. Chief Steward Mr. T. Ford was replaced at Dublin by Mr. J. Dillon.

On her voyage from the United States the Spruce ran into heavy weather on the North Atlantic off St. John N.B. and sustained some damage to her hatches. Mr. Frew, Third Officer, of Messrs. J. & J. Denholm, Glasgow, has been a welcome guest on the present voyage of the Spruce. We hope he enjoyed the trip and we understand that he has made many friends aboard.

The vessel is expected to complete loading at Cork on the 11th April and will then sail for New York. She will have a full cargo of frozen meat for discharge at Wilmington and New York.



Mr. K. Edwards, Second Cook "Irish Maple".

"IRISH ROSE"

This vessel is at present in drydock at Dublin after discharging a cargo of coke at Leixoes, Portugal, from Savona. Master of the "Irish Rose" is Capt. J. Flanagan and Mr. J. J. Reed is Chief Engineer.

"IRISH POPLAR"

Is at present at Norfolk, Virginia, where she arrived from Wilmington. She is loading grain and tobacco and is due back in Dublin about the end of April. An unusual feature of the present voyage of the "Irish Poplar" is that she will go to Jacksonville, Florida, after her call at Norfolk, to load liner board for Dublin. After Jacksonville the vessel calls at New York before finally sailing for Ireland.



"IRISH MAPLE"

While the "Irish Maple" was at anchor at Karachi recently, two former vessels of Irish Shipping were anchored nearby. These were the second "Irish Cedar" and second "Irish Hazel", both ships looked extremely well according to Captain T. Byrne, Master of the "Irish Maple". The former "Irish Cedar" was sold to the Gulf Steamship Company Ltd., of Karachi in 1959 and was renamed "Mustansir". The "Irish Hazel" was sold in 1960 to a Yugoslav Shipping Company and was renamed "Konalvi".

After leaving Chittagong the "Irish Maple" went to Bassein and Rangoon in Burma to load rice for Mauritius. The vessel is on charter to Mauritius Steam Navigation Company Ltd.

We are glad to report that Captain T. Byrne's mother is well again after her recent illness.

MISE LE MEAS

Senor Juan Contreras Garcia, of the "Atlantic Club", Tenerife, writes to us:
Dear sirs.

At first, I should want that you excuse me for the grievances, what occasion the reading this letter.

I'm one of the directors of the ATLANTIC-CLUB. This club became some expositions of the post cards, books, posters, booklets . . . of the types of all the ships from littel fluvial ships, until huge air carries.

For arrang the expositions, we have our own local, but usually, we hire other places.

After of we speak about our club, we pass to solicit of you, what you send for our club, some photos, posters, booklets . . . of ships, for we enlarge the existences of our club.

I thank you very much for your attention with our club.

"IRISH ASH"

Mr. Edward Jameson of the Deck Department joined the "Irish Ash" at New Orleans on the 17th February last. The vessel is at present on her way to Damman where she is due to arrive on the 12th April. After Damman she proceeds to Bahrain and Kuwait.

Mrs. Kerr wife of Captain Kerr who had been on the "Irish Ash" for some time left the vessel at Lisbon to return home to Dublin. Mrs. Parslow, wife of Mr. Parslow, Chief Engineer, joined the vessel at Lisbon.

The "Irish Ash" is on charter to Isthmian Lines of New York, and is carrying a general cargo from the United States to the Persian Gulf.



"IRISH LARCH"

Arrived in Capetown on the 3rd April to load a cargo of maize for Eastham and Manchester. The Larch will be due in Manchester about the 26th April. Mr. P. Redmond, Bosun, who was hospitalised at Aden was unfortunately not able to rejoin the vessel at Kuwait as anticipated. Mr. Redmond is now home and we wish him a speedy recovery.

"IRISH HOLLY"

The "Irish Holly" continues on her coastal run between Milford Haven Refinery and the various British Ports with occasional calls at Dublin and Whitegate. The Master of the "Irish Holly" is Captain M. O'Connell and Mr. T. Barry is Chief Engineer.

COVER PHOTO

There is hardly need to identify the nautical man on our cover. He is of course Captain J. A. Caird, beautifully photographed by Mr. N. J. Healy of Personnel Department.

What was the Captain saying when the camera clicked? The world will never know. However we do not think it was "Cheese". But what would one expect Captain Caird to be saying while being photographed?

SHORE TO SHIP

Patrick T. Walsh, Junior Engineer "Irish Sycamore": Loving Birthday Greetings from Mum and Dad for your 20th Birthday on the 17th March last.

Erick Hensey, m.v. "Irish Rowan": We all wish you a very happy 19th Birthday on the 31st March. From Mam, Dad, Noeleen, Liz and Marion.

Liam Quigley, Junior Engineer "Irish Oak": Wishing you a Very Happy Birthday on the 22nd March. With love from Kay and all at 12 O'Rahilly Ave., Clonmel.

Thomas Byrne, Third Officer m.v. "Irish Rowan": A Very Happy Birthday and Best Wishes on the 4th April. From Mammy, Daddy, Anita and the lads. All hoping to see you soon.

Arthur Stevens, Catering Department m.v. "Irish Sycamore": A very happy Birthday to you Arthur on your 18th Birthday which takes place on the 30th April. From Mam, Dad and all the rest of the clan. Don't forget to G.Y.H.C.

Patrick A. Casey, "Irish Ash": Happy Easter Pat. From all at Knockasna, especially from Mam, Dad, Eileen, Aunt Cait and Mick. Greetings also from Norrie, Danjoe, Sean and Bertie in England. Give our regards to Katie, Sheila and Cathy Buskirk. Peg and Eileen at Woulfe's said to be on the look-out for an oil tycoon for them on your travels.

John Prior, m.v. "Irish Rowan": A very happy Birthday to you on the 30th March and also a holy Easter. From Mam, Dad and sisters and brother. Also Best wishes for your Birthday and a happy Easter with Love from Clare, Manus and little Cormac.

Richard Saunders, m.v. "Irish Rowan". All the best on May 9th with good wishes for your Birthday. From Mum, Dad, Moira, Gerard, Ann, Tom and Aunt Molly. Also Birthday greetings to Erick Hensey of the m.v. "Irish Rowan" from all at Ringsend.

Michael McGowan, Chief Cook m.v. "Irish Cedar". Congratulations and Best Wishes on your Birthday March 27th. From Dad, Mam, Aunt Mary and Seamus.

Patrick Brazil, m.v. "Irish Ash": Birthday Greetings for your seventeenth Birthday on 9th May. From Gran, Mam, Dad and Kathleen.



Mr. Patrick Walsh "Irish Sycamore". We send him birthday greetings from his Mother

Bernard Mulready, 19 on April 29th. Greetings from Mother and all the family, especially from his sister Mary who will be 21 on the same day.

For: **Patrick O'Toole**, Electrical Engineer on the "Irish Larch" who celebrated his 21st Birthday on April 1st, we send greetings from his father, mother and all the family in Grangecon in Co. Wicklow.

MEDICAL COURSE

By C. O'Donovan

As part of the Company's Training Programme, Chief Steward Jack Doran and myself recently completed a two-week course in the Casualty Dept. of Sir Patrick Dun's Hospital, Dublin. This is an original and practical course for the medical-training of Chief Stewards and one which should be of great help to them when tending sick personnel on board ship. As the course develops it is hoped to extend it to a three or four-week period.

We saw many patients receiving medical attention for a large variety of injuries and ailments, too numerous in fact to describe here. Under the guidance of a doctor we were shown the methods and treatments used, and in particular the care taken of persons injured in accidents. Attending operations was a very unusual experience: we watched two skin-grafting operations and another for the removal of an appendix.

We would like to take this opportunity of thanking Mr. Beasley, Dr. Atkins and the Staff-Nurse and Nurses of the Casualty Dept., for the co-operation and helpful advice we received from them. The friendliness and courtesy shown to us was very much appreciated.

Twenty One Years Service

Eighteen members of the staff, shore and seagoing, including four ladies, received presentations to mark the completion of their 21st year of continuous service with the Company. The gentlemen received a pair of gold cuff-links fashioned in the form of a ship's wheel linked to an oval shape bearing a replica of the Company badge. The ladies were presented with a gold brooch also in a nautical motif—a ship's wheel with a pearl and stones inset.

A number of other people were due to be present to receive the gifts but were either at sea or away on business. These will receive their presentations at a later date.



The four ladies who were presented with gold brooches to mark the completion of 21 years service with the Company. Left to right : Miss G. Reilly, Chartering Department; Miss B. Renahan, Accounts Department; Miss Rita Barrett, Cork Office; Miss Maureen Grogan, Telephonist.



Captain Tom Glanville (left) who retired recently, was also present to receive his 21 year service gift.



Mr. George Purcell (left) who joined Irish Shipping way back in 1942 receives his gift from the Chairman Mr. P. H. Greer.



Believe it or not all these sprightly youngsters have completed at least 21 years with the Company : from left to right : Mr. M. J. Fitzsimons Dock Superintendent, Miss M. Grogan, Telephonist; Mr. G. Cronin, Asst. Supt. Engineer; Miss G. Reilly, Chartering Department; Mr. Sean Moynihan, Chief Engineer; Mr. P. P. English, Personnel Manager, Mr. Bernard Byrne, Liner Department.

Engagement

Bega Renahan has announced her engagement to Mr. Phil Doherty, the wedding to take place in June. We know we speak for everybody in the Company when we wish every good luck and happiness to Bega and Phil.

We have just learned that the father of Mr. Michael Masterson, Deck Department, Irish Maple, has died. We extend our sincere sympathy to Mr. Masterson and his family.



Another youthful group. Readers searching for the secret of eternal vigour should consult the gentleman in the centre. Left to right : Mr. G. Purcell; Miss B. Renahan; Mr. T. Flynn, Accountant; Mr. C. P. Kinseila, Freight Manager; Capt. R. Greene, Dock Superintendent, Cork; Mr. W. Burke, Stores Dept.

'A Dumb Priest

OUR INDUSTRIAL RELATIONS STAFF CORRESPONDENT REPORTS A RECENT INTERVIEW

The Boss's door is always open. He's sympathetic and willing to talk with you. He manages to make you feel better.

The other day I went on my annual pilgrimage. I breezed into his office unannounced, slap in the middle of a top level conference. I recognised the Minister for something or other and I knew by the smart china lying around that the others were V.I.P.s too.

I stammered apologies but the Boss greeted me heartily, shook me warmly by the hand and asked his visitors to wait outside for a while, explaining he had urgent things to discuss with me.

When the brandy glasses had been set up and the usual pleasantries exchanged, I duly opened proceedings:

"As you may have guessed, sir", I began, "I have come to discuss that little *matter*"—putting just enough emphasis on the last word. "You'll be glad to know", responded the Boss, "that I have been expecting you". I smiled happily.

He pointed towards the window and went on: "you recall the Biblical allusion to the fig tree's verdant condition signifying the imminence of Summer? (Luke 2; 11-18). Well, in the same way, I have been observing the awakening of Spring on the plane trees growing beneath my window here and knew that my favourite visitors were nigh".

"Yes", I said.

"Spring", said the Boss, "is a wondrous phenomenon—don't you think?" I agreed. He was off again: "The Elizabethan poet, Nash, puts it very neatly; '*Spring the sweet Spring is the year's pleasant king*'—ever heard of that one?"

"Yes", I answered; '*Then blooms each thing, then maids dance in a ring*'—plus a lot of bird-noises, of course".

He glanced at me with what I judged to be admiration and asked me brightly:

"Don't you feel enthusiasm for life at this happy time of the year?"

From here on, I resolved to be careful with my replies. I had been through similar sessions with him before. On the present occasion however I had come well prepared. From my leather brief-case I extracted one of those neat, daily tear-off desk calendars which have

a wise saying or proverb printed on every leaf. I flipped over the pages, stopping at May 1. A bit smugly, but very deliberately. I read aloud:

"Enthusiasm is like a fire, it needs feeding."

That clearly impressed him. "You never spoke a truer word—tell me more," he said eagerly. I turned the pages to June 1, and called out:

"The man who complains he is not getting enough is usually not giving enough."

"Which are my sentiments entirely", declared the Boss.

I'm still not sure if he interpreted that one correctly. However, I decided to press on and I opened the calendar at April 3. "Please note this one sir", I requested.

"The three essentials of happiness are: something to do, something to love, something to hope for."

* * * * *

There was a pause while the Boss regarded me with affection and I looked at him with an air of satisfaction.

"I have something here will interest you," he said, reaching into a drawer in his chippendale mahogany desk and producing a small, neat and expensive looking daily tear-off desk calendar—rather like my own but a much superior product.

"Listen carefully", said the Boss affably; and he pronounced:

"February 6th—He commands enough who obeys a wise man".

Naturally, I was a trifle disconcerted by this unexpected development and I rather agitatedly searched through my own calendar before I selected a rejoinder, which I almost shouted out:

"June 15th—time and money accommodate all things".

"It says here", proceeded the Boss, "on the eleventh of September to be precise, that:

"Better to be short of pence than short of sense".

"Possibly, sir", I replied, "but listen to this: '*Consider the postage stamp, it sticks to one thing until it gets there—May 29th*'".

"Very profound indeed", observed the Boss, "to which I would add this message listed with the date of October 2nd."

never got a Parish

"Perseverance performs greater works than strength".

"I concede the point, sir", I said a little tartly, "but may I quote the lesson from the fifth day of December, 1967, reading as follows:

'Where there is no hope, there can be no endeavour.'"

"You might, with profit, add this to your collection", went on the Boss, "taken from the 11th of September, of the same year."

"Let patience, the secret pace of nature, grow in your garden always".

"In my book", I retorted, "it categorically asserts on November 27 that:

'Patience wears out even stones'."

At this juncture, we both paused for a while.

"I am reminded", disgressed the Boss, "of those lines of wisdom—I think by Longfellow, but correct me if I am wrong—which go like this:

**The heights by great men reached and kept
Were not attained by sudden flight,
But they, while their companions slept
Were toiling upwards through the night."**

* * * * *

I saw that it was time to vary my assault tactics, so I gazed at him intently, unflinchingly, and stated quite calmly:

"According to fundamental Christian philosophy—*'The Labourer is worthy of his hire'*".

"True, very true indeed", agreed the Boss, "and I go further and declare that the world would know greater happiness if people but pondered deeply on that precept and also upon the parable contained in Matthew 20; 1-32.

I came again, patiently but firmly:

"In the good book, sir, we are told that to ask is to receive".

"There is a very apt saying here on March 31st", observed the Boss, "which goes":

'Happy the man who expecteth not for he shall not suffer disappointment'.

"But", I pressed on, "I once heard an eminent theologian remark that it was human to err, human to hope,—and that faith would move mountains".

"Don't you know", answered the Boss,

'that Masters must of necessity be sometimes blind and sometimes deaf' as confirmed here on April 1st".

"Moreover", he continued seriously, "I am perturbed to detect a certain confusion in your thought processes. I would strongly commend you to the lesson outlined in Matthew 6, 1-18.

I did not dally. "May I use your 'phone, sir?" I asked crisply.

"Certainly", he replied, "the instruction card is on the desk, go right ahead."

I pressed various buttons and presently was through to my senior assistant.

"Number 1", I ordered, "please look up Matthew 6, 1-18."

Number 1 was his usual quick witted self. "That's an easy one, sir, it's about greed and covetousness or, more fundamentally, about our tendency to lack faith. Why be solicitous with the analogy of the lilies in the field . . ."

I cut him short. "Enough, I get it".

When I put down the 'phone the Boss was smiling kindly at me.

"Faith", he said, *"is the soul riding at Anchors—May 2nd."*

* * * * *

"Sir", I whispered weakly—

'Let not thy right hand know what thy left hand giveth. . .'

"August 3rd", intoned the Boss—

'If you would make your dream come true, wake up'. "Oh"! he continued eagerly, "here's another—August 6th"—

'Every failure will teach a man something if he will but learn.'

"Failure", I bleated, from December 9th, *'makes a man wise but not rich.'*

"The final quotation", announced the Boss firmly, "I take from December 31st, it reads:

'If you want a better world, get busy on your own little corner'".

I rose, resignedly to go, I thanked him for his valuable time but he waved his hand deprecatingly. "You are always welcome", he assured me, "I shall be watching for the signs of Spring next year again."

As he helped me on with my coat, he recited more lines from Longfellow:

**Let us then be up and doing
With a heart for any fate,
Still achieving, still pursuing,
Learn to labour, learn to wait".**

OFFICERS ASHORE

Masters: Captains M. McMahon, J. Onions, M. G. O'Dwyer, I. A. Shiel, P. O'Shea.

Chief Officers: M. Doyle, M. Kelly, C. Mahon, J. S. Mitchell, M. Willoughby, J. F. Kelly.

Second Officers: G. Burgum, J. P. Coady, N. Hearne, G. Kyne, T. P. McKenna, K. McKenzie, P. J. O'Byrne, L. G. O'Duffy, C. Morrissey, F. G. Raftery.

Third Officers: M. Doyle, N. Foley, K. Geoghegan, R. Grant, P. Kehoe, H. Courtney, B. O'Flynn, D. Murphy.

Fourth Officers: J. J. Goulding, J. J. Whyte.

Deck Officer Cadets: J. A. Cotter, J. O'Dowd, D. O'Brien, J. A. Desmond, F. Healy, J. A. Murphy, T. A. Connolly, A. Quashie, D. Smith, S. Jebutu, J. Cox, B. Daly, M. Larkin, P. Malone, J. Moynihan, J. J. Neill.

Chief Engineers: M. J. Byrne, H. Mooney, H. Dowdall, J. Moynihan, P. Walker, N. Whitfield.

Second Engineers: P. G. Walsh, T. O'Driscoll, N. T. O'Neill, W. Fleming, M. Curley, T. Carroll, D. Falvey.

Third Engineers: B. Larkin, M. J. Murphy, J. J. McArdle, D. O'Keefe, T. Wren, J. Little, G. McDonnell, J. Gaul, A. Hall, T. O'Sullivan.

Fourth Engineers: R. Broderick, N. Edwards, P. Cullen, D. Harrington, W. D. McCarthy, J. Nolan, W. Gleeson.

Junior Engineers: M. Kearney, J. Maher, T. Nolan, M. Punch, J. Lee.

Electrical Engineers: E. Griffin, P. Morgan, A. Richards, J. Dunn.

Engineer Officer Cadets: F. J. Fenlon, W. Sherringham, J. J. Mooney, F. B. Cronin, T. J. Hanrahan, M. Byrne, P. Bardon, D. Barry, D. Buckley, P. V. Carroll, E. Currivan, M. Duggan, M. Kennedy, D. McLoughlin.

Chief Stewards: T. Forde, R. Gaffney, J. Murphy, T. O'Connell, C. O'Donovan.

Congratulations to:—

Mr. W. A. Kirwan and Mr. L. McLaughlin on obtaining their Mate's Certificates;

Mr. D. Kavanagh and Mr. T. Bell on obtaining their Second Mate's Certificates;

Mr. J. Moynihan, Chief Engineer, who obtained a Motor Endorsement to his First Class Certificate; and

Mr. E. Byrne, Second Engineer, on obtaining his First Class Certificate.

'We are Tickled Pink'



Have you ever wondered what Engineers do after they leave Irish Shipping. Well we can tell you that in fact they go hob-nobbing with the gentry as proved by our photograph here. The handsome gentleman is Mr. Harry Murdoch, former Second Engineer on our fleet, who is now Technical Manager at the Kowloon Wharf Company, Hong Kong. The captivated lady is none other than Her Royal Highness Princess Margaret who visited the Kowloon Company works during her recent tour of Hong Kong.

DOMESTIC ECONOMY — by our consultant poet

In these days of computerisation
And advances in business techniques
One has got to have rationalisation
To achieve the perfection one seeks

As one who is wholly converted
To the rationalisation campaign
Much pressure I've vainly exerted,
In my modest domestic domain.

For here in this field lots of scope I perceive
Tho' old ways not entirely condemning
We can increase our output I firmly believe
By judiciously O-ing and M-ing

Now down in the kitchen we could make a start
With equipment and food standardising
Installing a small productivity chart
And some critical path analysing

To maximise output and minimise cost
And realise our full potential
In view of the time and materials lost
Operational research is essential

Right through the house the same thing applies
Our methods are sorely outdated
We must co-ordinate and rationalize
Even now 't is a trifle belated.

We are badly in need of financial control
With retrenchment providing a tonic
Our overheads play an insidious role
And our discounted cash flow is chronic

Restraint, I believe, we must earnestly seek
If we are to quickly contrive
To equate expenses, fifteen pounds a week
With an income of fourteen pounds five.

Economic stability must be achieved
Before there is any suggestion
That our balance of payments can soon be
retrieved
And investment is out of the question.

A personnel policy must be evolved
To utilise human resources
In this sphere many problems remain to be
solved
With specialized training and courses.

For certain techniques our work force is too
small
To warrant their implementation
For example in our house there's no scope at
all
To introduce work delegation

For practical purposes we must concede
We will have to rule out automation
Electronic devices and also, indeed,
All forms of diversification.

But still in this field I believe we can lead
From Dollymount Strand out to Kimmage
With rationalization we'd surely succeed
In projecting a favourable image.

I've made out a report and I've drawn up a
plan
And now I am almost demented
I've issued instructions but try as I can
The workers will not implement it.

Disliking the plan they have dared to pre-
judge it
You can see how illogical this is
The staff are refusing to budge or to budget
She's a terrible woman, the Missus.



You've nobody left to do any work—they're all
supervisors.

SPORT NEWS

G.A.A.

Connaught and Leinster won Railway Cup honours in football and hurling respectively in this year's competition.

In the National Leagues, Dublin and Galway have qualified for the football final, while Limerick, Kilkenny and Wexford are through in hurling. A play-off between Dublin and Clare will decide which team will go forward from the group already won by Limerick, who were undefeated.

Mr. Seamus Ryan of Tipperary was elected President of the G.A.A. in succession to Alf. Murray, at the annual Congress held on Easter Sunday.

SOCCER

Dundalk have virtually won the League with three matches remaining, while Limerick, Sligo Rovers and Bohemians are the other likely teams to figure in the Top Four Competition.

In the final of the F.A.I. Cup, Shamrock Rovers meet St. Patrick's Athletic.

The Irish Youths team caused a big surprise at Dalymount Park on Easter Monday by winning two goals to one against a highly favoured English team.

RUGBY

In the international sphere, Ireland have performed with distinction this season and only a freak try by England in the last seconds of the match beat us. In that game Ireland did almost all the attacking when a dropped pass allowed the English back, MacFadyean, to run from his own "25" to score under the Irish posts. The try was converted with the last kick of the match to give England a lucky win. In Ireland's other matches, good wins were recorded over Australia, Scotland and Wales, and in the last match of the series France beat Ireland by 11 pts. to 6.

RACING

The injury to Arkle, which kept him out of racing for the past few months, seriously affected Irish hopes in the big English races. The usual Irish challenge at Cheltenham did not materialise and it was one of the most fruitless meetings for our representatives for many years.

The Irish Grand National was won by Vulpine.

In a sensational Aintree Grand National Foinavon at 100 to 1 scored a most unexpec-



Mr. Mark Byrne, Engineer Cadet

MARINE ENGINEERING CADETS

Three hundred applications for positions as Marine Engineering Cadets were received last year and of these, seventy-two boys were interviewed by Mr. N. J. Healy, Superintendent Engineer (Personnel Department), assisted by Mr. John Byrne, Inspector, Technical Branch, Department of Education; Mr. Emmet Urell, Department of Engineering, Crawford Municipal Institute, Cork, and Mr. N. Whitfield, one of our seagoing Chief Engineers.

The successful candidates were:—

Francis Joseph Carr, "Marlogue", Bende-meer Park, Magazine Road, Cork—student of Crawford College; Wm. Patrick Dalton, Connell's Cross, Robinstown, Navan—student of Navan Technical School; James G. K. Devitt, 28 Putland Villas, Bray, Co. Wicklow—student of Christian Brothers, Dun Laoghaire; Peter James Geary, "Rose Ville," Rushebrooke, Co. Cork—student, Vocational School, Cobh; Denis Hayes, 29 Liam Lynch Terrace, Mitchelstown, Co. Cork—student Vocational School, Mitchelstown; Desmond J. Lennon, Mill Street, Tullow, Co. Carlow—student, Tullow Vocational School; Eugene McGillicuddy, Gortnagown, Glencar, Co. Kerry—student, Killorglin Vocational School; David K. Meyler, 137 Lr. Kilmacud Road, Stillorgan, Co. Dublin—student, Oatlands C.B.S.; Patrick J. O'Halloran, Forest Road, Swords, Co. Dublin—student, Swords Technical School; Wm. A. Roberts, Ballymallis, Beauford, Co. Kerry—student, Killorglin Vocational School.

ted victory after all other runners had come to grief.

BOXING

In a recent international against Scotland at the Stadium, Ireland made history by winning all ten bouts.

Please Come Back to Me

One of our Deck Officer Cadets, behind somewhat in his Correspondence studies with the Technical College, has written to the Personnel Department giving the reasons why. The gentleman shall have his anonymity respected here. Our lips are sealed. We feel however that although the Personnel Dept. fully accepts his explanation (we think), it should be made known that exemptions under this category will not be entertained for the future. It is a situation which could go out of control.

The Cadet writes:

"Our best port this trip was Rosario. We all hated to leave it. We got invited to a party on St. Patrick's night by people of Irish descent and some of them full-blooded Irish. We had a great time that night. We met a crowd of the most beautiful and best girls we ever met."

Now how could any Cadet study after that:—how could anybody turn to a correspondence course after that. But there was more to come.

"After that, the other Deck Apprentices, the Engineer Apprentices and myself were invited to parties every night. We got a great send off the day we sailed. There were crowds on the quay-side. All the families we had met and all the girls. We all had to go down for our good-bye kisses before we cast off. We were all in the blues leaving. If there is ever an Irish Ship going there again, make sure we are on it."

Can our readers imagine the harrowing scene at Rosario? The ship is casting off, tearful figures forward and aft at the winches. A loud wail of despair breaks out on the quay. Suddenly the Captain shouts out: "Hold everything: go down you men and kiss those unfortunate girls."



And the least the Personnel Dept. can do is to have those lads on the next Irish Ship bound for the Argentine—but with the Correspondence Course up to date of course! Naturally.

FLEET PERSONNEL

Deck and Engineer Officers in order of Rank

"IRISH SPRUCE": Capt. P. O'Shea. Deck Officers: P. Kelly, P. Donohue, J. Frew, J. Shelton. Cadets: J. Reilly, G. Waldron. Engineer Officers: J. Morgan, J. Sullivan, K. Murdock, J. McGonnell, A. Bolster, D. Kellegher, J. Kenny. Engineer Cadets: R. Lett, T. Ryan. Electrical Engineer: M. Wogan. Chief Steward: J. Dillon. Radio Officer: P. O'Shea. Deck Department: R. Lee, J. Farrell, M. O'Connell, J. Redmond, J. Scanlon, J. Greenan, J. Hannon, R. Pender, M. Donoghue, E. Ryan, P. Kealy, T. Keegan. Engine Department: M. McCabe, J. Ryan, J. White, P. Tierney, A. Black. Catering Department: N. Blake, M. McCarthy, W. Hogan, T. Ray, J. Carr, M. Carpendale.

"IRISH POPLAR": Capt. E. Horne. Deck Officers: D. Byrne, J. Byrne, D. Kavanagh. Cadets: S. Murphy, G. MacCrum, D. Kirk, E. Keane. Engineer Officers: G. Cunningham, J. Haney, P. Shortall, W. O'Toole, P. Conneely, Corrigan, D. Graham. Engineer Cadets: H. Briody, M. O'Sullivan, J. Carroll. Electrical Engineer: P. Higgins. Chief Steward: E. Fricker. Radio Officer: P. Clarke. Deck Department: J. Fleming, D. O'Connor, P. Bradshaw, R. Gilligan, C. McGuire, B. Warren, D. O'Driscoll, J. Murray, J. Byrne, B. Monahan, N. Mulally, T. O'Donovan, T. Young. Engine Department: D. O'Sullivan, J. Grace, M. O'Donnell, D. Gall, E. Kavanagh. Catering Department: T. Egan, J. Fleming, E. Murphy, K. Wickham, E. Fowler, J. O'Driscoll.

"IRISH MAPLE": Capt. T. Byrne. Deck Officers: M. Devine, R. Gordon, M. O'Byrne, F. Kirk. Cadets: P. Fennell, D. Hopkins. Engineer Officers: S. Jolley, J. Doyle, K. Edwards, L. O'Toole, T. Fitzgerald, M. Murphy, P. McDonnell. Electrical Engineers: J. O'Connor, F. O'Neill. Chief Steward: H. Bond. Radio Officer: G. Gleeson. Deck Department: H. O'Farrell, M. Masterson, T. Grannel, P. O'Neill, F. Chandler, J. Beausang, J. Fox, J. Byrne, N. McGuinness, P. Hammond, L. Brennan. Engine Department: K. O'Malley, J. Buckley, J. McCormack, A. McCormick. Catering Department: M. Moody, R. O'Connor, J. Greene, K. Edwards, H. Geraghty, K. Brennan.

"IRISH LARCH": Capt. J. Lee. Deck Officers: J. St. John, P. Keane, P. Noonan, P. Gordon. Cadets: T. O'Connor, D. Collins. Engineer Officers: R. Tennent, T. Flynn, J. Waters, D. Knott, M. Dunleavy, P. O'Brien, J. O'Neill. Electrical Engineers: J. Barrett, P. O'Toole. Chief Steward: J. Moynihan. Radio Officer: W. Rainey. Deck Department: W. Byrne, R. Power, C. O'Driscoll, W. Walsh, J. O'Neill, J. Smith, E. McGrane, J. Cahill, E. McLoughlin, J. Bolland, J. McGran. Engine Department: G. Nolan, J. O'Leary, A. Myler, T. Farrelly. Catering Department: T. Byrne, A. Burtenshaw, B. Crilly, J. McSweeney, P. Gorman, A. O'Sullivan.

"IRISH ASH": Capt. J. Kerr. Deck Officers: E. Greevy, J. O'Leary, T. Rickard, E. Coleman. Cadets: W. Stokes, E. Connellan. Engineer Officers: W. Parslow, J. Corrigan, W. Cleary, N. Hayes, P. Casey, C. Walsh, L. Robinson. Electrical Engineer: T. Nolan. Chief Steward: R. Heapes. Radio Officer: N. Kehoe. Deck Department: T. Frawley, C. Fox, M. Hurley, P. Broe, M. Murphy, F. Jameson, J. Kirwan, E. Jameson, M. Byrne, E. Frampton, M. Bolland. Engine Department: J. Gaffney, J. Walsh, J. Ormond, P. Freeman. Catering Department: G. Molloy, J. Phelan, P. Fanning, J. Reddy, S. Quaid, P. Brazil.

"IRISH ALDER": Capt. J. Poole. Deck Officers: H. Fidler, B. Kehoe. Cadets: J. McKenna, R. Donohue, C. Stockdale. Engineer Officers: T. Loughran, J. Scott, J. Healy, J. Murphy, T. Duff, S. O'Sullivan. Engineer Cadets: M. Cahalan, E. Sweeney. Electrical Engineer: N. Brady. Chief Steward: B. Dorgan. Radio Officer: B. Fitzsimons. Deck Department: E. Swan, J. Tallon, H. Kent, J. O'Driscoll, P. Beggs, J. Daly, H. Darcy, G. Redmond, A. O'Leary, J. Cousins. Engine Department: S. McCarthy, M. Cogan, T. Kinsella, C. Coyle. Catering Department: J. Griffiths, W. Burnett, L. Robinson, J. Chaney, J. Gaffney, C. McCarthy.

"IRISH WILLOW": Capt. J. Walsh. Deck Officers: P. Buckley, D. Bruncardi. Engineer Officers: M. O'Connell, J. Gilmartin, G. Dorgan. Radio Officer: Peter Behan. Deck Department: A. Fagan, J. McNally, A. Loughlin, E. Morgan, C. Cody, O. Grace. Engine Department: M. Kelly, Catering Department: M. O'Meara, P. Brennan, B. Kearney.

"IRISH FIR": Capt. J. Gleeson. Deck Officers: J. Rickard, M. Coleman, F. Perrot. Engineer Officers: M. Gillen, J. Hennessy, T. Onions, E. Lynch. Chief Steward: G. Zachert. Radio Officer: J. Stephenson. Deck Department: G. Foley, P. Coyle, G. Forde, J. Donnelly, V. Murphy, N. Murphy, M. Brennan. Engine Department: W. Haddock. Catering Department: D. Barry, P. Carthy, A. Harris.

"IRISH OAK": Capt. T. Hughes. Deck Officers: J. Martin, F. Henderson. Cadets: J. O'Mahoney, T. Brennan, E. Cowman, B. Farrell, J. Ryder. Engineer Officers: M. Whodley, D. Burke, P. Byrne, J. Ward, K. Healy, P. Kirby, Wm. Quigley. Engineer Cadets: J. McGrath, T. Redmond. Electrical Engineer: J. Byrne. Chief Steward: J. Clinton. Radio Officer: H. O'Sullivan. Deck Department: W. McCann, A. O'Reilly, P. Redmond, P. Morrison, T. Barry, S. Smyth, W. Weldon, J. Maguire, J. Bradley, D. Hickey, B. Synnott, J. Leonard, T. Doyle. Engine Department: P. Walsh, P. Walsh, J. Sloan, P. Moore. Catering Department: V. Joyce, P. Behan, D. Murphy, S. Cahill, J. Smith, E. McSweeney.

"IRISH HOLLY": Capt. M. O'Connell. Deck Officers: F. Leigh, F. Boyer, C. O'Connell. Engineer Officers: T. Barry, E. Byrne, S. McGarry, J. Gallagher. Engineer Cadet: M. Byrne. Radio Officer: J. O'Reilly. Deck Department: M. Lennon, L. Vermeulen, C. McCarthy, W. Boon, F. Whitmore, P. Byrne. Engine Department: T. Finnin, C. Kavanagh, T. McGuire, U. Maxwell, A. Vaughan, N. Tobin. Catering Department: C. Cunningham, J. Smith, B. Carr.

"IRISH SYCAMORE": Capt. J. Caird. Deck Officers: F. Kelly, P. Flynn, J. Tallan. Cadets: B. Coburn, J. Cody. Engineer Officers: P. Otrer, S. O'Neill, B. Geaney, C. Currievan, K. Barry, J. Connolly, P. Walsh, T. Kenny, Wm. Lettis. Electrical Engineer: B. Lynn. Radio Officer: J. Butler. Chief Steward: J. Bennett. Deck Department: W. Mooney, M. McCarthy, R. Stacey, B. Mulready, M. O'Rourke, H. Johnson, J. McGrath, F. Brennan, P. Dunne, J. O'Regan, P. Boland. Engine Department: R. Proctor, C. O'Malley, T. Smith, F. Fields. Catering Department: P. O'Hara, M. Curedale, J. Caffrey, S. Murphy, A. Stephens, N. Kavanagh.

"IRISH ROWAN": Capt. J. Devine. Deck Officers: M. Carey, D. Daly, T. Burke. Cadets: A. Coughlan, A. Keane, B. Stockdale, W. Twomey. Engineer Officers: R. Murray, A. Bolger, J. Masterson, G. Faulkner, J. Corrie, J. Daly, J. Prior. Electrical Engineer: A. Daly. Chief Steward: J. Rogan. Radio Officer: J. Looby. Deck Department: J. Nangle, J. Hall, R. Carrick, R. Saunders, E. Hensley, B. Byrne, N. Fynes, J. Madigan, J. Murphy, G. McGee, T. Dolan. Engine Department: J. Byrne, J. O'Grady, P. Leonard, W. Brown. Catering Department: J. Heaslip, W. Russell, E. Byrne, B. Byrne, L. Brennan, A. Dooley.

"IRISH PLANE": Capt. R. Woolfenden. Deck Officers: W. Garvey, L. McLaughlin, T. Bell. Cadets: A. Essien, P. Etim, C. Okoro, P. Nyong. Engineer Officers: G. Rowe, A. O'Toole, J. Nangle, L. Willis, T. Nolan, J. Doyle, J. Barry. Electrical Engineer: J. Keyes. Engineer Cadet: J. Doran. Chief Steward: J. Doran. Radio Officer: T. McCormack. Deck Department: P. Harris, J. English, J. Flynn, J. Williams, D. Kelly, A. Pluck, O. McGrath, D. Ahearn, O. Murphy, J. Holmes, J. Gaughan. Engine Department: P. Rossiter, T. Daly, F. Doyle, D. O'Sullivan. Catering Department: F. Murphy, R. Egan, G. McGovern, P. O'Reilly, R. Byrne, J. Wilde.

"IRISH CEDAR": Capt. B. Reilly. Deck Officers: C. Ball, P. Tyrrell, M. Brophy. Cadets: P. Cowman, L. Kinsella, F. Perrin. Engineer Officers: J. Johnson, T. Murphy, T. O'Donovan, J. Hamilton, S. McGuinness, P. Mulgrew. Engineer Cadets: D. Menzies, I. Brady, O. Prunty, A. Byrne, E. Burke. Electrical Engineer: W. Cadogan. Chief Steward: N. Curran. Radio Officer: J. Murphy. Deck Department: L. Kelly, D. Murphy, D. Scanlon, J. Deegan, L. Hitchcock, M. Bougioukas, P. Johnson, J. Byrne, M. Doyle, W. Martin. Engine Department: W. Wiltshire, T. Kalsh, J. Murnane, P. Doyle. Catering Department: M. McGowan, R. Whelan, E. Martin, J. Hanlon, B. Flood.