

# SIGNAL

VOLUME 5

NO. 3

JUNE-JULY

1967



*Fastnet Rock*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# CHAIRMAN REVIEWS YEAR

In the course of his address to the Annual General Meeting, the Chairman laid particular stress on the Company's planning for its role in the Shipping Industry during the years ahead. The ability to survive in a situation of climbing expenses and falling rates, he described as the "most critical of all problems facing the Industry."

Mr. Greer said that they had to keep in mind the radical changes taking place in shipping with the employment of specialised vessels, the unitisation of general cargo and the development of various techniques aimed at improving efficiency and combating rising costs.

Referring to the size of our fleet, he said that we had to go through a phase of pruning before we could build up again with the most suitable type of ship for our changed pattern of trade.

## Planning

The Chairman announced that our planning programme was still under way, but that as a basis for the exercise we had made a careful analysis of our trading for the past five years to identify the strong and the weak elements in:

- (1) The Fleet.
- (2) Operating Methods.
- (3) Trading Areas.

We had made a detailed comparison of our operating costs with those of other Owners and the checks revealed that while in many ways we were operating economically and efficiently, there were some areas in which there was room for considerable improvement. We were striving to reduce the work-load on our crews and we would have to make much more progress in that direction. The Chairman emphasised that cost cutting was not confined to shipboard operations; reductions had been made also in our administration costs. He declared that in common with all industries we had to be ever-mindful of our overheads which had such an effect on overall results.



## Forward Projection

Along with the examination of our trading figures for the past five years, we had made a calculation of what our expenses and revenues were likely to be for the five years ahead based on our present fleet and trading practices. This exercise was designed to show the changes we must make if we are to cope successfully with the drastically altered conditions in the shipping industry.

## North Atlantic

Referring to the North Atlantic cargo services, the Chairman announced that we were carrying out a critical examination of our present and future activities in this area. Substantial changes were inevitable but the precise nature of our participation in the trades in the future was not yet clarified. He said that the Atlantic services added up to a very heavy financial burden on the Company and explained that although we obtained a very high proportion of the general cargo moving across the Atlantic to and from the land, rising costs, port delays and erratic grain rates coupled with the inadequate volume of total cargo available made these services very uneconomic.

He forecast a revolution in the traditional pattern of liner freight structure. High speed specialised container vessels would soon

# FIGURES FOR YEAR'S TRADING

## COMPANY'S FINANCES STRONG

The Annual General Meeting of Irish Shipping was held at Head Office, Aston Quay on Friday June 9th. The representative of the Minister for Finance, the major shareholder, and the Secretary of the Department of Transport & Power were present to receive the Directors' report on the activities of the Company for the Financial Year ended March 31st, 1967, and a statement of the Company's assets as at that date.

The information about the assets and financial position of the Company is contained in the **Balance Sheet**, while a summary of the year's trading results is given in the **Profit & Loss Account**.

The Company's resources as revealed by the Balance Sheet are impressive by any standards:

<b>Present Value of Ships</b> .....	<b>£7,808,122</b>
<b>Value of holdings in other Companies</b> .....	<b>£295,898</b>
<b>Cash in Bank</b> .....	<b>£1,680,666</b>
<b>Investments in National Loan</b> .....	<b>£498,421</b>
<b>Stocks and Stores</b> .....	<b>£118,271</b>
<b>Accounts owed to Company (net)</b> ...	<b>£145,310</b>
<b>Office Property</b> .....	<b>£83,930</b>
<b>TOTAL ASSETS</b> .....	<b>£10,630,618</b>

The Profit & Loss Account shows that our ships made a surplus of £454,027 on trading and that our various investments produced a combined return of £162,402. From this total income—£616,429—we had to bear the following additional expenses:

<i>Strike Losses</i> .....	£23,200
<i>Training Schemes</i> .....	£27,481
<i>Directors, Auditors Fees</i> .....	£5,533
<i>Consultants Fees</i> .....	£8,906
	<hr/>
	£65,120

We were therefore left with a surplus of **£551,309**, but before we could begin talking "profit" we had to provide for "depreciation"; in other words to set aside an appropriate sum of money towards the cost of replacing our existing vessels, which at various stages by reason of age or altered conditions of trade, must become uneconomic to operate.

The depreciation or wear-and-tear expenses for the year ended 31st March 1967 has been calculated at **£618,780** and as the surplus shown above fell short of this amount, the accounts declare a net loss on the year's operations of **£67,471**.

### CHAIRMAN'S ADDRESS (Contd.)

taking the best of the general cargo and it seemed unlikely that such a service operating solely to Irish ports would ever be a paying proposition calling as it did for very high capital investment in ship construction, containers and terminals.

#### New Business

"Specially significant" was how the Chairman described the bulk cargo contract concluded between ourselves and Gouldings Fertilizers for the carriage of about a quarter of a million tons of Phosphates from Casablanca to Dublin. It would keep one of our 15,000 tonners busy for the best part of twelve months and would result in substantial freight earnings being retained in this country.

### CAR FERRY

Mr. Greer confirmed that we were investigating the possibility of operating a car ferry from an Irish port to a Continental port and that he hoped to be in a position to make an announcement in the near future.

### TRIBUTES

Thanking the management and seagoing and shore staffs of the Company for the great efforts which they had made during the year under review, Mr. Greer declared that conditions in the industry had thrown a great strain on everybody and that the difficulties and disappointments had mounted to the point at which discouragement could have been severe. To see the effort sustained in the face of an ever worsening situation was worthy of a great deal of appreciation.

# 1966'67 Fairly Good But Difficulties Ahead

In his statement on the Company's affairs given to the 26th Annual General Meeting on June 9th, the Chairman was as much concerned about our performance in the future as he was with the results of the financial year ended March 31st. Very understandably he expressed regret that events had shattered the optimism held a year ago when international tramp rates appeared to be stabilised at a level that justified our budgeting for a profit. Freight rates fell drastically in the Summer of 1966 and persisted at a near-record low for the remaining part of the year. As the Chairman reminded the meeting the main task then became one of countering the effect of the low freights and ensuring that serious losses were not built up.

Taken in isolation however the year just ended was not a very bad one for this Company. The profitable business we gained in the early part of the year helped to cushion the subsequent fall in freight rates and we all but covered the huge depreciation figure of £618,000.

But the Chairman had to point out that Tramp Freight Rates are persisting at a very low level and are expected to drop again if the large tankers invade the grain trades during the year ahead.

## NORMALITY

It looks moreover that low freights are here to stay and that owners must adapt to a new situation in shipping. The days of the cyclic boom and slump are gone. The movement of bulk commodities across the world is tending increasingly to be governed by fixed-price long-term contracts involving the use of automated and sparsely crewed super-carriers. A reference to some American coal deals concluded recently serves to highlight the extent of the changing markets in shipping. Under one agreement the West Virginian Mining Companies are to provide over 100 million tons of coal during the next fifteen years to a group of Japanese steel mills—the coal to be shipped in super colliers. A consortium of French Industrialists are already importing coal from Hampton Roads under another long term contract using bulk carriers ranging in size from 65,000 to 87,000 tons. Our own

contract with Goulding Fertilizers for the carriage of quarter million tons of Phosphates from Casablanca to Dublin over an eleven month period is a further indication of the altered situation in the shipping business.

## STRATEGIC VERSUS COMMERCIAL

Irish Shipping's difficult task for the future will be to reconcile the strategic fleet concept with the commercial reality of the industry. For the past twenty years or so we have managed to operate a balanced fleet, scaled primarily to guarantee the country's basic shipping needs in any emergency, and at the same time to pay our way in a competitive world. By and large however the conditions existing suited our fleet and our vessels were usually in constant demand around the world. If at times some of them lost money the others were able to make effective compensation.

But if the notion of a strategic fleet is to persist into the future, then this particular group of ships must, as the Chairman pointed out recently, continue to operate within the framework of a profitable company. This means that we are going to diversify our business activities to take account of up-to-date trends and that if necessary we will balance any losses sustained on the strategic element in our fleet with profits earned in other areas.

At the present time we are going through a transitional phase. The Chairman has referred to our planning for the years ahead indicating that as a basis for our final decisions we have made a critical examination of our performance over the past five years and that we have made an estimate of how our present fleet was likely to perform over the next five years. Our eventual plans will take account of the latest developments in the size and technical appointments of ships and in the methods of packaging and handling cargoes. In this context we shall be making a critical examination of our role on the North Atlantic routes linking Ireland and North America where, as the Chairman stressed, there is not sufficient cargo moving to sustain a regular service operating solely into Irish ports. One of the regrettable economic facts we have to face is that Irish trade with the dollar area is comparatively small. We shall of course do our utmost to retain our interest and goodwill in this trade but changes in the present pattern of our service must come about in the near future.



# Irish Shipping Vessels Sold



The s.s. "Irish Holly" will be handed over in early July to her new owners, Anapo Compania de Navigazzione e Bunkeraggi S.P.A. Augusta, Sicily.



The m.v. "Irish Oak" was handed over to her new owners at the Cork Dockyard on June 1st. The purchasers were Compania Alcyonia de Navegacion S.A., Panama.

# CADET OF THE YEAR

Mr. J. A. O'Mahony of Courtmacsherry, Co. Cork, has won the title of "Irish Shipping Deck Cadet of the Year" (1966), qualifying for the Insurance Corporation of Ireland Annual Award. At a ceremony held in Dublin on June 8th, Mr. Denis Herlihy, General Manager of the Insurance Corporation, presented Mr. O'Mahony with an inscribed sextant.

Making the presentation, Mr. Herlihy said that the Insurance Corporation was proud to be the insurers of the Irish Shipping deep sea fleet. As such his Company was vitally interested in the safe and efficient operation of the ships which traded to every part of the world. Insurance costs played a major role in the overheads of fleet operation and it was in the interests of both companies to keep these costs as low as possible. This depended on skilful ship management which could only be achieved by having highly trained and top grade personnel in charge of the vessels. He paid a tribute to Irish Shipping for the importance they attached to training and declared that the Insurance Corporation of Ireland was delighted to play a part in encouraging such excellent young men as Mr. O'Mahony.

## TRAINING A PRIORITY

Mr. W. A. O'Neill, Assistant General Manager of Irish Shipping, thanked Mr. Herlihy and the Insurance Corporation of Ireland for their generous interest in the advancement of the Deck Officer Cadets. The winner on this occasion, Mr. O'Mahony, truly merited the award. He had been described by his superior officers in the following terms: "Extremely hard working and efficient"; "Will make top rank"; "Meticulous attention to duty"; "Cheerful and exemplary character".

Mr. O'Neill declared that Mr. O'Mahony was representative of the general all-round standard of our cadets and stressed that the subject of training was one which occupied the attention of the Company on every day of the year.

He would like to endorse what Mr. Herlihy had said about the importance of keeping insurance costs as low as possible. Next to crews wages, these were the biggest overheads in fleet operation. He was glad to assert that the insurance rates of the Insurance Corporation were as competitive as could be obtained in any part of the world. Mr. O'Neill said that Irish Shipping was fortunate to have a



Mr. D. Herlihy, General Manager Insurance Corporation of Ireland presents the inscribed Sextant to Mr. J. A. O'Mahony. Also in the photograph is our Assistant General Manager, Mr. W. A. O'Neill.

fine body of Deck Officer Cadets who were undergoing a training programme of a very high order. They would be in charge of very expensive ships in the future and he was delighted that the Insurance Corporation had demonstrated their recognition of the value to be attached to highly trained personnel. He wanted also to thank our ships' Masters and other officers for the close interest they had taken in the study courses pursued by our deck officer trainees.

## Winner's Thanks

Mr. O'Mahony thanked the Insurance Corporation of Ireland for the sextant and said that he regarded it as a wonderful honour to have been presented with it. He was very grateful to Irish Shipping for giving him the opportunity of pursuing his chosen career. He declared that he had been interested in the sea ever since childhood and always wanted to take up a career in the Irish Merchant Navy. He said he had received wonderful assistance and encouragement both from the training officers in Irish Shipping and from his superior officers on board the various vessels on which he had served. He hoped that he would always be worthy of the honour which had been conferred upon him.

## ON LIFEBOAT CREW

Mr. J. O'Mahony's home is at the Courtmacsherry Post Office, Co. Cork, where he re-



Group photograph taken at the Cadet of the Year Reception: Insurance Corporation of Ireland: Mr. D. Herlihy, General Manager; Mr. P. A. Smith, Agency Manager; Mr. P. W. Redmond, Assistant General Manager; Mr. D. F. Brennan, Assistant General Manager. Irish Shipping Limited: Mr. J. O'Mahony; Mr. R. O'Mahony, brother of award winner; Mr. W. A. O'Neill, Mr. P. P. English, Mr. J. N. McGovern, Mr. P. Shanahan, Capt. M. Langran, Capt. T. Hughes, Capt. B. Reilly, Capt. J. J. Walsh, Cadets J. Ryder, E. J. Connellan, W. Stokes, F. Perrin. Irish Nautical College: Capt. T. C. Walsh, Mr. G. Trant.

sides with his mother and brother Richard. He was educated at the Courtmacsherry National School and at the Hamilton High School. He joined Irish Shipping in January, 1964, as a Deck Officer Cadet but had already been trained to navigate privately in pleasure craft and was a member of the crew of the Courtmacsherry Lifeboat since 1962. Mr. O'Mahony has seen service on the "Irish Rowan" "Irish Oak" and the "Irish Alder" and "Irish Ash". He is ashore on leave at present but had been promoted to the rank of Third Officer on the "Irish Oak" in January of this year. While attending the Irish Nautical College at Dun Laoghaire, he received five firsts in six

exams and obtained his Efficient Deckhand Certificate, Lifeboat Certificate, Fire-Fighting and First Aid Certificates.

#### AUSTRALIAN IRON ORE

At the new deep-water Port of Finucane Island, Western Australia, the first load of iron ore from Mount Goldsworthy was loaded recently by a 30,000 ton bulk carrier. The initial contracts are for the shipment of more than 16 million tons of ore from this port to Japan. Five large consortiums of Australian and overseas firms are developing Western Australia's iron ore deposits.



# FLEET NEWS



## "IRISH SPRUCE"

Back on active duty again aboard the Spruce is Mr. A. Metcalf who is relieving Mr. J. Morgan, Chief Engineer. Mrs. Metcalf is accompanying her husband for the trip and also aboard are Captain and Mrs. Freyne who are travelling to Montreal before flying to the west coast of the United States for an extended vacation. As most of our readers will know, Capt. Freyne was formerly Chief Surveyor in the Mercantile Marine office, Eden Quay, Dublin.

The Spruce was in drydock at Glasgow from the 24th May to 1st June and she called at New York and Dalhousie before going on to Montreal and Port Alfred where she completed loading for discharge at Dublin.

The ship is due back in Dublin about the 9th July.

## "IRISH POPLAR"

A visitor aboard the "Irish Poplar" at Cork on the 11th June last was Reverend Fr. Leo Lennon, O.P., the newly appointed chaplain to the port. Fr. Lennon celebrated Mass aboard the vessel. He was welcomed aboard by Capt. Lee who expressed his appreciation to the port chaplain on behalf of the ship's personnel.

After completing discharge of her cargo at Dublin, the "Irish Poplar" went into drydock at Rushbrooke. She is expected to leave the drydock about the 1st July when she will proceed to Dublin to load export cargo for the United States.

## "IRISH ALDER"

This vessel is at present loading general cargo at several Indonesian ports for discharge at west coast U.S. ports. She will complete discharge of her U.S. cargo at New York.

Mr. T. Dillon of the Deck Department joined the vessel at Djakarta.

The Alder is on fixed time charter to Djakarta Lloyd to whom she was delivered on the 13th March last at New Orleans. The vessel is expected to be redelivered at a U.S. Gulf port about mid-August next.

## "IRISH FIR"

On her way from St. John, New Brunswick, to Ilo, Peru, the Fir went to the aid of a distressed fishing boat off the Peruvian coast. She assisted the vessel into Pisco, Peru, before proceeding to Ilo. She then loaded a cargo of copper blisters for Baltimore, Maryland, at which port she completed on the 9th June. She proceeded to Sheet Harbour, Nova Scotia, where the crew were relieved by a new crew flown out from Dublin. All of the original crew, with the exception of Capt. O'Dwyer, Mr. J. Rickard, Chief Officer, and Mr. J. J. Hennessey, Second Engineer, left the ship at Sheet Harbour.

The Fir loaded a cargo of woodpulp at Sheet Harbour for Wilmington, Delaware. After Wilmington she will proceed to St. John, New Brunswick, to load ammonium nitrate for Ilo, and will call at Mahone Bay to complete loading.

## "IRISH LARCH"

Our best wishes for a speedy recovery to Mr. Michael Price, Deck Dept., who was hospitalised at Montreal on the 25th May and is due home about the 21st June. Also hospitalised at Montreal was Mr. Joseph Meighan of the Deck Department but who was able to rejoin the vessel.

Having discharged her cargo of grain pellets from Cleveland, Ohio, the Larch loaded a cargo of steel and generals at Antwerp and Le Havre for Great Lakes ports.

This vessel is on fixed time charter to C. Salvesen & Co. Ltd., and was delivered to the charterers on the 8th May last.

## "IRISH MAPLE"

Capt. J. Flanagan, replaced Capt. T. Byrne when the Maple was in Montreal where she discharged a cargo of sugar from Durban. After completing her charter with Silver Line Limited, the Maple went on fixed time charter to World Wide Carriers Ltd., and is at present loading a cargo of bagged flour at Chicago and Green Bay for India.





**"Do you have to introduce me to everyone as your ballast?"**

#### **"IRISH ASH"**

Due to the Middle East crisis, the Ash was unable to make her way through Suez on her voyage from Antwerp to Mombassa and had to proceed round the Cape of Good Hope. She called to Las Palmas on route and will be due in Mombassa on the 29th June. She is also scheduled to call at Dar Es Salaam and Tanga.

Master of the Ash is Captain J. S. Kerr who was joined by his wife for the present trip while the vessel was at Rotterdam.

When the Ash completes discharge, she is expected to load a cargo for Hamburg. The vessel is on charter to East Africa National Lines.

#### **"IRISH SYCAMORE"**

At present on her way to Iceland with a cargo of pre-fabricated houses from Toledo, Ohio, the Sycamore will be the second Irish Shipping vessel to call at Iceland in recent years. She is due in Hafnarfjörður, just south of Reykjavik, on the 21st June. After discharging her cargo, the vessel will return to the Great Lakes again, to Toledo, to load a further cargo of pre-fabricated houses and this time her port of discharge will be Goose Bay in Labrador.

#### **"IRISH ROWAN"**

Is at present on her way to Cleveland from Newark having arrived with a cargo of steel from Japan. The vessel completes discharge at Detroit and is expected to load a cargo of soyabean meal at Great Lakes ports for discharge in France.

The Rowan is at present on charter to Vigo Steamship Corporation with Capt. J. H. O'C. Devine as Master.

After discharge of her soyabean meal cargo in France, the Rowan is expected to load steel at Emden for Great Lakes ports.

#### **"IRISH CEDAR"**

This vessel is expected to complete her present charter early next month and redelivery is expected to take place at Antwerp about the 10th July. The Cedar has just completed discharge of a cargo of steel at Chicago having loaded at Emden. The vessel called to Detroit before proceeding to Chicago and will now load a cargo of soyabean meal at Toledo for discharge at Lorient and Brest in France. She then completes her charter to the Vigo Steamship Corporation at Antwerp before sailing for Casablanca to load phosphate rock for Dublin. This will be her first trip under her charter with Gouldings Limited for the shipment of phosphates from Casablanca to Ireland.

#### **"IRISH PLANE"**

This vessel has been on the same trade as the "Irish Rowan" and "Irish Cedar" and is at present on her way to Detroit with a cargo of steel from Newport, Montmouthshire. She will then load a cargo of soyabean meal at Toledo for discharge at Bordeaux, Nantes and Lorient, France. Master of the "Irish Plane" is Captain R. Woolfenden and Mr. G. Rowe is Chief Engineer.

#### **"IRISH WILLOW"**

This vessel is at present on her way to Haulbowline, Cork, with a cargo of pig iron which she loaded at Wismar in East Germany. On her previous trip the Willow carried a cargo of stone from Arklow to Hamburg.

After Haulbowline, the Willow will sail for the Great Lakes on time charter to Matthew Shipping Co. Ltd., with whom the Willow's sister ship, "Irish Rose" is already on charter.

# Conference on Maritime Law

by J. N. McGOVERN,  
Administration Manager

The twelfth session of the Brussels Diplomatic Conference on Maritime Law was held on May 16th/27th. Invitations to attend this Conference were extended to all nations which have diplomatic relations with the Belgian Government which for more than 50 years has been the host of the Diplomatic Conference on Maritime Law.

I was representing Ireland along with His Excellency Mr. G. Woods, Irish Ambassador to Belgium and Mr. M. Hayes, B.L., Assistant Legal Advisor, Department of External Affairs and at the request of the Irish Government, I acted as advisor to the Irish delegation.

The Brussels Diplomatic Conference on Maritime Law is convened from time to time by the Belgian Government to consider draft international conventions prepared by the **Comite Maritime International** which is an organisation of private individuals (as distinct from Government representatives), which seeks to bring about a measure of uniformity in private international maritime law.

The Comite Maritime International is composed of the national maritime law associations which exist in 29 states, including Ireland. The C.M.I. meets in plenary session when required, usually at intervals of 2 years and at these plenary sessions, international conventions designed to unify the law in the different states are discussed, amended and are finally adopted or rejected by the C.M.I.

A great deal of preliminary work is done by the national associations before the C.M.I. Conferences. The areas in dispute are narrowed down so that the Conference has to deal only with the hard core of disagreement.

The general idea behind the C.M.I. is that those who are engaged in maritime trade,



Mr. J. N. McGovern, B.L., seated right, at the Brussels Conference.

either as shipowners, merchants, insurers, bankers, etc., should regulate their own affairs by agreeing on the law that should govern these matters and should work together to unify the existing maritime law in order that traders may know the conditions under which they operate. The C.M.I. seeks to unify maritime law in the various countries so that a person engaged in international trade may not find himself in a less favourable position in one jurisdiction than in another.

The C.M.I. being a private organisation does not have direct access to the various governments and, therefore, it works through the Brussels Diplomatic Conference which is attended by representatives of the governments. The Diplomatic Conference considers the conventions prepared by the C.M.I. and if the convention in question is acceptable to the governments, it is enacted into the domestic legislation of the various maritime countries.

The Hague Rules are a good example of this type of work and the revision of the York Antwerp Rules in 1950 is another.

## The 1967 Conference

The Diplomatic Conference in Brussels in May last considered draft conventions prepared by the C.M.I. dealing with the following matters:—

1. **The revision of the Hague Rules, 1924 :** The Hague Rules govern nearly all international carriage by sea. The Hague Rules have been adopted since 1924 by most of the maritime countries of the

world. Ireland adopted the Hague Rules in 1947. During the 40 odd years since 1924 there has been conflicting judicial interpretations of the rules and the uniformity in the law which the rules brought about has been impaired to some extent. In 1963 at a C.M.I. Conference in Stockholm, an effort was made to remedy this situation by drafting amendments to the Hague Rules. These amendments came to be known as the **Visby Rules**. Some of the amendments proposed in the Visby Rules were accepted by the latest Brussels Conference. Some were rejected and some were deferred for further consideration.

2. **Maritime Liens and Mortgages:** In this connection the Brussels Diplomatic Conference in 1926 adopted an international convention prepared by the C.M.I. The convention was not accepted by many of the leading maritime powers. Since the war, the building of ships has been financed to a greater extent than ever before by loans secured by a mortgage on the ship.

It has become very important to regulate the priority of creditors of a bankrupt shipowner and it is equally important that the law will be the same in one state as in another so that lending institutions will be inclined to advance money for the building of ships.

A new convention on maritime liens and mortgages was prepared by the C.M.I. at their Conference in New York in 1965. This Convention was accepted by the Brussels Diplomatic Conference with some very minor amendments and there is now a fair chance of achieving uniformity in this important branch of maritime law.

3. **Registration of Rights in Ships under Construction :** This is closely allied with the convention on Maritime Liens and Mortgages. The draft convention dealing with this matter was also prepared at Stockholm in 1963 and was accepted by the Diplomatic Conference with very little change. This convention attempts to do for ships under construction what the Convention on Maritime Liens and Mortgages has done in respect of ships in commission.
4. **Carriage of Passengers' Luggage by Sea.** This draft convention is complementary

---

## IRISH LAW ASSOCIATION

*The Irish Maritime Law Association was founded in May, 1963, and was affiliated to the Comité Maritime International in June, 1963. Prior to the formation of the Irish Maritime Law Association, Ireland could not be heard at the C.M.I. Conferences at which so much is done which can vitally affect our interests as a maritime state. Since 1963, not only have we been represented at every Conference of the C.M.I. but we are given a chance of expressing our views at a very early stage in the preparation of these draft international conventions and, if I may say so, I think we have been able to influence the direction which more than one convention has ultimately taken. The C.M.I. is administered by a central committee known as the Bureau Permanent on which each member state is entitled to have a member. I am Ireland's representative on the Bureau Permanent and as such have a voice in determining the matters with which the C.M.I. will deal. At the moment the C.M.I. are attempting to secure agreement on the law which should govern the carriage of goods in containers or in other forms of unit load. They are also considering the legal implications of the Torrey Canyon grounding. Ireland will have a voice in both of these matters because of the formation of the Irish Maritime Law Association and its affiliation to the C.M.I. In addition, the Association is slowly building up a body of informed opinion in relation to maritime legal matters. The Government are using the Association to an increasing extent as a consultative organ on these matters. For instance I have been asked to represent Ireland on a legal committee of the Inter-Governmental Maritime Consultative Organisation (IMCO) to consider the legal problems arising out of the Torrey Canyon disaster.*

---

to a convention in relation to the Carriage of Passengers by Sea which was accepted by the 10th session of the Diplomatic Conference in 1961.

5. **Amendment of the International Convention on Assistance and Salvage at Sea, 1910:** The original convention did not apply to ships of war or to government ships appropriated exclusively to public service. The Diplomatic Conference this year decided that the Convention on Assistance and Salvage should, in certain circumstances, apply to government ships.

# ***Retirals from Head Office***

*At a reception in Jury's Hotel, June 23rd Mr. L. S. Furlong presented barometers, on behalf of their colleagues, to three staff members retiring at the end of June.*



**To Margaret Mulchrone—joined Irish Shipping 1948.**



**A bunch of the boys were mopping it up . . .**



**To Nicholas (Tim) Healy—joined Company in 1942.**



**And Dangerous Dan is under the little toy at the left.**



**To Tom Alison—joined Irish Shipping in 1946.**

---

## **MARRIED**

Our congratulations and best wishes to Miss Bega Renahan who was married on the 7th June to Mr. Phil Doherty. Bega was formerly attached to our Accounts Department.

\* \* \* \*

## **RESIGNED**

Miss Audrey Graham recently left the Company to take up another appointment. We wish her every success in her future career.



## *A Beautiful Way to Retire . . .*



### **APOLOGIES TO TORONTO**

In our February issue we reported the visit to Head Office of Mr. Bob Redburn, Shipping Limited, Toronto, and mentioned that he was accompanied by his wife. Our news item was seriously in error. While we are satisfied that Mr. Redburn did in fact call to our premises—although we in Signal never met him, V.I.P.'s being out of bounds to us—we have grounds to suspect that Mrs. Redburn was not with her husband on this occasion. Our enquiries revealed that the report was supplied by one of our Junior Reporters who had not yet developed a sense of obligation to check and double-check his sources. Our suspicions as to the inaccuracy of the piece have been reinforced by certain information sent in from Canada. It appears that shortly after Mr. Redburn's return home Mrs. Redburn attacked him with a golf club and inflicted grievous bodily harm—possibly because she had not been taken on the trip to Ireland. Mr. Redburn spent some months in hospital but happily has since recovered.

We apologise most sincerely to Mr. Redburn and to his wife for our inaccurate reporting of news.

### **A CRIE DE COEUR**

We received the following letter from Rushbrooke, Co. Cork.

**"Dear Sir, My name is Edwin Lyons and I am very interested in ships and in your Company. Shipping is a great hobby here in Cobh. I would love to have a few of your ships to add to my collection. So would you kindly send me a few. You see I have only started and I hav'nt many. Yours sincerely, etc."**

We had to explain to Edwin that the Company was not giving away any ships at the present time and that our own private collection was looking a bit thin at the moment being reduced to a couple of dozen cruise ships and bulk carriers. We did, however send him a good selection of photographs and promised to remember him when we were restocking.

---

**Mark Byrne**—Cadet Engineer: All the very best on your 21st birthday on 6th August. God bless from Mam, Dad, Berny, Ann, Eileen, Rosaleen, Shiala, Celia, Tommy, Mikey, Mary, John, Maria, Martin, Baby John and all friends in Liverpool.

## FLEET NEWS—continued

### "IRISH ROSE"

Is at present on service between Plum Point and Cornerbrook on the Canadian coast.

The vessel is expected to load at St. John, Newfoundland, for a trip up the Hudson Bay, about the end of July. It will be recalled that last year the "Irish Willow" did a similar trip to remote outposts in the Canadian north-west territories, visiting such places as Chesterfield Inlet, Rankin Inlet and Eskimo Point.

### "IRISH HOLLY"

Is coming to the end of her service with the Company and is due to be handed over to her new owners next month. The Holly has just completed a trip from Hamburg to Fawley.

---

## PAPERWORK

*This is an extract from a letter sent by Captain J. H. Devine to Personnel Dept:*

"It was encouraging indeed to learn that Head Office are aware of the growing problem of paperwork. As an on-the-spot observer, I can assure you that the ever-increasing flow of forms, circulars, directives and standing orders is beginning to reduce efficiency on board ship and if allowed to continue unchecked may very well have an adverse effect upon the revenue-earning activities of the fleet.

A particularly serious aspect of the new situation is the tendency of the numerous departments to insist that their respective forms should be completed at the end of the month. The effect of this extra burden upon a staff already stretched to their reasonable limit handling a high-pressure cargo or repair operation in addition to the routine running of the ship can be imagined. In certain cases, where safety or economic operation of the ship has been prejudiced by meeting this month-end deadline, it has been necessary to abandon the form filling temporarily.

Two possible ways of alleviating this problem leap to mind. Either a sizeable proportion of the forms could be completed at mid-month or, as an even more satisfactory solution, the large majority of forms and accounts could be sent in at convenient times during the month following the effective date. I know that this is likely to meet vigorous opposition from various quarters ashore. But it

should never be forgotten that a ship's staff have a full time job to do in addition to the paperwork and accounts and that a ship is totally devoid of the assistance of accountants and secretarial/clerical staff. Furthermore, many oceanic passages are made in conditions of foul weather, during which the violent motion of a ship will quickly doom to failure any attempt to carry out clerical or accounting operations."

### "Naval Leadership"

"I was pleased to learn that you are forwarding a copy of "Naval Leadership". You will recall that you lent me a copy of Volume I of this publication last summer and I have experimented with the principles enunciated therein during the course of the present voyage. You will be glad to know that the results have been very encouraging and I am now confirmed in my opinion that the subject of Naval Leadership is of major importance to Merchant Navy Officers, especially to those aspiring to senior rank in the executive field. Recently, I took steps to obtain Volume II of the publication and in due course I shall report to you on my evaluation of that work."



Examining the Sextant presented to Mr. J. A. O'Mahony—left to right: Mr. P. P. English, Personnel Manager. Capt. B. Reilly, Capt. T. Hughes, Capt. J. J. Walsh and Capt. T. Walsh of the Nautical College, Dun Laoghaire.

---

### s.s. "IRISH SPRUCE"

Our Technical Department inform us that the breadth extreme of this ship has been increased by 12" because permanent steel fendering has been fitted to both sides of the vessel. The breadth extreme is now 63' 5 $\frac{3}{4}$ ".

---

## ***Death of Director***



We regret to report the death on 27th June of Mr. Stephen MacKenzie, a Director of the Company and Vice-Chairman of Palgrave Murphy Limited. Mr. MacKenzie first became a Director in 1950.

The late Mr. MacKenzie was a senior partner in the firm of MacKenzie & Company, ship brokers and coal importers, Westmoreland Street, Dublin. He was a former Chairman of the Dublin Port & Docks Board and a former President of the Dublin Chamber of Commerce. He took a keen interest in social and charitable organisations in Dublin and he was Treasurer of the Catholic Social Service Conference and a member of the Special Commission on Itinerants. He was also a member of the Board of Hume Street Hospital and Stewart's Hospital, Palmerstown.

A native of Dublin, Mr. MacKenzie was educated at Blackrock College and took an active interest in the College Rugby Club, being himself a former Trustee of the Club. Mr. MacKenzie's wife died last November and he is survived by his sons, Mr. Stephen and Mr. John P. MacKenzie, B.L., his daughter Mrs. Maurice O'Connor and brothers Messrs. Rubin and Alfred MacKenzie, A.C.A. and by his sister Mrs. Frances Hawkins

## **FROM OREGON**

Miss Margaret Regan, Secretary of the All-Ireland Social Club, Portland, Oregon writes:

On March 24th 1967 we were pleased to welcome to the Port of Portland in Oregon the officers and crew members of the m.v. Irish Rowan. We were very cordially received on board by Captain Devine, who proved a most gracious host, and we spent a pleasant time visiting with the officers and crew. It was a distinct pleasure meeting the boys from home.

Prior to departure Capt. Devine presented me (Mrs. Nicholas T. Regan) a house Flag for presentation to the All-Ireland Social Club.

At the regular monthly meeting of the Club, held on April 21st the Flag was presented to the Club President Donald G. Smith, on behalf of Irish Shipping Ltd., Capt. Devine, Officers and Crew of The Irish Rowan. It excited very favourable comment and much applause. It was decided to display the Flag at all the Club's future Social functions and parades.

The Flag has a very definite place in our Club symbolizing as it does the Four Provinces and the Cross of St. Patrick which adds up to All-Ireland.

The officers and members of The All-Ireland Social Club at this time wish to thank Irish Shipping Ltd., Capt. Devine and crew of the Irish Rowan, and trust you will accept this very grateful acknowledgement.

---

### **DEATH OF JOSEPH T. LYKES**

Joseph T. Lykes, Sr., retired chairman and president of Lykes Bros. Steamship Co., Inc., and the last surviving member of the pioneering Lykes brothers who founded the vast Lykes shipping organisation, has died at his home on Moss Point in Clearwater, Florida.

Born in Brooksville, Fla., in 1888, Mr. Lykes had been identified with world shipping under the Lykes house flag for 57 years and was chairman of the executive committee and a director of the company at the time of his death.

# Plymouth Technical College

*Mr. James Kennedy, one of our Cadets attending the Technical College at Plymouth has written to us describing briefly the daily life in the College and he has also given us an account of a trip made by the Cadets on the 80 ton yacht "Tectona" to the Channel Islands at the Whit weekend.*

*According to Mr. Kennedy, the Plymouth Technical College preserves the old decencies, banning beards and long hair. At 8 o'clock every morning the Cadets line up for inspection and each one is scrutinised and patted approvingly on the head provided his shoes are shining, he is clean shaven and his hair is cut short.*

*Classes run from 9.30 a.m. until 8.30 p.m. with breaks for lunch and tea—the meals being served in a hostel about one mile distance from the school. The walking it seems helps to keep the Cadets fit and well.*

*Quite a range of subjects are taught including Navigation, Mathematics, Physics, Ship Construction, Chart Work, Signals, Instruments, Cargo Stowing and Seamanship. One may also choose to study Psychology, Economics, Art, Music or Maritime History.*

*On Wednesday afternoon there is plenty of sport provided including sailing for which the college keeps several small craft, and the 80 ton yacht "Tectona". On Saturday mornings there is an hours drill on the square and it appears that one of the Cadets is picked at random to take over the job of instructing the squad.*

*Cadets from Companies all over the world are undergoing training at the Plymouth College.*

## Voyage to Channel Islands

by J. KENNEDY

On the Friday before Whit, May 26th, we boarded the "Tectona"—eleven of us, five Irish, two English, two Welsh, one Australian and one Southern Rhodesian—to sail her to the Channel Islands for the weekend. We stowed our gear below decks, under the fore-castle which really had room for about one person's gear and then commenced making ready for sea. There were eight sails and not having been on a similar boat previously we encountered some difficulty in sorting out the massive riggings, halyards, lanyards and sheets. However with the enthusiastic and vociferous co-operation of the skipper we got sorted out sooner than expected and cast off. "Hoist the jib, the flying jib, the stay sail, the mizen sail and the mizen top sail". We thought we must have looked a fair handsome sight from the shore as we sailed out into the evening; and the sails were red too.

It was a wonderful sensation proceeding



Cadet J. Kennedy aboard the "Tectona".



under sail; very pleasant indeed to be free of the incessant throbbing of the engine and piercing steam whistles and to listen instead to the creaking of the rigging and the crack of the canvas as the sails billowed with the freshening breeze. We headed for St. Peter Port in Guernsey and watches were set but more often than not all hands were called out on deck to "go about" and after we had "goed about" six times in the dark we got fairly proficient at it. I did more pulling and hauling in the three days on that ship than I would do in two years on an Irish motor-vessel.



We steered by the points of the compass which was a great practice for the E.D.H. But one method of getting a bearing intrigued me and that was the use of an ordinary transistor radio. Knowing where the relay station was for a particular station, one could get a bearing on the relay station by moving the radio about until the sound was at its lowest.

We actually arrived safely in St. Peter Port on Whit Saturday night. Two Cadets had to remain on board all the time in port while the rest went off to enjoy themselves ashore. On Sunday morning we enjoyed the first meal since leaving Plymouth—bacon, eggs and sausages cooked by our chef for the trip, Frank Healy. We enjoyed good weather on Guernsey and made the most of it. At 2100 hours on Sunday we headed back for Plymouth and this time not one of us was seasick. We arrived back home 24 hours after Sir Francis Chichester completed his round-world trip, but disappointingly, not a soul turned out to greet us.



Dressed in sailing gear are Cadets at the Plymouth Technical College—Messrs. J. Kennedy, J. A. Cotter, J. A. Murphy, J. P. O'Dowd and F. Healy.

## Definitions

### (1) The Apprentice :

Closely following those carefree days known as childhood comes the blissful state of Apprenticeship. An apprentice is known as a deck officer with spots on his face, he is Nelson with holes in his socks, Raleigh with a rip in his pants, Robert Taylor with a running nose, Professor Pichard with an ullage tape in his hand.

Apprentices come in an assortment of shapes and sizes, big and burly, thin and wiry, fat and sleepy, all of them have a hidden ambition to eat more than the store room will carry. No one can get so much into so small a locker. three week's dirty dhobie, a broken gramophone, a loudspeaker, the hydrometer everyone has been looking for, last night's cheese sandwiches, 15 lbs. of cotton waste and a tin of pineapple chunks.

The apprentice likes girls, cooks, dancing, rock'n'roll, a beer when no one is looking, the last ship, time off, double helpings, pin ups and a dirty face. He hates dhobying, the Mate, overtime, topping off, polishing brass, chief stewards, Indentures, Nicholl's Concise guide, M.O.T. examinations, Sunday inspection and washing his hands.

He can be found eating, dodging, sleeping, lying in, in the galley, in the shower, in the soup, out of cigarettes, out of money, and out of reach.

To his mother he is her brave little boy; his girl—prince charming and to the officers the lowest form of animal life.

And when the tank overflows, who is it who says "Sir, I thought you knew there was two feet off the end of the ullage tape."



The new ship incorporates several new features designed to improve the performance and sea-keeping qualities of a vessel of this size. I shall be describing these refinements in greater detail later but, briefly, they include a bulbous bow, clearwater stern frame and rudder, supercharged engine, floodable ballast hold and island-type superstructure.

To ease the work load on the crew, we are including systems of remote control and automated actuators: the main engine may be operated from the wheelhouse and there will be automatic recording of all engine movements, plus automatic scanning, recording and off-limit alarming of seventy-two critical running conditions of the machinery.

### SIZE

Just how big is the new bulk carrier? When carrying maximum bunkers of 2,562 tons, a cargo deadweight of 35,000 tons can be lifted at a stowage factor of 47 cubic feet, or 33,100 tons at 50 cubic feet. She will carry 34,000 tons of grain on a draft of 34 feet, but under the latest "Freeboard Rules" she can, if carrying ore, load an additional 2,000 tons of cargo and go to a draft of 36 feet.

The decision to construct the ship for an average loading of 34,000 tons on a draft of 34 feet was taken so as to allow her to enter the port of Dublin and also to trade into the maximum number of ports around the world. **Some other statistics: length overall—632 feet; breadth—92 feet; her speed will average between 15½ and 16½ knots on a daily consumption of 45 tons of Heavy Fuel Oil.**

### Cargo System

All seven holds are constructed for the self-trimming of bulk cargoes and for discharge by grab or suction elevator. During wet weather grain cargo can be loaded and discharged through the hatch cover ventilators.

There will be no need for centre-line shift-

---

## THE NEW 36,000 TON SHIP

---

We are printing here the first of a series of articles by Mr. Ken Dixon, Naval Architect, Technical Department, describing the finer details of the bulk carrier under construction at the Verolme Cork Dockyard and due for launching shortly. The remaining articles will appear in subsequent issues of "Signal".

---

ing boards. The underside of the hopper wing tanks are inclined at 30° to form effective grain feeders and shifting boards. The wing sections of the tank tops are also inclined to facilitate discharge and cleaning by bulldozers and the tank top is specially strengthened for the carriage of heavy cargoes.

Handling costs of heavy ore cargoes will be reduced as a result of an arrangement whereby the entire deadweight can be loaded into five hatches.

This type of ship is suitable also for the loading of bulk lumber cargoes.

### Hatch Covers

These merit special mention. They are MacGregor steel power-operated covers, powered by electric motors sited on the after end of each hatch coaming. The covers are linked by continuous chains. The entire operation is worked by push button, enabling the officer on watch to close all the hatches, single-handed, within a total time of two minutes. The water-tight sealing is then completed by manual action of quickly operating cams.

Provision has also been made for fitting, at some time in the future if desired, a total of four 8 ton safe-working-load transverse deck cranes slewing the full 360°. To allow for the addition of the cranes, extra steel stiffening had to be made on the deck between the hatches. Moreover, to accommodate the crane bases, three hatches had to be shortened slightly in length.

### Construction

The new ship is a single deck bulk carrier having seven cargo holds with machinery sited aft. The accommodation is sited in the after end in a tower-style superstructure clear of the single funnel. The entire structure is welded. Ballast water is carried in double-bottom tanks and hopper wing tanks. The tanks are divided into two long sections and three short sec-



*"Should we send Smithers on a decision-making course? Or shouldn't we? Or should we?"*

tions. No. 5 double-bottom tank is fitted for the carriage of fuel oil. A large fore-peak tank is also used for ballast, whilst the after tank and stern tanks are used for fresh water storage. Oil fuel is carried in longitudinal bunkers sited in the wings of the engine room as distinct from the traditional method of carrying it in the transverse bunker at the forward end of the engine room. A duct keel runs the length of the cargo holds giving access to all pipes, remotely controlled ballast valves and electric cables. High tensile steel was used in the deck plating and sections of the hopper-wing tank, requiring great care and exceptionally high standards of welding skills in the dockyard. The steel weight has been reduced, thus increasing the cargo dead-weight by the use of a system of corrosion control. All welding was x-rayed on completion.

#### CORROSION CONTROL AND PAINT SYSTEMS

All the structures forming the cargo holds and water ballast tanks are reduced in thickness by 10 per cent., thus reducing steel weight and increasing cargo carrying dead-weight. The reduction was achieved through the application of high performance corrosion resistant protection applied to the steel work. In the cargo holds Epoxy Coal Tar is used and in the water ballast tanks Non-Oxidising Paint. Chlorinated Rubber was applied to the outside shell and to the decks. All these coatings had to be applied under optimum conditions. The ship builders made sure of having the optimum conditions by erecting a special paint application shop. The quality of the corrosion control is such that the number of occasions on which the ship will require repainting should be considerably reduced. It may be of interest too to point out that the exposed steel work within the accommodation such as that found in the galley and laundries is also protected with a long-life high performance coating.

## Definitions (2)

### The Third Officer :

Shortly after an apprentice has finished his time, he rushes to the M.O.T. examination room and gains a Second Mates certificate for himself. He then becomes what is known as a Third Officer. Third Officers come in four lengths, short, medium, long and just plain clumsy. He is Columbus with cough drops in his pocket, Drake with dandruff on his collar and Thor Heyerdahl with a lifeboat list in his hands.

He can be found spilling ink on the chart, oil on the deck, peas on the table. No one else can be saving so hard for so much from so little: a jaguar, Hi-Fi radiogram, a chicken farm, a wife, seven suits, a cine camera and a fortnight on the loose in Paris. He likes sports cars, chorus girls, West End shows, receiving mail, gin and orange, whistling Eartha Kitt, going ashore. He hates lifeboats, flags, signalling, libraries, fifth engineers on principle, being told to, girls' mothers, ex-meridians, 8 o'clock in the morning, Chittagong and writing home.

Only he can trip up, fall down, crash into, fall out of, bump into, knock over, wear crepe shoes ashore and climbing on the Bridge, talk Politics, take the chartroom pencil, tell the Chief Officer his Star sights were wrong, drop the Captain's binoculars and still live. To his mother he is St. Christopher, to his girl friend a mathematical genius and the answer to a maidens prayer, to the engineers a telegraph swinger, and to the Captain the straw that broke the camel's back. And who is it who greets the Second Officer at mid-night with a smile and says, "There is a storm brewing up, the log has carried away, and there is no tea left in the supper box?"

## BIRTHDAY GREETINGS

To **Anthony Keane** Deck Officer Cadet m.v. "Irish Rowan". Greetings and best wishes for your 19th birthday which took place on the 30th April last from Mammy, Daddy, Marie, Irene, Ann, John and Bridin. We are all looking forward to seeing you soon.

To **Felix Bernard Brennan** Deck Department m.v. "Irish Sycamore". Wishing you a very happy 21st Birthday on the 23rd May and looking forward to seeing you during the summer. From Mammy, Daddy, Mary, Sean, all your brothers and all in Cobh also from Son, Nanny and Teresa.

To **Martin J. Cahalan** Engineer Officer Cadet "Irish Alder". Birthday greetings and best wishes from Mam and Dad, Brother and Sisters. Martin's birthday took place on the 9th May.

To **Edward A. Keane** Deck Officer Cadet "Irish Ash". Best wishes on your 18th birthday, Eddy, with love from Mam, Dad, Jack and Nora.

To **Ronan Dunne** Catering Department "Irish Larch". Birthday greetings and best wishes from Mammy, Daddy, Darina and Kieran. Ronan's birthday was on the 22nd May.

To **John J. Cody** Deck Officer Cadet "Irish Sycamore". Best wishes for your 19th birthday on the 24th June from Mam, Dad, Sisters and Brothers. Best of luck to you and all who sail with you.

To **Michael Byrne** Third Officer "Irish Maple". Loving birthday greetings on the 17th June from Mam and Dad. Also greetings from Annette and Michael.

To **Jim Whyte** Third Officer "Irish Holly". Happy birthday, Jim, on June 16th from Mum, Joan, Joe and Nan.

To **Kevin Barry** Engineer Officer "Irish Sycamore". Greetings and all good wishes to Kevin on his 22nd birthday on April 29th from Mam, Dad, Veronica, Margaret, Rosemary and Auntie.

To **Jerry Desmond** Fourth Officer m.v. "Irish Larch". Wishing you a very happy 21st birthday on the 8th July and God bless from Mam, Dad, Marian, Edward and Bryan.

To **Colm Stockdale** Deck Officer Cadet m.v. "Irish Alder". Loving birthday wishes for the 22nd June from Dad, Mam, Brothers and Sisters.



M. J. Cahalan, Deck Officer Cadet.

---

## CONTAINER SHOW

The first International Container Services and Equipment Exhibition will be held in London in May, 1968. Entirely devoted to the subject of containerisation, it will provide a comprehensive review of modern techniques in the international movement of containerised freight and unit loads and will, of course, display the latest handling equipment on offer.

Exhibitors will include dock and harbour authorities, shipping companies, container operators and European ferry and trailer and inland clearance depot operators. Manufacturers of equipment will also put on displays.



At the Reception held in Dublin for the Insurance Corporation of Ireland Annual Award for the best Deck Officer Cadet, Mr. W. A. O'Neill, Assistant General Manager is seen chatting to Cadets W. Stokes, F. Perrin, J. Ryder and E. Connellan.



# Sports News

## G.A.A.

New York are the new National Football League champions; they defeated Galway in the playoff last May in New York. Wexford await their playoff with New York to decide the National Hurling League champions for 1967.

In this year's championship series a number of surprises were recorded, notably the defeat of All-Ireland champions Cork in the Munster Hurling championship by Waterford. Waterford will now meet Tipperary in the Munster semi-final. In the other group Clare already defeated Limerick and they meet Galway in the second semi-final. The Munster Football championship rests between Kerry and Cork, both of whom have already reached the decider.

In the Leinster Senior Football Championship a surprise was created by Westmeath when they defeated Dublin in the first round. Other first round winners were Offaly, Longford and Meath. In Connaught, Leitrim beat Roscommon in the first round of the Provincial Championship and Mayo beat Galway. In Ulster Down and Cavan both survived the first round, beating Derry and Armagh respectively.

## Boxing

Young John McCormack is the new British Light Heavyweight Champion after his defeat of Welshman, Eddie Avoth, in an unsatisfactory title fight in London on the 19th June last. McCormack has promised a return match to Avoth who was forced to retire in the seventh round of the title fight, due to a cut eye.

In the European Amateur Boxing Championships, Ireland put up a rather poor show with only one bout to our credit. Biggest disappointment was the first round defeat of our Olympic Bronze Medallist, Jim McCourt.

## Athletics

Great interest is being aroused in the new European Athletic Championship Cup due to the amalgamation of the former rival bodies, the A.A.U. and the N.A.C.A., under the title of Bord Luithcleas na hEireann. The first round against Belgium and Iceland took place at Santry Stadium on Saturday and Sunday the 24th and 25th June. Belgium won this meeting and Ireland finished second.



Married recently — Mr. Tom O'Driscoll, Second Engineer, and Miss Ann Mooney.



Guests at Mr. Tom O'Driscoll's wedding: Mr. and Mrs. G. Cronin, Mr. and Mrs. M. Byrne and in the background is Mr. J. Doran.

## Golf

This year, Ireland defend their European Amateur Golf Championship at Turin, Italy. Ireland won the title last year at Sandwich. The Irish team is Joe Carr, Tom Craddock, David Sheehan, Vincent Nevin, Peter Flaherty and Tom Egan.

This year's championship took place on the 22nd, 23rd and 24th June and was won for the second time by Ireland who defeated France in the final.

# OFFICERS ASHORE

**Chief Engineers :** H. Dowdall, M. Gillen, J. Johnston, H. Mooney, M. O'Connell, W. Parslow, R. Tennent, M. Whooley, H. Whitfield, J. J. Reed.

**Second Engineers :** D. C. Burke, J. Corrigan, J. Doyle, S. I. O'Neill, J. J. Sullivan, W. F. Fleming, M. Curley.

**Third Engineers :** P. J. Byrne, W. Cleary, S. McSarry, T. Onions, D. O'Connell, T. P. O'Donovan, D. O'Keeffe, J. S. Little, J. J. McArdle, G. McDonnell.

**Fourth Engineers :** P. Cullen, D. Harrington, N. N. Hayes, D. J. W. Knott, E. Lynch, W. D. McCarthy, J. F. McConnell, M. J. Murphy, J. P. Ward.

**Junior Engineers :** P. Casey, M. M. Dunleavy, T. J. Fitzgerald, K. P. Healy, P. Kirby, Wm. P. Quigley, L. Robinson, C. Walsh.

**Electrical Engineers :** J. C. Byrne, E. F. Griffin, A. Richards, J. Dunn, W. J. Daly, T. D. Nolan, P. J. O'Toole.

**Engineer Cadets :** D. Menzies, O. Prunty, T. P. Redmond, J. Doran, P. Bardon, D. O. Barry, D. Buckley, P. V. Carroll, E. Currivan, D. McLoughlin.

---

## CRAWFORD COLLEGE

Mr. C. J. McSwiney, M.I.Mar.E., at present teaching our Engineer Cadets at Crawford Technical College, Cork, would very much welcome copies of recent M.O.T. examination papers in all subjects as well as details of matters raised at the Oral examinations.

To all our recently examined Engineer officers, we appeal for your co-operation.

Mr. McSwiney is hoping to establish courses at Crawford College to enable candidates to study for their Second's and Chief's examinations at Cork. It will be readily realised this is a long felt need for our Engineer Personnel.

## Congratulations

To **F. Raftery** on obtaining his Master's Certificate and on his promotion to Chief Officer, m.v. "Irish Fir".

To **M. Kelly** on obtaining his Master's Certificate.

To **T. A. O'Brien** on obtaining his Mate's Certificate and on his promotion to 2nd Officer, m.v. "Irish Rose".

To **N. Hearne, L. McLoughlin, H. Courtney, N. Foley, P. Kehoe** on obtaining their Mate's Certificate; and to **W. A. Kirwan** on obtaining his Mate's Certificate and on his promotion to 2nd Officer, s.s. "Irish Holly".

To **T. Bell, J. Goulding, J. A. Hopkins** on obtaining their 2nd Mate's Certificates.

To **M. Curley** on obtaining his Chief Engineer's First Class Motor Certificate.

To **W. G. McCarthy** and **J. A. Lee** on obtaining their 2nd Class Motor Certificate.

To **B. Harrington** on obtaining his 2nd Class Steam Certificate.

We congratulate the following eight Engineering Cadets who have completed their Cadetship and are awaiting appointment to one of our vessels: **P. Barden, P. V. Carroll, D. McLoughlin, D. Buckley, E. Currivan, and D. Barry.** Also to **M. Duggan**, who has been appointed Junior Engineer on the m.v. "Irish Plane" and to **M. Kennedy**, who has been appointed Junior Engineer m.v. "Irish Ash".

---

## BIRTHDAY GREETINGS

To **Eamon Swan**, Deck Department "Irish Alder". Greetings and Best Wishes for a very happy Birthday on the 20th July, from Mam, Dad, Joyce and all at 36 Clanronald Road. Best wishes also from all at 152 Glasanaon Road, Finglas.

Happy birthday greetings to **ALBERT BURTENSHAW** on the *Irish Ash* who has a birthday on the 13th July. From Dad, Mum, brothers, sisters, and a very special greeting from his fiancée, Anne.

# FLEET PERSONNEL

## Deck and Engineer Officers in Order of Rank

**"IRISH ASH"**: Captain J. S. Kerr. Deck Officers: J. S. Mitchell, M. Kelly, H. Courtney. Cadets: A. E. Essien, P. B. Etim, E. A. P. Keane. Engineer Officers: J. T. Morgan, J. Nangle, J. Waters, J. E. Maher, M. Kearney, M. Kennedy, M. Walsh. Engineer Cadet: M. Byrne. Electrical Engineer: M. O'Regan. Chief Steward: J. Murphy. Radio Officer: J. Higgins. Deck Department: J. Ryder, W. Byrne, J. Cahill, T. Byrne, W. Murphy, H. Hunter, L. Hanlon, T. McCarthy, J. Scott, N. Murrells. Engine Department: J. McGran, D. O'Sullivan, J. Fagan, J. Hannah, E. Kinney. Catering Department: U. Maher, A. Burtenshaw, T. Mason, J. O'Rourke, P. Farrelly, A. Ennis.

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

**"IRISH MAPLE"**: Captain J. Flanagan. Deck Officers: M. Devine, R. Gordon, M. A. Byrne, F. W. Kirk. Cadets: P. J. Fennell, D. P. Hopkins. Engineer Officers: S. Jolley, J. Gilmartin, C. Edwards, L. J. O'Toole, M. J. Murphy, P. McDonnell. Electrical Engineers: J. O'Connor, F. P. 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, L. Brennan. Engine Department: K. O'Malley, J. Buckley, A. McCormick. Catering Department: M. Moody, R. O'Connor, J. Greene, K. Edwards, H. Geraghty, R. Brennan.

**"IRISH LARCH"**: Captain F. W. Kirk. Deck Officers: M. Willoughby, T. P. McKenna, P. Noonon, J. A. Desmond. Cadets: M. J. Larkin, J. A. Moynihan. Engineer Officers: T. Loughran, T. Flynn, R. Broderick, M. Punch, C. P. Kelly, J. Leahy, J. A. O'Neill. Engineer Cadets: J. A. McGrath, M. A. O'Sullivan. Electrical Engineer: J. Barrett. Chief Steward: C. O'Donovan. Radio Officer: M. Cowell. Deck Department: P. McDonnell, K. Maher, P. Douglas, D. O'Sullivan, D. Wheeler, J. Williams, D. Clarke, M. Saunders, J. Meighan, P. O'Grady, J. Johnson, B. Cogan. Engine Department: G. O'Hara, J. Caffrey, A. Rackley, J. Byrne. Catering Department: O. Plunkett, R. Dunne, D. Gibbons, M. Duffy, V. Harris, D. McLoughlin.

**"IRISH SPRUCE"**: Captain J. Onions. Deck Officers: P. Kelly, P. Donohue, D. Brunicardi, D. E. Collins. Cadets: B. Farrell, G. MacCrum, T. A. O'Connor. Engineer Officers: A. Metcalf, T. O'Sullivan, R. Murdock, J. E. Nolan, A. F. Bolster, D. P. Kellegher, J. J. Kenny. Cadets: T. J. Hanrahan, T. A. Ryan, W. Sherringham. Electrical Engineer: M. J. Wogan. Chief Steward: J. Dillon. Radio Officer: P. O'Shea. Deck Department: J. Farrell, J. Heaney, M. O'Connell, J. Redmond, J. Hannon, M. Donoghue, K. Byrne, S. Smyth, P. Kealy, M. Brennan, P. Harris. Engine Department: T. Keegan, M. McCabe, J. Ryan, J. White, J. Keogh, J. O'Sullivan. Catering Department: J. Byrne, P. Colgan, W. Rogan, M. Carpendale, J. Carr, J. Butler.

**"IRISH FIR"**: Captain M. G. O'Dwyer. Deck Officers: F. G. Raftery, N. Hearne, D. Kirk. Engineer Officers: E. Byrne, J. J. Hennessy, T. J. Wren, T. S. Nolan. Radio Officer: T. McCormack. Deck Department: M. Allen, J. Scanlan, J. Hunter, D. Healy, C. Healy, P. Rice. Engine Dept.: P. Moore. Catering Department: M. O'Meara, P. Behan, A. Stafford, H. Gaffney.

**"IRISH ROSE"**: Captain M. McMahon. Deck Officers: P. A. Murphy, T. A. O'Brien. Engineer Officers: P. Walker, N. I. O'Neill, B. Larkin. Radio Officer: T. Mills. Deck Department: M. Tobin, C. Guiden, T. Perle, T. Hearne, J. Reilly, W. Kavanagh. Engine Department: W. Coote. Catering Department: P. Walsh, W. Dunne, T. Keogh.

**"IRISH WILLOW"**: Captain I. A. Sheil. Deck Officers: P. V. Buckley, G. M. Kyne, M. I. Brophy. Engineer Officers: M. Dillon, T. J. Carroll, G. Dorgan, P. O'Brien. Radio Officer: R. Martin. Deck Department: M. Kearns, C. Chamberlain, P. Craine, R. Kearns, T. Rowan, T. Horan. Engine Department: J. McCormack. Catering Department: J. Buckley, D. Joyce, P. Brazil.

**"IRISH HOLLY"**: Captain M. O'Connell. Deck Officers: F. H. Leigh, W. A. Kirwan, J. J. Whyte. Cadet: L. A. Kinsella. Engineer Officers: T. Barry, D. Falvey, A. Hall, J. Gallagher. Radio Officer: J. O'Reilly. Deck Department: J. J. Hearne, M. Lennon, D. Rogan, W. Boon, P. Byrne, M. Doyle. Engine Department: T. Finnin, C. Cavanagh, T. Maguire, J. Redmond, A. Vaughan, M. Tobin. Catering Department: C. Cunningham, J. Smith, K. Caffrey.

**"IRISH CEDAR"**: Captain P. F. O'Shea. Deck Officers: C. J. Ball, I. J. Tyrrell, K. Geoghegan. Cadets: P. A. Cowman, J. J. Neill, D. O'Brien. Engineer Officers: M. Byrne, I. Murphy, J. A. Lee, J. Hamilton. Engineer Cadets: S. A. McGuinness, P. Milgrew. Electrical Engineers: J. Brady, H. P. Briody, A. Byrne, E. Burke, J. J. Mooney. Engine Department: W. Cadogan. Chief Steward: T. Forde. Radio Officer: J. Murphy. Deck Department: L. Kelly, P. Balmaine, D. Scanlon, L. Hitchcock, P. Duffy, P. Grant, M. Bougioukas, P. Johnson, J. Byrne, M. Doyle. Engine Department: W. Martin, T. Kelsh, J. Murnane, M. Brazil, T. Farrelly. Catering Department: J. Hoey, L. McCarthy, M. McGowan, R. Whelan, J. Hanlon, B. Flood.

**"IRISH PLANE"**: Captain R. Woolfenden. Deck Officers: W. Garvey, L. McLoughlin, T. P. Bell. Cadets: E. Cowman, J. J. Reilly, G. Wadron. Engineer Officers: G. Rowe, A. O'Toole, J. Gaul, L. Willis, J. Barry, J. Doyle, N. Duggan. Engineer Cadet: R. N. A. Lett. Electrical Engineer: J. B. Keyes. Chief Steward: J. Doran. Radio Officer: E. Larkin. Deck Department: J. English, P. Harris, D. Kelly, A. Pluck, O. McGrath, D. Ahearne, J. Smith, O. Murphy, J. Doyle, J. Holmes. Engine Department: J. Gaughan, P. Rossiter, T. Daly, N. Weldridge, C. Nulty. Catering Department: P. Murphy, R. Egan, J. McGovern, P. O'Reilly, R. Byrne, J. Wilde.

**"IRISH ROWAN"**: Captain J. H. O'C. Devine. Deck Officers: M. Carey, D. Daly, T. J. Byrne. Cadets: A. Coghlan, A. Keane, B. Stockdale, W. Twomey. Engineer Officers: R. U. N. Murray, A. Bolger, J. S. Masterson, G. R. A. Faulkner, J. J. Corri, J. A. Daly, J. A. Prior. Electrical Engineer: P. Morgan. 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. Engine Department: T. Dolan, J. Byrne, P. Leonard, W. Brown. Catering Department: J. Heaslip, W. Russell, E. Byrne, B. Byrne, L. Brennan, A. Dooley.

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