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LAST OF THE CLIPPERS

In a permanent dry-dock in Greenwich, London, lies a very famous ship. She is, of course, the "*Cutty Sark*", and is the only vessel of her kind remaining today. In 1867 Jock Willis commissioned Scott and Linton to build her throughout to Lloyd's highest class, and of the best materials. In typical Scottish fashion, Willis struck a bargain to have the vessel built for £17 a ton. Hercules Linton was the designer, and his plans were used throughout, even though his firm went bankrupt shortly after the laying of the keel. Denny Bros. completed the building.

NO BLUE RIBBON

She, was launched on 23rd November 1869, but disappointed Willis because she did not win the Blue Ribbon for him. Her greatest rival in this race was the "*Thermopylae*", which was later used as a target in a naval exercise. Though the "*Cutty Sark*" was undoubtedly the faster ship, she never beat the "*Thermopylae*" in a direct race. Once, the "*Cutty Sark*" was leading by a margin of 400 miles, when she lost her rudder.

CREW AND PERFORMANCE

The "*Cutty Sark*" had an L.O.A. of 280 ft., a beam of 36 ft., and her dept moulded was 22 ft. 6 inches when under full sail; her sail area was 32,000 sq. ft. Her intended complement was 28, but was reduced at various times for economic reasons, and at one stage was reduced to 19 men all told. She carried 8 apprentices but never carried a 3rd Mate.

Under the command of Capt. G. Moodie, she logged up to 17½ knots.. Taking into account her d.w. capacity of 1,135 tons, a draught of 20 ft. and a speed of 16½ knots, it can be reckoned that her E.H.P. would be in the region of 2,250.

In 1883, the "*Cutty Sark*" sought her fortunes in the Australian Wool Trade, and it was here that she won her laurels. She made

By E. P. CONNELLAN

the passage from Sydney to the Lizard in only 70 days. It must be remembered that the clippers could not use the Suez route, which was then being used by the up and coming steam vessels. In 1895, however, the vessel was sold to the Portuguese and re-named the "*Ferreira*". For the next 21 years she roamed the seas, during which time she lost her rudder twice, and was dismasted in 1916, and towed into Table Bay. She was re-rigged as a Barquentine due to lack of spars.

MUSEUM PIECE

In 1922, she was bought back from the Portuguese by Capt. Dowman of Falmouth, who restored her to her original glory. On his death in 1936, his widow presented it to H.M.S. "*Worcester*". In 1938 she was given as a training ship, to the Thames Nautical Training College. In 1953, she was handed over to the "*Cutty Sark*" Preservation Society. The "*Cutty Sark*" now rests in a dock; specially built for her in her home port of London, with the Royal Naval College, and the Nautical Maritime Museum, as her neighbours. The "*Cutty Sark*" holds a place in the story of the Merchant Navy comparable with that held by the "*Victory*" of the Royal Navy.

Cover photo shows a group of Engineer Officers, left to right: Messrs. Liam Quigley, Jack Healy, Sean Hennessy, Bobby Broderick, Mark Byrne, Martin Cahalan.



Pictured at the reception left to right: Mr. Jim Norton, (Agricultural Correspondent Irish Independent), Mr. J. J. Bastow, Mr. Paddy Nolan, (Director Dublin Meat Packers Limited) and Mr. J. S. Wallis, (Meat & Livestock Division, Department of Agriculture and Fisheries.)



Mr. P. P. English seen here chatting with Mr. M. H. Willoughby, Chief Officer. Miss Eileen Willoughby and Mrs. Willoughby.

MEAT EXPORTS BOOM

Once again the "Irish Poplar" was the venue for a reception when, on the 25th January, Irish Shipping acted as hosts to a group of businessmen engaged in the Irish meat export trade. The attendance included representatives from the Dept. of Agriculture; Journalists and representatives from C.I.E.

Mr. J. J. Bastow, Secretary Irish Fresh Meat Exporters' Society Ltd., announced that Irish meat exports for 1966 had increased considerably over the previous two years and that the exports to the U.S.A. in 1967 were expected to reach the record level of 1963. During the week ended 28th January, 1967, 3,600 tons of Boneless Beef had been exported to the United States. This represented some 28,000 animals slaughtered and dollar earnings to the value of £1,000,000.

The "Irish Poplar" sailed with a full fridge cargo of Boneless Beef and on the following week the "Irish Spruce" loaded a further 800 tons.

QUALITY BEEF

Mr. Bastow pointed out that the exceptional quality and flavour of Irish beef was fully acknowledged by American importers and this in turn was reflected in the fact that a premium was being paid for Irish Boneless Beef over all other similar types of beef imported into

the United States. The speaker also paid tribute to Irish Shipping for providing two refrigerated vessels in the "Irish Poplar" and the "Irish Spruce" with capacities of 500 and 800 tons respectively. Mr. Bastow said that taking into account the employment given in the slaughtering and dressing of the meat for export, the future of the meat export trade with the U.S. over the next couple of years would make a significant contribution to the National economy.

Mr. P. H. Greer, Chairman of Irish Shipping, welcomed the guests and thanked the meat exporters for their continued support of the Irish Shipping liner service. He assured the guests that the Company would continue to provide a fast and efficient service to the United States. The Chairman also paid tribute to the ships' personnel for the manner in which they supervised the loading and discharging of the meat.

MINISTER'S TRIBUTE

Earlier in the day, the Minister for Agriculture, Mr. Neil T. Blaney, T.D., received the news of the increase in our meat exports for 1967, at a meeting with Mr. J. J. Bastow and representatives of Irish Shipping Ltd.

In a statement read at the reception, the Minister, who was unable to be present, ex-

pressed his appreciation for the manner in which the Irish meat exporters had built up their trade with the United States, despite the intense competition from other meat-producing countries. Mr. Blaney also paid tribute to Irish Shipping Limited for its part in the building up of this fine business.



Our picture shows left to right: Mr. G. Jones, Mr. P. H. Greer, Minister for Agriculture Mr. Blaney, Mr. J. J. Bastow and Mr. L. S. Furlong.



Photographed at the reception on board the "Irish Poplar" were Mr. T. Fay, Mr. E. Murphy, Mr. K. Wickham, Chief Steward Mr. E. Fricker and Mr. R. Dunne all of the Catering Department.

CANADIAN VISITORS

We had a visit recently in Head Office from Mr. Fred McCaffrey, President of Shipping Ltd., Montreal and Mr. Bob Redburn, Manager of the Shipping Ltd. Toronto office.

The call at Dublin was part of a European tour which our two friends from Canada were making. We hope they enjoyed their stay in Dublin and we were very interested to learn that Mrs. Redburn, who was also on the visit, is a native of Dublin.

We understand that Mr. Redburn has built-up quite a repertoire of Irish ballads as a result of a number of ballad sessions he attended while here.



The great success of the "Irish Poplar" reception was due in large measure to the work of the very efficient Catering staff. Here we see Mr. K. Wickham, Mr. P. Fowler and Mr. R. McCarthy.

DEATH OF MONTREAL PORT WARDEN

Many of our ships' Masters and other seagoing personnel will be sorry to hear of the death recently of Captain Patrick Cecil Kerr, Warden of the Port of Montreal. A native of Belfast, Captain Kerr served as an Apprentice with the Ulster Steamship Company and became a ship's Master with the Head Line. The Captain was a former Superintendent of the steamship company, Maclean Kennedy Limited in St. John, N.B. and Montreal.

Captain Kerr was married and is survived by his wife and daughter, Mrs. H. Winter of Belfast.

SYCAMORE SAGA

The present crew on the "Irish Sycamore" joined the vessel at New Orleans last July and have spent a most eventful seven months since then. In this vivid description of their voyaging, Mr. James Kennedy, Deck Officer Cadet, describes the life aboard and ashore as they complete their trip round the world.

ALL ABOARD

Arriving on the Quay Wall and looking up at the massive "Sycamore" towering over us, each individual must have been thinking to himself—"well, here she is, home for the next nine months, she doesn't look too bad". Having rather hastily settled in we sailed that night for Corpus Christi, Texas. We there loaded a cargo of Bauxite for Baie Comeau, P. Q. After discharging in Baie Comeau, we continued up the St. Lawrence to another French-speaking port, Montreal. We left Montreal after a short sojourn, and headed East, outward bound for far-away India. We were carrying a cargo of wheat for the famine relief fund and for those who had not been East before, there was the pleasant feeling of expectancy.

SUEZ CANAL

And so began a voyage of 29 days with a break at Ceuta and Aden for bunkers, with of course, the Suez Canal Transit in between. Passing through the Suez Canal, we were perpetually pestered by the inevitable horde of bum-boatmen (the most persistent salesmen in the world—as many seafarers discover) from whom the usual souvenirs were purchased by all. Leather goods, statuettes of King Tut and his "Liz", stuffed camels (miniature), Arab headresses, etc. We thence proceeded down the Red Sea towards Aden and the heat increased appreciably, passing through "Hell's Gates", it was quite hot—the highest temperature on earth has been recorded there.

INDIA

No shore leave was granted in Aden due to a state of unrest existing ashore. And so onwards traversing the depths of the Arabian Sea, veering hard a-port at Ceylon, we eventually reached our first Indian port, Madras. Madras as a port does not greatly appeal to the sailor

Mr. James Kennedy



ashore as it does not have the amenities one desires. The dusky long-haired mysterious maidens in their shimmering silk sarees were quite unapproachable; "westernisation" has't hit them yet and their courting customs are rather antiquated—but give them time. However, they say Calcutta is a good place.

A number of us called on the Silesian Fathers in Madras and were hospitably received and entertained. The Head-man was (you guessed it) Irish, thirty years out there and still has the blas. We spent one afternoon driving all around the city and outskirts in a school bus. I shall never again complain of the Irish traffic or the pedestrians in Henry Street as regards rules of the road and courtesy; whilst driving in India—Brother, it just don't exist. And so, having discharged part of our cargo of wheat (by bagging, a rather slow process) we left Madras and proceeded towards Calcutta.

Arriving and anchoring at Sandheads, at the mouth of the Hooghly river, we saw about fifty other vessels there already, with the same destination as ours in mind. Would we have to wait our turn and join the queue? Five weeks later we knew the answer.

ON THE AIR

During that five weeks some latent talent was discovered in the form of 'Radio Sycamore' and it's very own "ensemble" broadcasting their renderings of some well known numbers old and new. Of the many satirical commercials announced, one struck many people as rather amusing, sung to the air of a well known footwear ad. on "bealach a seacht" namely:—

"Sycamore", The ship for me—The ship with the nine months guarantee!"

CYCLONE

The monotony was broken (but how!) by a cyclone lasting three sleepless days and nights. The ship was rolling and pitching heavily enduring gale force winds (to counteract which we had both anchors out and the engines going ahead!) being incessantly pounded by mountainous green seas and spume of the driven spray "all over the Joint". However, it abated just as suddenly as it had arose and surveying the aftermath, the damage was negligible. One unfortunate Greek vessel in the vicinity lost both his anchors, (figure that one out!). Eventually the five weeks came to an end and we went up the Hooghly to Calcutta. When docked we had the usual myriad tradesmen, which greet each ship on arrival, Tailors, shoemakers, barbers, chiropodists, photographers, fortune-tellers, quacks, etc. on board — you want something done, they do it! You want something?—they got it! Most people bought birds and going down the alleyway, one would think it was an aviary we were running instead of a ship! Calcutta is quite a large city with more than it's share of slums, but the cost of living being so low and our wages being so high (comparatively speaking of course!) we could afford to live riotously for once! There were several first class restaurants, all air-conditioned, as were the cinemas and the "natives" were "friendly". Two pleasant weeks were spent in said port and after completely discharging our cargo and loading some to take with us—we sailed for Penang, which is in Malaysia. Arriving there we loaded rubber, which is synonomous with Malaya, and going ashore for a few hours, most of us were awe-struck at the comeliness of the inhabitants.

SINGAPORE

From there to Port Sweetenham and thence on towards Singapore, the city state with the highest standard of living of any Asian city; the multi-racial, multi-religious community living in such close harmony, the anthithesis of the U.S., producing a prosperous rapidly progressing state, with each individual benefitting therefrom, provides an example for the world at large.

HONG KONG

From there we proceeded to Hong Kong, our last Eastern port where many, realising

what little they had to show for the trip, indulged in an orgy of shopping. Passing within a hundred miles off the coast of Vietnam, the strife torn battleground of South-East Asia, we were severely scrutinised by various U.S. Naval craft on patrol. Seeing as we were Irish, they probably thought we were sympathetic and smuggling arms to the rebels!

Hong Kong's world renown for it's suits and tailoring is well founded. Several aboard indulged and are quite satisfied with the results. Something went radically wrong in the 2nd Mate's case—his tailor-made suit is three sizes too big. The shopping facilities ashore were excellent and after an all too brief stay, we left, our holds full with a cargo of generals, heading across the vast Pacific waste to Acapulco, Mexico.

The cargo included—rubber, timber, shoes, clothes, plastic goods, toys, mail, tinned fruit and innumerable other articles and an authentic Chinese Junk on deck! We are now (at the time of writing) roughly (according to the 2nd Mate's calculations) two thousand one hundred miles from our destination and it doesn't look as if we'll make it for Christmas—alas! alack! one must make the best of the situation in hand!

HOMEWARD BOUND

After "Fun in Acapulco" (for the benefit of our more conservative minded brethren—title of a film featuring a well known "singer") we go through the Panama Canal and hit various ports around the Mexican Gulf, ending the trip about the end of January (and nearly nine months out!) at Vera Cruz. Then—who knows? As the commercial said—"Sycamore! The ship with the nine months guarantee!" Expect me when you see me, Mother!



Mr. J. E. Fleming, Chief Cook with his fiancée, Miss Margaret Millar.



EVERYONE WHO IS ANYBODY



AND A FEW WHO ARE NOBODIES

WERE AT THE

STAFF



Mr. A. Mullin, Miss Mary Cahill, Mr. Pat Dunne
and Miss Carmel Finnigan.



Included in this picture, left to right: Mr. and Mrs.
D. O'Neill, Mr. W. A. O'Neill, Mr. P. H. Greer,
Mr. D. Barnes, Miss R. Davey and Mr. P. P. English.

PARTY



Mr. B. Tallon, Miss D. O'Hare, Mr. Dermot Buckley
and Miss Mary Burke.



Mrs. Robbins, Mr. and Mrs. McGovern and Captain
O'Neill.



Mrs. and Mr. P. H. Greer and Mrs. Robbins.



Mrs. E. McQuaid and Miss Antoinette Rowan.



Miss Agnes McDarby, Mr. Sean O'Reilly, Miss Geraldine O'Reilly and Mr. Frank Cheevers.



Mr. and Mrs. Whitehead and Mr. Furlong.

1966



Miss E. Stafford, Mr. Tom O'Brien, Miss Pat Davey and Mr. Brian Flynn.

ENGAGED



We congratulate Miss Marie Cooper of our Accounts Department on her engagement to Mr. Robert Carvill and we understand that the wedding is to take place this Summer.



ALSO ENGAGED

It gives us great pleasure to announce the engagement of Mr. Pat Devine, Work Study Officer, who we understand, has gone West, to Galway in fact, to find a partner.



MARRIED

To Tom Mannion of our Operations Department congratulations and best wishes on his marriage which took place on the 2nd February to Miss Elizabeth Corrigan. Other prominent bachelors please copy.

CORK SHIP AGENTS

The Annual General Meeting of the Port of Cork Ship Agents Association was held on the 16th January last and the following Officers were elected:

Chairman: Mr. B. A. Gotto (James Scott & Company Limited).

Vice Chairman: Mr. P. J. Crowley (Irish Shipping Limited).

Secretary: Mr. J. Cashman (S. J. Murphy & Company Limited).

Treasurer: Mr. F. Ronayne (Ronayne Shipping Limited).

The total number of firms represented in the Association is fourteen and much good work was done by the members during the past year to improve facilities in the Port of Cork.

Our sincere sympathy is extended to Miss Ann Keegan on the recent death of her father.

We were very sorry to learn that Mr. Paddy Smith, well known member of our Dock Office staff has been ill in hospital and we wish him a speedy and complete recovery.

"SIGNAL" FOR OUR READERS AT SEA

We were very disappointed to learn that one or two of our ships did not receive their copies of the Christmas issue of "Signal". We can assure all our friends at sea that they are the first people to be sent each issue of "Signal" and the fact that some issues did not arrive at their appointed destination has been due to difficulties with the various postal authorities.

We will continue to make every effort to ensure that "Signal" arrives on time and in good order on board all our vessels.



FLEET NEWS



"IRISH OAK"

After spending seventeen years on the North Atlantic run, the "Oak" has gone further afield on her present voyage. from Le Havre to Recife in Brazil. The vessel is on a fixed time charter to Lloyd Brasileiro of Rio de Janeiro. It is of interest to recall that on the occasion of the last visit to Dublin of one of this Company's ships a football match was played between the vessel's team and the team from I.S.L. Head Office.

After completing at Recife, the "Oak" will call to Salvador, Rio de Janeiro, Angra Dos Reis and Santos.

Mr. M. Whooley took over as Chief Engineer from Mr. A. Metcalf at Avonmouth on 9th January. Before leaving the ship Mr. Metcalf was presented with a Waterford Glass Decanter and drinking glasses by his colleagues aboard to mark his retirement. We take this opportunity to wish Mr. Metcalf many years of health and happiness in his new role of land-lubber.

His many friends on the "Oak" will be glad to hear that Mr. Michael McCarthy, who was injured aboard the ship in Cork some months ago, is now fit and well again.

"IRISH ALDER"

Due in Dublin from Vera Cruz with 10,000 tons of animal feeding stuffs, the "Alder" has also changed from the North Atlantic liner trade. While the vessel was in Vera Cruz, Mr. Alan Coughlan, Deck Officer Cadet, left for Manzanillo to join the "Irish Rowan".

After discharging her Dublin cargo, the "Alder" will proceed to Cork to complete discharge. The vessel will undergo a cargo gear survey at Dublin and Cork.

"IRISH POPLAR"

Mr. G. Cunningham, Chief Engineer, joined the ship at Dublin on the 18th January to replace Mr. H. Dowdall.

The "Poplar" carried 500 tons of Boneless Beef, 1,500 tons of Sugar and almost 400 tons of Generals on her outwards trip. She will call at St. John, N.B., New York, Wilmington, Baltimore, Norfolk and finally New York before returning to Ireland.

"IRISH SPRUCE"

Congratulations to the "Spruce" on her record crossing from Dublin to New York on the last voyage. She made the crossing in seven days eleven hours and six minutes.

On her homeward trip the "Spruce" carried a cargo of Soya, Corn, Tobacco and Apples. Having loaded her export cargo in Dublin, she completes loading at Waterford and will take on 100 tons of Cheese and 100 tons of Carrigaine Pottery at that port. This will be the largest consignment of Pottery ever exported on an I.S.L. vessel.

"IRISH MAPLE"

Is on fixed time charter to National Shipping Corporation of Karachi. She is due in Karachi on the 3rd February with a cargo of Generals from London.

After completing discharge, the "Maple" will proceed to Chittagong in East Pakistan where the Irish Shipping funnel is well known.



A very pleasant photograph of Master Sean Hogan with his brother Patrick and little sister Brid, which Sean sent to us to publish "and give his uncle John a shock". Sean's uncle is Mr. John Ormond at present serving aboard "Irish Ash".

"IRISH ASH"

Congratulations to Mr. T. Rickard, 3rd Officer, on the birth of his first child, and our good wishes too to Mrs. Rickard and her baby daughter.

The "Ash" arrived in Fort de France on the Island of Martinique (on the 2nd February from Pointe a Pitre. The ship completes her present charter at Fort de France after which she goes on time charter to States Marine Corporation of New York.

"IRISH ROWAN"

Both Mr. S. Murphy, Deck Officer Cadet, and Mr. D. Ahearn, Deck Dept., who left the "Rowan" in Japan owing to illness, are now back home and both are making good progress.

At present the vessel is on her way to Japan with a cargo of Grain from Manzanillo and is due at a Japanese port about 15th February. Her ports of call in Japan are expected to be Kinura, Tagonoura and Shimizu.

After completing discharge in Japan, the vessel is expected to proceed to the U.S. Pacific Coast to load a further cargo of Grain for Japan.

"IRISH LARCH"

Mr. P. Redmond, Bosun, who was hospitalised at Aden, is expected to rejoin the vessel at Kuwait, from which port the "Larch" is due to sail about the 20th February. Her subsequent ports of call are Das Island, Basrah, Khorramshar and Abadan.

The "Larch" is on a fixed time charter to Strick Line Ltd., and is carrying a cargo of generals from London on the Persian Gulf.

"IRISH SYCAMORE"

The "Sycamore" is due at Gibraltar on 17th February and the crew will be relieved at that port. Since the crew signed on the vessel at New Orleans on 3rd July, the "Irish Sycamore" has gone around the world and her voyage is very well documented elsewhere in this issue by Mr. James Kennedy, Deck Officer Cadet, who gives a very interesting description of the trip.

At present the "Irish Sycamore" is again on her way to India with a cargo of famine-relief Grain from Corpus Christi. She is due to call at Port Said and Aden en route.

"IRISH CEDAR"

Due in Japan about 8th February, the "Cedar" loaded 14,500 tons of Grain in the U.S. Gulf port of Pascagoula and is expected to discharge at Yokohama and Yokosuka.

Capt. B. Reilly is Master of the "Irish Cedar" and Mr. J. Johnson is Chief Engineer. The vessel is on voyage charter and details of her next assignment are not yet available.



An unusual picture showing the men of the "Irish Rowan" together with the vessel while the ship was at Muroran, Japan last December.

"IRISH PLANE"

Capt. Woolfenden is at present on his way to relieve Capt. I. Shiel when the vessel arrives at her U.S. discharge port from the Philippine Islands.

The "Plane" loaded a full cargo of Sugar for a U.S. East Coast port which has not, as yet, been nominated.

"IRISH HOLLY"

Mr. M. Maher, who was hospitalised in Belfast last December, is now home and making very satisfactory progress. Mr. Maher, who has served on the "Irish Holly" for the past twelve years, is at native of Co. Clare but is at present living in Dublin. We take this opportunity to join with his friends aboard who send him their very best wishes.

The "Holly" changed her cargo at Fawley and is now carrying Black Oil to Dublin where she is due to discharge on 3rd February.

"IRISH WILLOW"

The "Willow" made her first transit of the Panama Canal when she went from St. John, New Brunswick, to Callao, Peru, last January.

The vessel is at present on her way from Peru to Baltimore, Maryland, with a cargo of Copper Blisters which she loaded at Ilo.

The vessel is due to undergo a cargo gear survey in the United States on arrival.

"IRISH FIR"

The "Fir" completed discharge of a cargo of Paper Pulp at Wilmington, Delaware, on the 31st January and sailed for Hontsport, Nova Scotia, where she will load a further cargo of Paper Pulp for discharge at Wilmington. The vessel is due in Wilmington on the 10th February.

The "Fir" is on time charter and present indications are that she will load a cargo of wood-pulp at Sheet Harbour for discharge at Mobile on her next assignment. She is due to have Panama leads fitted in the U.S.A.

"IRISH ROSE"

Capt. F. W. Kirk relieved Capt. M. McMahon at Swansea on the 20th January. The "Rose" completed discharge of her grain cargo from Rotterdam on 31st January and is at present on her way to Flushing.



Photograph of Mr. J. J. Reed, Chief Engineer taken on board the "Irish Rose".



Mr. and Mrs. Anderson of Baltimore, Maryland. The Andersons are well known to our seagoing personnel who call at Baltimore.

CORK INSTITUTE PRESENTATION

At a formal presentation held in the Crawford Technical Institute, Cork, Mr. Duncan Lorraine, Superintendent Engineer, British and Irish Steam Packet Company handed over an Electric Winch from the m.v., "Inish-fallen" to the C.E.O. of the Crawford Institute, Mr. P. F. Parfrey on the 13th January last.

The Winch will be used in the training of Marine Engineering Students at the Institute.

Irish Shipping is the only shipping company operating a scheme for Marine Engineering Students at the Crawford Institute and Mr. Lorraine expressed the hope that in the not too distant future the B. and I. would be able to make use of the Institute for the training of Cadet Officers for the B. and I. Fleet.

Present at the handing over ceremony were Mr. N. J. Healy, Superintendent Engineer, Irish Shipping and Mr. P. Crowley, Cork Office Manager.

OUR TELEPHONE NUMBER IS CHANGED

From the 31st January, 1967, an extra "7" has been added to our Telephone Number. Our new Telephone Number is 772901.

GEOGRAPHY WITHOUT TEARS

Our 3,000 pupils are now keeping a close watch on the Irish Shipping fleet. The young people involved are either finishing Primary or commencing their Secondary education and they are participating in our new "Follow-The-Fleet" scheme in various schools throughout the country. They take a keen interest in the ships themselves, in the cargoes they carry and in the ports they visit around the world.

The scheme is a simple one, yet it provides the pupils with a useful aid to their study of elementary world geography and at the same time, some interesting facts about deep-sea shipping. Each participating class receives our specially-printed world map together with a set of 'models' or markers representing the ships of the fleet. Every Monday we post out to the schools the fleet noon position as radioed back to Head Office from the ships. The pupils then plot the vessels' locations on the map and indicate the position of each ship with the appropriate marker.

The information sent out to the schools each week includes the names of loading and discharging ports, the type of cargo carried

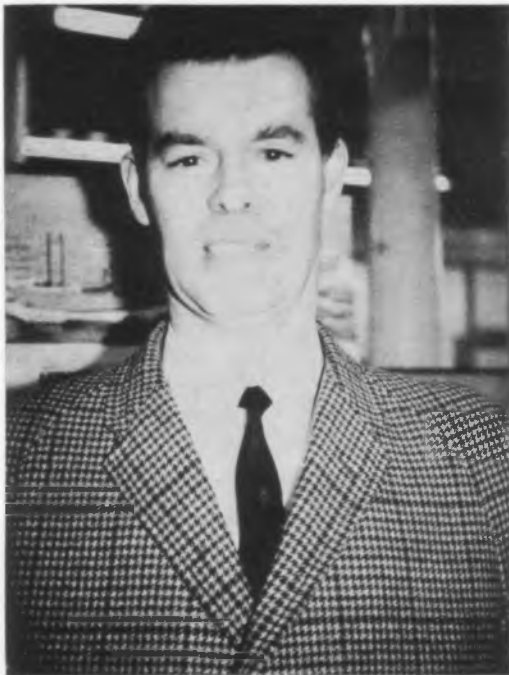
and the position of each vessel, showing the latitude and longitude for the ships at sea. We provide additional information from time to time about particular ships, cargoes and ports. "FOLLOW-THE-FLEET" was launched at the beginning of January and right from the start we were delighted with the enthusiastic response we got from both teachers and pupils. From the very many letters which we have received we are assured that the scheme helps to take some of the drudgery out of the teaching and learning of geography.

ADOPTION

We find that our "FOLLOW-THE-FLEET" scheme suits us better than the system of adoption which is operated for many British shipping companies. It means in effect that the schools involved have an active interest in our entire fleet.

ENQUIRIES FROM ABROAD

One of the most heartening results of the new venture has been the big increase in the number of enquiries about Irish Shipping which we get from Irish sources. It had been our experience that most of the requests for information about our Company came from foreign countries. Our overseas correspondents come from all over the world; from Australia, Japan, India, Persia, Russia and almost all the countries of Europe. It is very gratifying then to find that "FOLLOW-THE-FLEET" is creating a greater interest amongst our young people at home in the business of shipping and in our own ships in particular.



Mr. Michael O'Muircheartaigh of O'Connell Schools whose class participates in our "Follow The Fleet" scheme. Mr. O'Muircheartaigh is the well known G.A.A. Radio and T.V. commentator in Irish.

We extend our sympathy to Mr. N. J. Healy, of Personnel Dept., on the death of his sister, Mrs. J. V. Nass, on 19th January. The late Mrs. Nass was living in Australia and was known to a number of our personnel visiting Perth and Adelaide.



Here we see Rev. Brother Martin of St. Joseph's C.B.S. Fairview, Dublin with boys of the 6th Class plotting the position of the Fleet.

PEN-FRIENDS ?

Many of the boys have asked permission to write to the men on our ships and we would ask our ships' personnel to co-operate as best they can in this respect. We fully appreciate the difficulties involved and we have explained to the boys concerned that the number of letters which can be dealt with must of necessity, be limited due to the pressure of work aboard. However, we would ask Masters and anyone else on board who can do so to make a special effort to write to these boys as it means a great deal to them to hear from our ships and to receive letters from far-away places.



Two of the teachers who take a very active interest in "Follow the Fleet". Rev. Brother Grogan, left, of St. Patrick's C.B.S., Griffith Avenue, and Rev. Brother Frampton, Principal, of Scoil Mhuire, Griffith Avenue. Brother Frampton has a nephew serving on the "Irish Ash", Eamonn Frampton, Deck Department. Two other nephews of Brother Frampton, Liam Frampton, Chief Officer and Edward Frampton, Electrician formerly served with the Company.

CONGRATULATIONS

We extend our sincere congratulations to the following officers who have recently passed examinations. **P. Noonan**, 3rd Officer; **D. Brunicardi**, 3rd Officer; **B. Tallon**; 3rd Officer, and **D. Leonard** 3rd Officer, all of whom obtained their Second Mate's Certificate; **A. O'Toole** on obtaining his Second Class Motor Certificate and on his promotion to the position of Second Engineer, **S. Hennessy** 3rd Engineer, and **W. D. McCarthy**, 4th Engineer, Second Class Motor Certificates; **S. McGarry** 2nd Engineer, Part A Second Class Steam Certificate; and **J. P. Murphy**, Junior Engineer, Part A Second Class Motor Certificate.

GREETINGS

To **Ronnie Kealy**, s.s. "Irish Spruce". Best Wishes for a very happy Birthday on the 9th February. From all the family.

To **P. D. Gordon**, 4th Officer m.v. "Irish Larch." Good Luck and every happiness. From Mum and Dad on your 21st Birthday. To Deck Officer Cadet **Brendan Stockdale**. Happy Birthday Brendan, from Dad, Mam, brothers and sisters and Grandparents, with all our Love. Brendan is on the m.v. "Irish Rowan" and his Birthday is on the 2nd March.

Congratulations to **John Caffrey**, Chief Cook m.v. "Irish Sycamore" on obtaining his Chief Cook's ticket and best wishes for the New Year. From all at 36 St. Columbanus Avenue and also from Mabel.

Greetings and best wishes to **Joseph Bollard**, Deck Department m.v. "Irish Larch". Wishing you a happy Easter. With love from Mother, Johnny and Uncle Joe.

Belated New Year Greetings for **Thomas Finnan** s.t.s. "Irish Holly", from your Wife Nora, daughters, Joan, Noreen, Brenda, Caroline, sons, Jerry, Martin and Junior. Also from your grandchildren Karen, Brenda, Gerald, Christopher and Anthony. Daughters-in-law Kay, Ann and son-in-law Noel.

To **Gerard Magee**, Deck Department m.v. "Irish Rowan". Best wishes for a very happy birthday on the 28th February from Mam, Dad, brothers and sisters. Regards also to Bob and Noel.



Gerard Faulkner, 4th Engineer m.v. "Irish Rowan". Birthday Greetings on your 22nd Birthday which takes place on the 14th March with loving wishes from Mam, Dad, Mary, Kevin and all the family. Good Luck and God Bless you always.

Philip Hawkins, m.v. "Irish Plane". A very happy birthday on 21st February, with best wishes from baby sister Bernadette, Mother, Father, brothers, sisters, friends Benny, Sally, Willie and all at 2 George Reynold's House, Irishtown.

James Chaney, m.v. "Irish Alder". A happy birthday and best wishes for the 22nd January, from Mam, Dad, sisters and brothers. All hoping to see you soon.

Kevin Edwards, Second Cook, "Irish Maple". Best wishes for a happy 21st birthday on 17th January, come from Mam, Dad, David, Jim, and Dermot to Kevin.

OUR THANKS

We wish wish to acknowledge with our sincere thanks all the very nice Christmas Cards which we received from the various readers of "Signal" throughout the country and indeed from lands beyond the sea. To each and every one of you we wish a Very Happy and Prosperous 1967.



A group showing a number of Cadets who joined the Company this year. Left to right: D. Hopkins, J. Reilly, F. Kirk, P. Brennan, E. Keane, P. Fennell and I. Coghlan. At Back: E. Smith and G. McCrum. Cadets F. Kirk and P. Fennell are Senior Cadets of the Company.

MARINE ENGINEERING CADETS

Three hundred applications for positions as Marine Engineering Cadets were received during the 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 interviews resulted in the selection of ten new marine Engineering Cadets to whom we send our best congratulations. The Cadets will participate in our special scholarship scheme. They have already commenced their studies at the Crawford Municipal Technical Institute in Cork. The successful candidates are:—

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 McGillycuddy, Gornagown, Glencar, Co. Kerry—student, Killorglin Vocational School;

John M. English, 5 Marian Terrace, Carrigaloe, Cobh, Co. Cork—student, Presentation Brothers, Cobh; Patrick J. O'Halloran, Forest Road, Swords, Co. Dublin—student, Swords Technical School; Wm. A. Roberts, Ballymalis, Beauford, Co. Kerry—student, Killorglin Vocational School.

CADETS ON RELEASE COURSE

There are seven Cadets on a Release Course at the Irish Nautical College in Dun Laoghaire at present. The Cadets who began the Course on the 2nd January for a three-month period are **E. Coleman, M. Larkin, B. Daly, P. Malone, J. Moynihan, J. Neal and J. Cox.**

Recently these young men paid a visit to Cork Dockyard and also called at the Harrington and Goodlass Wall paint factory while in Cork. The Cadets were accompanied by Chief Officer, **Mr. Frank Kelly.**

Also on Release Courses at the moment are **Mr. A. Quashi** at Plymouth and **Mr. S. Jebutu** at London.



Our photo shows Mr. D. Smith and Mr. T. Connolly, Cadets at the Plymouth Technical College with lecturer Captain R. P. N. Stickland.

BIRTHDAY GREETINGS

To **Desmond J. Smith** at Plymouth College. Birthday greetings and best wishes from Dad, Mum and brother Billy. Desmond, who will be 19 years on the 11th February, is at present on a six month course at Plymouth College.

"HOW TO SUCCEED IN BUSINESS WITHOUT REALLY TRYING"

- 1—Keep skid chains on your tongue; always say less than you think. Cultivate a low, persuasive voice. How you say it often counts more than what you say.
- 2—Make promises sparingly and keep them faithfully, no matter what it costs you.
- 3—Never let an opportunity pass to say a kind and encouraging thing to or about somebody. Praise good work done, regardless of who did it. If criticism is needed, criticize helpfully, never spitefully.
- 4—Be interested in others; interested in their pursuits, their welfare, their homes and families. Make merry with those that rejoice; with those who weep, mourn. Let everyone you meet, however humble, feel that you regard him as one of importance.
- 5—Be cheerful. Keep the corners of your mouth turned up. Hide your pains, worries and disappointments under a smile. Laugh at good stories and learn to tell them.
- 6—Preserve an open mind on all debatable questions. Discuss, but not argue. It is a mark of superior minds to disagree and yet to be friendly.
- 7—Let your virtues, if you have any, speak for themselves, and refuse to talk of another's vices. Discourage gossip. Make it a rule to say nothing of another unless it is something good.
- 8—Be careful of another's feelings. Wit and humour at the other fellow's expense are rarely worth the effort, and may hurt where least expected.
- 9—Pay no attention to ill-natured remarks about you. Simply live that nobody will believe them. Disordered nerves and a bad digestion are a common cause of back-biting.
- 10—Don't be too anxious about your dues. Do your work, be patient and keep your disposition sweet, forget self, and you will be rewarded.

SEARCH AND RESCUE

The automated vessel report system operated by the United States Coast Guard is a maritime mutual assistance programme which provides important aid to the development and co-ordination of search and rescue efforts in the off-shore areas of the Atlantic Ocean, Caribbean Sea, Gulf of Mexico and Pacific Ocean. Merchant vessels of all nations making off-shore voyages on the high seas are encouraged to voluntarily send movement reports and periodic position reports to the AMVER Centre located at Coast Guard, New York, by a selected coastal, extra-continental or ocean station vessels' radio stations.

The following directions are reprinted from an Amver bulletin.

"When a ship requests medical advice for a sick or injured crew member or passenger there are numerous things the Search and Rescue Co-ordinator must know before he can make an intelligent decision and the doctor must have the answer to several questions before he can prescribe. By including the following information in the initial message requesting medical assistance, the ship can save much valuable time:—

1. Ship's name and call sign.
2. Ship's position and time.
3. Ship's course and speed.
4. Patient's name, nationality, race, age and sex.
5. Patient's respiration, pulse and temperature.
6. Patient's symptoms and nature of illness.
7. Location and type of pain.
8. Does ship carry standard medical-chest aboard.
9. Communication schedule and frequency.

Should it become necessary to evacuate the patient the Search and Rescue Co-ordinator will require the following additional information:—

1. Is the patient a stretcher case.
2. Weather conditions on scene.
Sea conditions, visibility, ceiling, wind direction and velocity, barometer reading—rising or falling.
3. Name of local agent of vessel.
4. Vessel's port and time of departure, destination and estimated time of arrival.



Mr. J. Davis, Personnel Dept. who will accompany the relief crew flying out to join the "Sycamore" at Gibraltar.



Mr. J. C. Molloy, Personnel Dept.

OFFICERS ASHORE

Masters: Captain J. Flanagan, M. McMahon, J. Onions, M. O'Dwyer.

Chief Officers: D. P. Byrne, W. G. Garvey, F. B. Kelly, M. Kelly, P. Kelly, C. Mahon, D. Warner.

Second Officers: G. Burgum, J. P. Coady, P. V. Flynn, J. Gorman, C. Morrissey, T. P. McKenna, K. McKenzie, L. G. O'Duffy, F. G. Raftery.

Third Officers: H. Courtney, N. Foley, R. Grant, P. Kehoe, W. A. Kirwin, B. O'Flynn, J. Tallon.

Deck Officer Cadets. T. Bell, B. Coburn, J. Cody, T. Connolly, J. Cox, B. Daly, A. E. Essien, P. B. Etim, J. Goulding, S. A. Jebutu, M. J. Larkin, P. J. Malone, J. A. Moynihan, S. L. Murphy, J. J. Neill, P. B. Nyong, C. O. Okoro, A. Quashi, D. Smith, C. Stockdale.

Chief Engineers. E. Byrne, H. Dowdall, J. Ennis, E. W. Ivimey, J. Moynihan, P. Otter, G. Rowe, P. Walker, N. Whitfield.

Second Engineers. T. Carroll, M. Curley, T. Flynn, T. O'Driscoll, A. O'Toole.

Third Engineers: B. Geaney, A. Hall, B. Dorgan, D. P. Hoey, B. Larkin, J. S. Little, J. McArdle, G. McDonnell, P. Shortall, T. Wren.

Fourth Engineers: R. Broderick, J. Gallagher, D. Harrington, J. Nolan, L. Wills, W. D. McCarthy.

Junior Engineers: J. P. Barry, J. P. Doyle, J. Lee, T. S. Nolan, S. O'Sullivan, M. Punch, P. Walsh, J. Healy.

Electrical Engineers: J. Dunn, P. Higgins, B. P. Lynn.

Engineer Officer Cadets: P. Bardon, D. Barry, D. Buckley, P. V. Carroll, E. Currivan, M. Duggan, M. J. Kennedy, T. J. Kenny, Wm. Lettis, D. McLoughlin, E. Sweeney.

Chief Stewards: J. Bennett, J. Dillon, J. Doran, R. Gaffney, C. O'Donovan.

FLEET PERSONNEL

Deck and Engineer Officers in order of Rank

"IRISH SPRUCE": Captain P. O'Shea. Deck Officers: P. Kelly, P. Donohoe, J. Tallon, J. Sheiton. Cadets: W. Stokes, J. Cody. Engineer Officers: M. J. Byrne, J. J. Sullivan, T. O'Sullivan, J. E. Nolan, J. P. Barry, D. Reven. Engineer Cadets: R. N. Lett, J. Mooney, E. Sweeney. Electrical Engineers: M. J. Wogan, M. O'Regan. Chief Steward: T. Forde. Radio Officer: P. O'Shea. Deck Department: R. Lee, J. Farrell, M. O'Connell, J. Redmond, M. O'Rourke, J. Sheehan, J. Scanlon, J. Creenan, M. Donoghue, P. Kealy. Engine Department: J. Early, M. McCabe, P. Tierney, J. Ryan, E. Kavanagh, J. Caffrey, J. White. Catering Department: J. Buckley, J. Byrne, G. McGovern, M. Curedale, W. O'Neill, A. Hansard.

"IRISH POPLAR": Captain E. Horne. Deck Officers: M. Willoughby, J. Byrne, D. Brunicardi. Cadets: D. Kirk, G. MacCrum, J. A. Cotter, E. A. Keane. Engineer Officers: G. Cunningham, D. Falvey, J. Fahey, M. Murphy, M. Kearney, Corrigan, D. Graham. Engineer Cadets: H. Briddy, M. O'Sullivan, J. Carroll. Electrical Engineers: P. Morgan, J. Keyes. Chief Steward: E. Fricker. Radio Officer: P. Clarke. Deck Dept.: P. McDonnell, K. Maher, P. Bradshaw, T. McCarthy, R. Gilligan, D. O'Neill, C. McGuire, J. Hanley, B. Warren, B. Monaghan, N. Mullally, T. O'Donovan. Engine Dept.: M. Thullier, J. Fitzgerald, J. Grace, M. O'Donnell, D. Gall. Catering Dept.: T. Young, T. Egan, J. Rourke, E. Murphy, K. Wickham, E. Fowler, J. O'Driscoll.

"IRISH MAPLE": Captain T. Byrne. Deck Officers: P. Flynn, 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, McDonnell. Electrical Engineers: J. O'Connor, F. O'Neill. Chief Steward: H. Bond. Radio Officer: G. Gleeson. Deck Dept.: M. Masterson, H. O'Farrell, T. Grannel, P. O'Neill, F. Chandler, J. Beausang, J. Fox, J. Byrne, N. McGuinness, P. Hammond. Engine Department: K. O'Malley, J. Buckley, J. McCormack, A. McCormick. Catering Department: L. Brennan, M. Moody, R. O'Connor, J. Greene, K. Edwards, H. Geraghty, R. Brennan.

"IRISH LARCH": Captain J. Lee. Deck Officers: J. St. John, P. Keane, P. Noonan, P. Gordon. Cadets: T. O'Connor, D. Collins. Engineer Officers: R. Tennent, W. Fleming, 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, P. Redmond, R. Power, C. O'Driscoll, W. Walsh, J. O'Neill, J. Smith, E. McGrane, E. McLoughlin, J. Pollard. Engine Dept.: G. Nolan, J. O'Leary, A. Myler, T. Farrelly. Catering Dept.: J. McGran, T. Byrne, A. Burtenshaw, B. Crilly, J. McSweeney, P. Gorman, A. O'Sullivan.

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

"IRISH ALDER": Captain J. Onions. Deck Officers: D. P. Byrne, B. Kehoe, L. Foley, P. Kelly. Cadets: A. Coghlan, J. McKenna. Engineer Officers: T. Loughran, A. O'Toole, J. Long, T. Duff, J. Healy. Engineer Cadets: M. Byrne, M. Cahalan. Electrical Engineer: N. Brady. Chief Steward: C. O'Donovan. Radio Officer: B. Fitzsimons. Deck Department: E. Swan, J. Tallon, H. Kent, J. O'Driscoll, P. Beggs, J. Daly, D. Kelly, M. Hurley, A. Pluck, A. O'Leary. Engine Department: S. McCarthy, J. Harford, M. Coogan, P. Rossiter, J. Cullen. Catering Department: E. Russell, J. Chaney, D. O'Rourke, C. Cashin, W. Burnett, J. Gaffney, M. Malone.

"IRISH WILLOW": Captain J. J. Walsh. Deck Officers: P. V. Buckley, M. J. Doyle. Engineer Officers: M. O'Connell, — Gilmartin, J. J. Gaul. Radio Officer: P. Trainor. Deck Department: A. Fagan, J. McNally, A. Loughlin, A. Stoat, E. Morgan, C. Cody. Engine Department: M. Kelliedy. Catering Department: M. O'Meara, P. Brennan, B. Kearney.

"IRISH ROSE": Captain F. W. Kirk. Deck Officers: P. A. Murphy, G. M. Kyne. Engineer Officers: J. J. Reed, T. Carroll, D. O'Connell. Radio Officer: T. Mills. Deck Department: M. Allen, O. Grace, M. Tobin, G. Derham,

B. Byrne, C. Galvin. Engine Department: D. O'Sullivan. Catering Department: P. Walsh, W. Dunne, T. Britton.

"IRISH FIR": Captain J. A. Gleeson. Deck Officers: J. Rickard, M. Coleman, P. Perrott. Engineer Officers: M. Gillen, N. T. O'Neill, 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. Engine Department: W. Haddock, M. Brazil. Catering Department: M. Brennan, D. Barry, E. Seberry, P. Carthy, A. Harris.

"IRISH OAK": Captain T. A. Hughes. Deck Officers: J. J. Martin, F. Henderson, J. A. O'Mahoney. Cadets: T. Brennan, F. Cowman, B. Farrell, J. Ryder. Engineer Officers: M. Whooley, D. C. Burke, P. J. Byrne, J. P. Ward, K. P. Healy, — Kirby, Wm. Quigley. Engineer Cadets: J. A. McGrath, T. P. Redmond. Electrical Engineers: J. C. Byrne. Chief Steward: J. Clinton. Radio Officer: F. McNally. 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. Engine Department: P. Walsh, J. Sloan, P. Moore, P. Walsh. Catering Department: T. Doyle, P. Behan, D. Murphy, S. Cahill, J. Smith, E. McSweeney, V. Joyce.

"IRISH HOLLY": Captain M. O'Connell. Deck Officers: F. H. Leigh, D. B. Buckley, C. O'Connell. Engineer Officers: T. Barry, R. Murdoch, T. J. Wren, A. Hall. Radio Officer: J. O'Reilly. Deck Department: P. Hearne, M. Lennon, L. Vermeulen, T. Rowan, M. Treacy, C. McCarthy. Engine Department: T. Finnin, C. Cavanagh, T. McGuire, J. Maxwell, M. Daly, J. O'Brien. Catering Department: O. Plunkett, P. Colgan, H. Gaffney.

"IRISH SYCAMORE": Captain J. A. Caird. Deck Officers: J. S. Mitchell, N. Hearne, K. Geoghegan. Cadets: J. M. Kennedy, J. McConnell, G. J. Waldron. Engineer Officers: J. T. Morgan, S. T. O'Neill, D. O'Keeffe, N. A. Edwards, C. A. Currihan, J. E. Maher. Engineer Cadets: J. Doran, T. J. Hanrahan, T. A. Ryan. Electrician Engineer: A. Richards. Chief Steward: J. Murphy. Radio Officer: J. Butler. Deck Department: C. Louth, J. Bermingham, K. Humphries, R. Kinsella, J. Fenton, C. Mulcahy, J. Kennedy, B. Carr, W. Cusack, L. Farrell, B. Richardson. Engine Department: J. Sweetman, E. Kelly, A. O'Keeffe. Catering Department: B. Coogan, J. Hoby, J. Cullen, J. Caffrey, R. Egan, J. Keogh, M. Duffy.

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

"IRISH PLANE": Captain I. Shiel. Deck Officers: M. Doyle, P. J. O'Byrne, D. Murphy. Cadets: J. Murphy, F. Healy, J. Desmond, D. O'Brien. Engineer Officers: H. Mooney, P. G. Walsh, J. Nangle, W. Gleeson, D. Molloy, D. O'Flynn. Engineer Cadets: F. Cronin, F. Fenlon, W. Sheringham. Electrical Engineer: E. Griffin. Chief Steward: T. O'Connell. Radio Officer: T. McCormack. Deck Department: K. Curry, J. Ryder, D. O'Sullivan, P. Duffy, M. Ansley, M. Price, L. Blanco, J. Driscoll, P. Hawkins, J. Redmond, N. Murrells. Engine Department: P. O'Brien, J. Robinson, E. Kinney, J. Sullivan. Catering Department: E. McFadden, G. Gould, N. O'Neill, T. Mason, T. Coleman, P. Farrelly.

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