

SIGNAL

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THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

Congratulations

To **Mr. M. Kelly** on his promotion from Second Officer to Chief Officer on the m.v. "Irish Rose."

To **Mr. H. Courtney**, Third Officer, on his promotion to Second Officer on m.v. "Irish Ash."

To **Mr. N. Foley**, Third Officer, on his promotion to Second Officer on m.v. "Irish Rowan."

To **Mr. M. J. Lee** on his promotion to Second Engineer, m.v. "Irish Ash."

To **Mr. W. Cleary** on his promotion to Second Engineer, m.v. "Irish Alder."

To **Mr. E. Currivan** on his promotion to Fourth Engineer, m.v. "Irish Rose."

To **Mr. J. Prior** on his promotion to Fourth Engineer, m.v. "Irish Cedar."

To **Mr. M. Kennedy** on his promotion to Fourth Engineer, m.v. "Irish Elm."

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Congratulations also to the following who recently passed examinations:—

To **Mr. R. Gordon** on obtaining his Mate's Foreign-Going Certificate.

To **Mr. P. Keane** on obtaining his Mate's Foreign-Going Certificate.

To **Mr. J. O'Mahony** on obtaining his Second Mate's Foreign-Going Certificate.

To **Mr. M. Curley** on obtaining his First Class Motor Certificate and on his promotion to Chief Engineer, m.v. "Irish Maple."

To **Mr. M. O'Connell**, Chief Engineer, on obtaining a Motor Endorsement of his First Class Steam Certificate.

To **Mr. D. Burke** on obtaining his combined Chief Engineer's Certificate.

NEW OFFICES

Our Personnel and Purchasing Departments have transferred to new offices on the second floor of **McBirney's** premises in **Aston Quay**. The entrance to the new offices is situated in **Aston Place** which is the second turn on the left when approached from **O'Connell Bridge**.

Our seagoing staff are especially asked to note the change of address for the Personnel Department.

Structural alterations on the ground floor of our premises at **19/21 Aston Quay** are at present in progress and the alterations are expected to be completed about the end of January.

To **Mr. A. Bolger** on obtaining Part A of his First Class Motor Certificate.

To **Mr. P. Cullen** on obtaining his Second Class Steam Certificate and on his promotion to Third Engineer, s.s. "Irish Poplar."

To **Mr. S. McGarry** on obtaining his Second Class Steam Certificate.

To **Mr. J. McConnell** on obtaining his Second Class Steam Certificate and on his promotion to Third Engineer, s.s. "Irish Spruce."

To **Mr. J. Ward** on obtaining his Second Class Motor Certificate and on his promotion to Third Engineer, m.v. "Irish Cedar."

To **Mr. L. O'Toole** on obtaining his Second Class Motor Certificate and on his promotion to Third Engineer, m.v. "Irish Elm."

From the General Manager

Good news is welcomed by us all, especially at Christmas time, and I therefore welcome the opportunity through "Signal" of passing on to all our ship and shore colleagues, the cheerful news of the progress we have made this year. I would select four items which I believe are of particular significance.

Our link-up with Manchester Liners on the North Atlantic will eliminate many of the problems we were experiencing in that area and ensure our continued interest in two Liner services now even more attractive to our customers.

The project with Normandy Ferries to operate a Car Ferry service from Rosslare to Le Havre is already showing excellent prospects of ultimately enabling I.S.L. to add a new type of vessel to our Fleet.

The announcement of a Government Grant and Credit facilities for new-building will put us on level terms with our competitors in regard to construction costs.

The investigations, experiments and changes which the new Management Organisation has been trying out are beginning to show worthwhile results. However welcome increased freight rates are, we must always in shipping be conditioned to live through the lean years. The readiness of our ships' personnel to introduce new ideas and to apply new methods has already effected a considerable improvement in our operational efficiency accompanied by reduction in shipboard and office costs. These are of very special significance for our future. The standard of our operational efficiency and the level of our cost structure are of the utmost importance in enabling us to be competitive in our trading and to justify further investments for the expansion of our Fleet.

I look back on 1967 as a year of great changes and substantial all-round improvement and I look forward to the continuance of the spirit of enthusiasm and cooperation in 1968.

To all of the Company's staff on ship and shore and to the families at home, I extend my best wishes for a Happy Christmas, good health and happiness in the New Year.

L. S. FURLONG.

CAR FERRY LAUNCHED

At a press reception held in Jury's Hotel, Dublin, on October 17th, details of the Car Ferry Service between Rosslare and Le Havre were announced. The Service will operate from next May with one sailing per week, arriving and leaving Rosslare every Sunday. Irish Shipping, S.A.G.A. and General Steam Navigation Co. Ltd. will run the Service jointly.



Mr. Jacques Bayle, Director General of S.A.G.A., speaking at the Car Ferry Reception. Seated from left are Mr. P. H. Greer, Chairman Irish Shipping, Mr. E. Childers, Minister for Transport and Power, Mr. M. Pasteau, President of S.A.G.A., Mr. D. J. L. Mortleman, Chairman General Steam Navigation, Mr. E. Ceannt, Deputy Director General of Bord Failte and Mr. E. de Rothschild, Manager Normandy Ferries.



Misses Sheila Murphy and Fionola Wynne were charming hostesses at the reception in Jury's Hotel.

m.v. "LEOPARD"

The m.v. "Leopard," which will inaugurate the new Ferry Service, was launched at Nantes, France, last month. A sister ship, the m.v. "Dragon," is already operating on the Southampton/Le Havre route.



From left: Mr. W. A. O'Neill, Mr. A. McElhatton, Mr. L. S. Furlong, chatting with Mr. P. H. Greer, Chairman, at the Reception.



From left: Capt. J. O'Neill, Mr. D. J. Kennedy, T.D., Alderman Stafford, Lord Mayor of Dublin, Alderman C. Morris, Lord Mayor of Wexford and Mr. Lorcan Allen, T.D.

Our New "Irish Elm"

The following is the third and final article by Mr. Ken Dixon, Naval Architect, and deals with the accommodation on board the new vessel.

It is expected that the m.v. "Irish Elm" will be handed over on January 3rd or 4th, 1968.

ACCOMMODATION

Much attention has been paid to the comfort and welfare of all personnel aboard. Every officer, with the exception of the Junior Engineers and Cadets, has a private bathroom containing a shower cubicle, wash basin and toilet. All senior officers enjoy the comfort of double beds, whilst all heads of departments have a day-room in addition to a well-fitted bedroom. The Captain, Chief Engineer and Chief Steward are each provided with a separate office.

Every man on board has at least a wash basin in his cabin, in addition to the public washbasins required by regulations. Every man has his own settee, writing desk, chair and wardrobe, toilet cabinet, reading lamp and electric point for private radio.

The floor covering throughout, with the exception of the galley, toilets, laundries and similar spaces, will be P.V.C. material, welded at the sheet butts where possible.

All internal bulkheads have a core of fire-resisting asbestos board sheathed on each side with a plastic laminate finish and all internal doors are also of asbestos, housed in steel frames. Along with these, all deckheads in living rooms, public rooms and alleyways are sheathed in asbestos board and finished with either maintenance-free hard plastic or plastic impregnated cloth. All these measures, along with a comprehensive alarm system, are designed to combat the inherent fire hazards found in conventional construction.

Whilst the entire accommodation is air-conditioned from a central plant situated in the base of the funnel, each person has a control in his room from which he can regulate the temperature to suit his individual taste.

A comfortable officers' lounge is sited on the aft end of the Boat Deck, complete with T.V. facilities, darts and a cocktail bar. Immediately adjacent and entered from the lounge via sliding glass doors is the dining saloon, which in its turn is served from a well-equipped pantry. For after-hours use, a small combined self-help pantry and messroom is

provided, equipped with fridge, grill, kettle and sink. This amenity should fill a long-felt necessity aboard our ships.

Another innovation is a private pantry adjacent to the Captain's dining room.

SERVICE COUNTER

The crew's messroom is served directly from the galley by means of a service counter which incorporates oil-heated compartments for various types of food. This piece of equipment is of special interest as it is of Norwegian "Ski" manufacture, designed for use from both sides so that food can be obtained in the messroom after the galley is closed. The use of heated oil in the hot compartments for maintaining the correct temperature and conditions will preserve the freshly cooked quality of food for an extended period. A refrigerated locker is also incorporated in its construction.

A separate crew bar is another new innovation in our fleet and a spacious recreation room with T.V. and card facilities completes the arrangement.

Facilities for film shows are incorporated in both the officers' lounge and crew recreation room.

LAUNDRIES

Laundries are provided for both officers and ratings, each being equipped with a Swedish manufactured spin-dryer, in addition to a heavy-duty washing machine and ironing boards.

In general, the standard of comfort provided for the men who will have the privilege of sailing in this ship will be as high as that found on any other ship afloat.

STORE ROOMS

Centralised rooms for refrigerated dry and bonded stores are located aft with direct loading facilities from the quayside into the stores lobby by mechanical means. From these store rooms selected provisions can be taken directly to the galley for preparation or crew issue.

Adequate deck, engine room and electrical store rooms are located where required, with the engine-room workshop being equipped to tackle all but very large maintenance and repair jobs.

(Continued on page 11)

To the Shores of Amerikay!

with



Miss Margaret McGivern.

"If you're going to San Francisco,
Be sure to wear some flowers in your hair,

If you're going to San Francisco,
You'll meet some gentle people there."

Well, I went to San Francisco and I saw few Hippies there—certainly none with flowers in their hair. Most of them were too involved in anti-Vietnam demonstrations to bother with floral decoration! Most unfortunately I missed the "love-in," but instead took in a "sit-in" on the Campus at the University of California. As these events get maximum coverage on European T.V. and R.T.E., I quit early. After all, who wants their friends to see them dragged forcibly to a police wagon?

San Francisco is a very exciting city. A tram ride down the steep streets is quite an experience, especially when you sit outside. However, even in San Francisco, one's illusions can be dramatically shattered. I found that the "Golden Gate" Bridge was, in fact, painted bright red.

L.A. (to the uninitiated Los Angeles) is a motorist's nightmare. After this, O'Connell Street is like a little boreen. Just 20 miles from L.A. is the Port of Long Beach where oil wells are just part of the scenery. They are literally pumping away on Main St. I saw a large number of the U.S. fleet in "mothballs," and also the site where the "Queen Mary" will dock early next year—a lovely location. Another place visited was Universal City Film Studio and my expectation of gazing upon the greats of the film world was never fulfilled. However, I did see some T.V. stars who are now quite definitely the money-makers in Hollywood. The "Virginian" is filmed at Universal and, in passing, I saw James Drury and Doug. McClure, the stars of the show.

Vancouver was my next stop. A beautiful city, when it stops raining. Unfortunately, it didn't for ten whole days! I have heard from some of my seagoing friends how lovely the harbour is and on the 11th day I eventually saw it.

WEST TO TORONTO

The flight from Vancouver to Toronto was wonderful. The Rockies certainly are a magnificent sight. My purpose in going to Toronto was to attend the World Convention of the Junior Chambers of Commerce, of which I am a member. This Convention was attended by 51 nations, with the largest representation, outside the American Continent, from Ireland. Earlier in the year the Dublin members had contacted a number of well-known Irish companies asking them to participate in an exhibition of Irish goods. This exhibition was an outstanding success. The Irish Ambassador very kindly came from Ottawa to open it. Items such as tweed dresses, perfume, crystal glass from Galway, whiskey, chocolates, etc., were displayed on stands built in the shape of the centennial star.

The closing banquet was a very colourful occasion, the principal guest being the Prime Minister of Canada who came with a guard of honour of Canadian Mounties, alas without their horses. The flags of the nations participating flew behind the top table. For those Jaycee members present, it was a moving occasion when the next world President was installed.

As a Jaycee, I would like to thank Irish Shipping and Manchester Liners for the wonderful help they gave us in shipping the stands and exhibition material to Toronto. At the Canadian end, Mr. McCaffrey and Mr.

Redburn and the staff of Shipping Ltd. contributed very greatly to the customs clearance problems.

My last stop was New York. To me it was a very exciting city with an atmosphere all its own. On the first night, Sunday, a few of us went to dinner in Greenwich Village. It was so quiet, not a Hippie in sight. Next day I visited the shops and what an experience. I was addled and broke! A real highlight was the visit to a Mexican Restaurant with John O'Neill and Charles Dicks of Hansen and Tidemann. Charles has just come from New Orleans to replace John Templet who has moved to Houston. I was sorry to miss John Templet, but I was extremely well looked after by the other John and "Chuck."

I also visited the offices of Hansen and Tidemann in Broad Street, where I received a warm welcome. It was nice to meet Mr. Paddon, Svend Hansen, Jr., Lydia Baker, Eva Rodrigues and a lot of other very nice people. I cannot omit Mr. McEvoy, he is the kind man with the money. This was election day in New York and all employers have to give their staff three hours' leave to enable them to vote. Maybe this could be adopted in Ireland? All bars are closed until voting has ended.

Despite the piercing cold I very much enjoyed a tour of New York Harbour. The "Queen Elizabeth" was just docking and I was surprised she was so shabby. We went right alongside the Statue of Liberty, then past the United Nations Building and, a highlight for the ladies on board, passed right under Frank Sinatra's N.Y. apartment. He didn't even wave!

Like typical tourists, next stop and last was the Empire State Building. From the top I thought New York was like fairy-land, lights as far as the eye could see.

After that it was out to the Pan Am. Building in Kennedy Airport and home. A very wonderful trip and one I would like to repeat. Oh, why did Harold Wilson devalue the pound!

APPOINTED DIRECTOR

Mr. J. N. McGovern, B.L., has been appointed a director of the International Mutual Strike Assurance Co. Ltd., London. The company is managed by Thomas R. Millar and Son.

SEAMEN'S CLUB

We have received a letter from the Hon. Secretary of the Jumble Sale Committee of the Apostleship of the Sea and Dublin's Catholic Seamen's Club who asks us to extend greetings to all seamen and their friends.

The letter goes on " . . . The door at 3 Beresford Place continues to be thrown open nightly to the world's seamen, thanks to the energy and cheerful willingness of our valued members. Work and planning to extend and improve go on unceasingly and there are great hopes for the future. Officers and Committee are conscious that, though much is being done, there is still unlimited potential.

"Early in the New Year we will hold our annual jumble sale and appeal confidently for the support and prayers of all readers of 'Signal.' Contributions, be they ever so humble, may be handed in at the Club premises between 7.30 and 10.30 p.m. on any evening of the week. Alternatively, we will call and collect on receipt of a card, letter or telephone call to 49061 (between 7.30 and 10.30 p.m.) or 333426 and 301029."



On the 12th September, Miss Marie Cooper of our Accounts Department was married. Our photograph shows the bride and groom, Mr. Robert Carville, leaving the church after the ceremony.

ENGAGED

Our congratulations to Miss Margaret Conlon, private secretary to the Administration Manager, on her engagement. We understand that the wedding bells will ring for Margaret next month.

CODDLE IN BALTIMORE

The "Port of Baltimore Bulletin," a monthly magazine, runs a series entitled "Gourmet's Galley," which describes various national dishes served aboard foreign vessels calling at the port. In the August issue of the magazine the "Irish Poplar" was featured and we now quote the article in full. Chief Steward on the "Poplar" at the time in question was Mr. E. Fricker, and Chief Cook was Mr. T. Egan.

* * *

FANCY THAT, NOW WILL YA . . .

It's a known fact that by merely scratching the surface in the civic populace just about anywhere in the world, you'll come up with at least one Irishman, no matter how remote the place.

What is less known is the fact that to-day the Irish can do their travelling to just about any destination in the world, in their own ships.

Baltimore is served by ships of the Irish Shipping Company of Dublin. And as one might expect, their ships are themselves little floating Emerald Isles, for the Irish culture and charm go wherever the Irish go. Ireland is as much as your Irish grandmother described it; and as hundreds of two-fisted Irishmen have eulogised it in bars the world over.

There were the ruddy-complected, tow-headed youngsters, barely 16 years, who began their seafaring careers as cabin boys aboard ship; there was the strong religious faith, for hanging in the passageway just outside the galley was the "Solemn Blessing of the s.s. 'Irish Poplar'," a gift of Birkenhead's port chaplain at the time of the ship's launching; there was the lyrical lilt of the Irish brogue that floated up from deck areas and compartments below; and there were the round loaves of brown and white bread sitting on a galley table awaiting mealtime, as fresh and heavenly smelling as if they had just been drawn from an outdoor hearth in Killarney!

Then there was the Captain himself, who admitted to having kissed the Blarney Stone, not once, but several times, with evident good results!

But most of all there was the generous, warm hospitality of the old sod that everywhere made its presence felt. Even the toasts smacked of Eire. What better a way to wish one well than to say, "May the road rise with

ya!" And with the toasts came a mighty flow of Irish conversation. In no time at all, the little group had covered "the rape and sack of Baltimore (Ireland, that is!) several hundred years ago"; where to get the best food in Dublin; and the role played by the Irish merchant fleet during World War II.

Helping to bounce the conversation was not just one captain but three: Captain Woolfenden, who had come to Baltimore aboard the "Poplar" to pick up a ship; another, the youthful Captain Walsh, master of the "Irish Willow" which had just unloaded copper from Peru at a nearby pier, and the master host, Captain E. C. G. Horne, who was the embodiment of Irish dignity, humour and cordiality.

The menu selected for the Irish Shipping Line's place in this gourmet series was Irish Coddle, a typical, cold weather dish guaranteed to please any devotee of the "one dish meal." To "coddle" is to cook slowly in liquid, gently and just below the boiling point. And the steward insisted that the best results come by using home-cured bacon, country sausage and fresh garden vegetables. Here it is. We dare you to go completely Irish next time the O'Donovans are in town.

DUBLIN CODDLE

- $\frac{1}{2}$ lb. streaky bacon.
- $\frac{1}{2}$ lb. pork sausage.
- 4 small onions.
- 4 medium-sized potatoes.
- Water.

A shake of pepper.

Remove skin from bacon and cut into bite-sized pieces. Wash and prepare onions and potatoes, cutting them into eighths. Prick sausages with a fork.

Place layer of onions at bottom of small saucepan; add a layer of bacon, then a layer of sausages, and on top, the potatoes. Cover with water, adding a little white pepper. Bring to a boil, simmering until tender. Serve hot with springlings of chopped parsley on top. Serves four.

And for those who prefer the after-dinner specialties, here is the "Irish Poplar's" recipe for Irish coffee:

Black coffee.

Sugar.

Irish whiskey.

Fresh cream. (Continued on page 11)



and a Very Happy Christmas to
all our readers ashore and afloat
especially the many relatives of
our seagoing staff who sent
Christmas Greetings to us.

*Nollaig fe shean is fe mbaise agus ath-
bhliain shona dhibh go leir.*

Liner Service Press Reception



Mr. P. H. Greer, Mr. R. Stoker and Mr. F. McCaffrey at the Liner Service reception.

A BETTER SERVICE

"Another progressive step in our efforts to provide a better service on the North Atlantic liner run."

This was how the Chairman, Mr. P. H. Greer, described the link-up between Irish Shipping and Manchester Liners at a press reception held in the Gresham Hotel on November 20th to announce details of the new arrangement.

Mr. Greer said that the link-up should prove mutually beneficial to the two companies as well as being of benefit to the economy of the country. He also referred to the provision of containers as part of the improved service.

Mr. R. Stoker, Vice-Chairman and Manager Director, Manchester Liners, said he was happy that his company could be associated with Irish Shipping in providing a better

service for Irish exporters and importers.

As well as Mr. Stoker, other guests at the reception included Mr. Fred. McCaffrey, Irish Consul General in Montreal and President of Shipping Ltd.; Mr. T. Connolly and Mr. M. J. Byrne of Coras Trachtala, and representatives of the press.

Details of the new liner service now in operation appeared in the last issue of "Signal."



Mr. J. R. Killick, Inward Freight Department Manchester Liners Ltd.

(Continued from page 5).

RUDDER, PROPELLOR AND BOW

In order to absorb the maximum power of the main engine and obtain the best propulsive and steering features, special consideration was given to the rudder and stern frames. The rudder is of the clear-water type, weighing 21 tons and offering very good steering qualities in conjunction with the strongly constructed stern frame. Calculations show that this design gives very little transmitted vibration into the accommodation in both the loaded and ballast conditions.

The fuel consumption and speed is further improved, up to half knot for the same power, when sailing in the ballast condition by the incorporation of a bulbus bow forward.

DE-BALLASTING

An important feature of a bulk carrier is the time required to de-ballast on arrival at a loading port. The system adopted is for the upper wing tanks to be drained by means of gravity into a common main P.S., then lead through the ship's side at one point in the engine room.

The double bottom and fore peak water ballast tanks are all flooded and emptied by means of a ring main sited in the duct keel, all valves being remotely controlled from a central ballast office sited on the boat deck.

Coddle in Baltimore

(Continued from page 8).

Heat a whiskey glass with hot water; empty out the water. Fill glass to within one half inch of the top with black coffee; add a teaspoon of sugar and as much Irish whiskey as desired. Now add the fresh cream to the top, pouring very slowly so as to float on top of the liquid. Serve piping hot.

Representing the Irish Shipping Lines in Baltimore is Lavship of Baltimore, Inc., located in the Court Square Building, Calvert and Lexington Streets.



Mr. C. P. Kinsella, Mr. B. W. Lynch, Mr. L. S. Furlong and Mr. F. McCaffrey discuss the new arrangements at the Liner Service Reception.



Mr. P. Shanahan makes a point and Mr. W. A. O'Neill obviously doesn't believe a word of it.



Mr. R. D. McCarthy, Commercial Development Manager, Manchester Liners Ltd.



FLEET NEWS



"IRISH SPRUCE"

Due back in Dublin about December 4th from New York, the "Spruce" will complete discharge of her eastbound cargo at Manchester. On her present voyage she loaded 800 tons of frozen beef at Dublin for U.S. ports as well as large consignments of stout, whiskey, confectionery, cranes, jute yarn and livestock. An unusual "passenger" on the westbound journey was an Irish wolfhound and we are glad to learn that the animal had an excellent crossing and has since settled in well in its new home.

We were very sorry to hear that Captain Onions was injured in a car accident during the last visit of the "Spruce" and had to be relieved at short notice by Captain P. O'Sheaghda. We wish Capt. Onions a speedy recovery after his unfortunate mishap.

"IRISH POPLAR"

The "Poplar" was held up at New York from October 19th until November 7th due to the strike of longshoremen at that port. Having since called at Wilmington, Delaware and Norfolk, she is now back in Dublin again and, like the "Spruce," she will complete discharge at Manchester. Both these vessels are on the U.S.A. liner service and Capt. J. Walsh is Master of the "Poplar." Her Chief Engineer is Mr. J. Johnson.

"IRISH FIR"

The "Irish Fir" is at present on her way from Ilo in Peru to either Baltimore or New York with a cargo of copper blisters. After unloading her cargo she will proceed to Rimouski to load another cargo of ammonium nitrate for Ilo. This will be her final voyage under her present contract. The "Fir" will be due in the Panama Canal about December 7th.

"IRISH ROWAN"

On time charter to Teseo Steamship Corporation of New York, the "Rowan" is due in Marseilles on November 28th with a full grain cargo from Duluth and Montreal. As recorded elsewhere in the present issue, Mr. P. Redmond of the Deck Department died suddenly while the vessel was navigating the Great Lakes on her present voyage. Capt.

E. C. G. Horne on his own behalf and on behalf of all aboard has expressed the sense of shock felt on board at the loss of such a popular member of the ship's personnel.

"IRISH LARCH"

The "Irish Larch" has just completed her fourth and final Continent/Great Lakes trip on time charter to Charles Salveson & Co. The "Larch" completed discharge of her cargo of grain and general cargo at Rotterdam, where she arrived from Montreal on November 25th. She will now go into drydock at Jarrow, where she is expected to remain until December 11th. At present we have no indication of the vessel's further itinerary after completion of drydocking.

"IRISH ALDER"

Arrived in Cochin, India, on November 23rd with a full cargo of grain from Norfolk. The shipment is part of the programme for the relief of famine in India and the "Alder" is expected to complete discharge about December 2nd. She will then proceed to Beira in East Africa where she will load a cargo of animal feedingstuffs for Rotterdam.

Capt. T. Byrne is Master of the "Alder" and Mr. W. Parslow is Chief Engineer.

"IRISH MAPLE"

The "Irish Maple" is on time charter to World Wide Carriers Ltd. since last June and has arrived in the Great Lakes from Singapore, Port Swettenham and Penang. The "Maple" is expected to complete at Toledo, Ohio, on November 29th, and we understand she will then go to Dalhousie to load a cargo of newsprint for East Coast U.S.A. ports.

"IRISH ASH"

Like the "Alder," the "Ash" is in India with famine relief grain. She is at present anchored at Visakhapatnam where she will lighten before going on to Calcutta to complete discharge. The "Ash" arrived at her anchorage on November 7th from the U.S. Gulf and despite the prolonged stay, Capt. Lee tells us that all on board are well and in good form. The vessel is expected to arrive in Calcutta on December 1st and indications are that she will finish unloading there about December 19th.

"IRISH PLANE"

The "Irish Plane" is on time charter to Vigo Steamship Corporation and is at present on her way from Three Rivers to Algiers with a full cargo of grain. The "Plane" also called at Duluth and Montreal on this voyage and she is due in Algiers about December 5th. She is expected to complete discharge about December 18th.



We have received this photograph of the Collins family of Toledo, Ohio through Mr. Gerald McGovern, Catering Department m.v. "Irish Plane". We understand that the Collins family have shown great hospitality to the men from the "Irish Plane" when the vessel visited Toledo recently.

"IRISH WILLOW"

After her sojourn in the Hudson Bay during the open water season, the "Willow" has come south again and has joined her sister ship, the "Rose," on voyages between Newfoundland ports and Gaspe, on the Canadian mainland. Both vessels are carrying copper concentrates under a time charter with Matthew Shipping Co. Ltd.

The "Willow" is due for re-delivery about December 20th, after which she is fixed to load paper products in Chaleau Bay, Eastern Canada, for a U.K./Continental or west coast Italian port.

"IRISH ROSE"

Like the "Willow," the "Rose" is expected to be re-delivered from the present charterers about December 20th at Gaspe. Her next fixture is not available for publication at the time of going to press.

"IRISH SYCAMORE"

This ship also took part in the shipping of supplies to the Hudson Bay area during the summer season and subsequently completed her time charter to Transworld Shipping of Montreal. She then went on charter to Bunge Corporation of New York, for whom she loaded a grain cargo in Quebec for discharge at the Tunisian ports of Sousse and La Goulette. After unloading her cargo, the "Sycamore" will go into drydock at Malta. It is intended to send out a relief crew by specially chartered flight to Tunisia and to bring the original crew home on the same plane to enjoy a well-earned rest after their travels in the Canadian Arctic.

"IRISH CEDAR"

The "Irish Cedar" continues on her run from Casablanca to Dublin and Cork with phosphates for Goulding Fertilisers Ltd. At present the "Cedar" is loading at Casablanca for Dublin.

Capt. T. Hughes is Master of the vessel and Chief Engineer is Mr. S. Jolley.

ACKNOWLEDGMENT

The brother, sisters and relatives of the late Patrick Redmond, R.I.P., wish to express their sincere thanks for the kindness and appreciation shown by the management and personnel of Irish Shipping on his death. A special word of thanks is offered to the Master and crew of the "Irish Rowan."

The Holy Sacrifice of the Mass will be offered for the intentions of all.

LATE CAPT. J. W. STIVEN

We regret to report the death in London on October 31st of Capt. J. W. Stiven. The late Capt. Stiven formerly served on a number of the Company's vessels.

OBITUARY

CAPTAIN JAMES H. O'C. DEVINE

We regret to announce the death of Capt. J. H. O'C. Devine, which took place on 25th November in Dublin. We extend our sympathy to his family on their bereavement and we publish hereunder an appreciation of the late Capt. Devine.

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An Appreciation—By Captain J. D. McPolin

After a pre-sea course at the Junior School of Nautical Training, Galway, in 1944/45, Captain Devine commenced his sea-going career as Apprentice with the Anglo-Saxon Petroleum Co. in 1946 and served in that Company as Apprentice and Third Officer until 1952. After a single voyage as Third Officer in Irish Shipping, early in 1953, he returned to tankers, this time the British Tanker Co.

He rejoined Irish Shipping in 1958 with a Master's (F.G.) Certificate of Competency and his first appointment was as Chief Officer of the m.v. "Irish Rose." His extensive tanker experience led to his appointment as Chief Officer of the s.s. "Irish Blackthorn" on her maiden voyage, and it was on this vessel that he spent a considerable amount of his service as Chief Officer.

The s.s. "Irish Blackthorn" was also, by a happy coincidence, his first command, promotion to Master coming in December, 1963. Subsequent commands included the m.v. "Irish Heather," s.s. "Irish Holly," m.v. "Irish Alder," m.v. "Irish Maple," and m.v. "Irish Rowan."

A strict teetotaller and non-smoker, he was a firm disciplinarian, who did not suffer fools gladly. He was not an easy man to get to know, but those who became his friends found it well worth the effort. He had unexpected soft spots—few people are aware that he carried out an extensive correspondence, in longhand, with school children who wrote to him for information about his ship and her cargoes, and who carefully followed, in their atlases, her progress around the world.

To those of us who had the privilege of knowing him well, "Andy's" untimely death has come as a great shock and the gap he has left will not be easily filled. He was a ship-master to his finger tips and who can say better than that?

May he rest in peace.

OFFICERS ASHORE

As at 29th November, 1967

Masters: J. A. Caird, J. S. Kerr, M. O'Connell, J. Onions, J. Poole, B. Reilly.

Chief Officers: M. Carey, H. B. Fidler, J. P. Kelly, F. H. Leigh, J. S. Mitchell, P. A. Murphy.

Second Officers: D. Daly, P. Donohue, P. V. Flynn, J. P. O'Byrne, L. McLoughlin, K. McKenzie.

Third Officers: J. J. Goulding, M. A. Byrne, M. Coleman, M. J. Doyle, P. Noonan, P. D. Kelly, F. Perrott, T. J. Rickard, B. Stockdale, J. P. Shelton.

Fourth Officers: P. D. Gordon, P. J. Fennell, C. O'Connell, E. Coleman.

Deck Cadets: P. A. Cowman, J. J. Neill, R. Donohue, A. Keane, P. J. O. Malone, S. L. Murphy, M. J. Larkin, C. Stockdale, E. R. J. Connellan, J. A. Cotter, F. E. Healy, J. M. Kennedy, J. A. Murphy, J. P. N. O'Dowd.

Chief Stewards: H. Bond, J. Clinton, B. Dorgan, J. Dillon, E. Fricker, J. Rogan.

Chief Engineers: T. Barry, E. Byrne, G. Cunningham, M. Mooney, R. U. N. Murray, J. Moynihan, J. J. Reed, G. Rowe, P. Walker, N. Whitfield.

Second Engineers: D. C. Burke, A. Bolger, T. Murphy, R. Murdock, W. F. Fleming.

Third Engineers: T. O'Sullivan, J. J. Scott, K. Edwards, A. Hall, J. S. Masterson, L. J. Wills, L. J. O'Toole, M. J. Murphy, S. McGarry, P. Shorthall.

Fourth Engineers: G. R. A. Faulkner, J. Gallagher, J. Healy, M. J. Kennedy, J. Hamilton, E. Lynch, J. P. Murphy.

Junior Engineers: J. A. Daly, T. G. Duff, T. J. Fitzgerald, S. A. McGuinness, P. Mulgrew, S. O'Sullivan, L. Robinson.

Engineer Cadets: A. Byrne, M. L. Byrne, J. Brady, H. P. Briody, E. Burke, J. T. Carroll, F. B. Cronin, J. Doran, F. P. J. Fenlon, T. J. Hanrahan, J. J. Mooney, M. A. O'Sullivan, O. Prunty, T. A. Ryan, R. N. A. Lett.

Electrical Engineers: W. Cadogan, J. Dunn.

News of Our Cadets



First Year Engineer Cadets, Crawford Institute, Cork. Back Row, Left to Right: F. Mullin, E. Kealy, H. Teehan, G. Davis, K. O'Brien, J. Kehoe. Front Row: S. McLoughlin, F. Hennessy, N. McNamara and P. Caffrey.

AT CRAWFORD TECHNICAL INSTITUTE

Engineer Cadets P. Caffrey, W. Davis, F. Hennessy, E. Kealy, M. Kehoe, S. McLoughlin, N. McNamara, F. Mullin, K. O'Brien and C. Teehan have commenced Phase I training at Crawford Institute, Cork.

Commencing Phase III of the training course at Crawford are Cadets J. Brady, E. Burke, H. Briody, A. Byrne, J. Carroll, F. Cronin, F. Fenlon, T. Hanrahan, R. Lett, J. Mooney, T. Ryan and M. O'Sullivan.

The Engineer Cadets have held two social evenings at Shandon Boat Club, one of which was visited by Mr. English and Captain Langran from Head Office, as well as Captain B. Reilly and Captain Moreby from Plymouth.

A meeting was held on the evening of 16th November to try to arrange the sporting and social events. The meeting was attended by Mr. C. McSwiney of Crawford Technical College and Mr. V. McMahon of Cork Office. Captain Langran of Head Office also attended the meeting.

Four teams have been entered for the indoor soccer league at Gurranabraher Hall, and we hope that they will do well in the competition. There are 44 Irish Shipping Engineer Cadets at present undergoing training at the Crawford Technical Institute, Cork.

Ten of our 1967 Deck Cadets are at present undergoing pre-sea training at Plymouth and they are: I. Connellan, J. Darcy, A. Davis, T. Farnan, T. Hughes, M. Lydon, J. McAuley, B. Mundow, J. Richardson and J. Robinson. Our two remaining 1967 Deck Cadets, R. McGrath and J. Daly, are at present at sea.

Cadets B. Stockdale and E. Connellan have commenced the first term of their Release Course at Plymouth. Cadets J. Kennedy, J. Murphy and N. O'Dowd have been promoted to Cadet Captains in charge of hostels. Cadets Kennedy and Healy passed their Radar Observers' Certificates in September last and they also obtained their E.D.H. and Lifeboat Certificates.

Some of our Cadets at Plymouth were included in the team which represented the school in rowing and sailing against the Royal Naval College, Dartmouth, and we were pleased to hear that they were successful in these events. However, the rugby team, which included E. Connellan, J. Murphy and J. Kennedy, was not so successful in a match against a team drawn from H.M.S. "Tyne." Our five Release Course Cadets attended a three-day comprehensive First Aid course, while our pre-sea Cadets took one and a half days Fire Fighting Course and spent five days on the ketch "Tectona."

The total number of Cadets which we have at present at Plymouth is seventeen.



Cadets M. O'Sullivan and E. Keane being shown an anti-aircraft gun aboard a Swedish Naval Cadet Ship during a recent visit to the port of Dublin.

NEW SELECTION PROCEDURE FOR CADETS

A new system of practical aptitude tests was introduced into the selection procedure for allocating the Deck and Engineer Cadetships this year. These tests were of a practical nature and were designed to indicate the applicants' approach to the solving of practical problems. Some of the tests involved the use of blocks and tackles in the movement of certain objects such as empty oil drums and packing cases. The applicants were required to move the objects from ground level to a high roof and the problems involved were a good test of the ingenuity and imagination of the applicants.

This was the first occasion on which such tests were used in the selection of Cadets in this country and a number of organisations operating Cadet training schemes similar to the scheme in Irish Shipping were very interested in the new procedure.



Capt. M. Langran watches a group of boys taking part in one of the special aptitude tests which were incorporated into the selection procedure for cadetship this year.

SPORTS NEWS

Soccer

Ireland defeated Czechoslovakia in Prague on November 22nd by two goals to one in the European Nations' Cup. This leaves Spain through in this section to the final rounds of the competition.

In the European Cup, Shamrock Rovers were knocked out in the first round by Cardiff City, who drew with Rovers in Dalymount Park and won the second leg 2-0 in Cardiff. Drumcondra and St. Patrick's Athletic have

also been eliminated from European competitions.

On the home front, Shamrock Rovers have already won the League of Ireland Shield.

Rugby

In the inter-provincial series, Ulster have defeated Munster, Connaught and Leinster. They have thus won the inter-provincial championship.

Boxing

Young McCormack successfully defended his British light-heavyweight title against Derek Richards of Wales in Birmingham on November 22nd. It is reported that Dick Tiger, the world champion, is willing to put his title at stake against McCormack in Kilkenny during the Beer Festival there. However, this fight may not yet take place as McCormack does not feel that it would be wise for him at present to take on a man as experienced as Tiger. We in Irish Shipping have a special interest in the Irish boxer as his father, John "Spike" McCormack, himself a former Irish champion, served on our vessels for many years.



Mr. H. O'Farrell, Deck Department, "Irish Rowan", and his bride after their wedding on 20th July last.

The Bad Old Days

In recent weeks the name "Leopard" has become very well known to us and of course we associate the name with the new Rosslare/Le Havre car ferry service. However long before the days of "roll-on" "roll-off" there was a ship of the same name in the British naval service. This was at the beginning of the nineteenth century, a particularly eventful period in British maritime history. Although the troop ship "Leopard" had an eventful history of its own, the recorded experiences of one of her famous commanders are, perhaps, of greater historical interest to us. The man concerned was Sir William Dillon, who wrote extensively of conditions in the naval service at that time and his account of events in which he personally took part are worthy of recall.

THE PRESS GANGS

In the year 1803 Dillon was posted to Hull as Second in Command of the Impressment Service at that port. The Impressment Service was the dignified name which the authorities gave to the better known press gangs which operated to force men into joining the naval service.

At the time in question the British merchant service held a far greater attraction for seamen than did the navy. For one thing a seaman in the merchant marine received 30/- per month as against 19/- if he served in the navy. There was also the fact that the merchant vessels had become very numerous and most of the experienced seamen were attached to merchant ships. With the outbreak of war with France in 1803 the need for men to serve on naval vessels was very great and despite the bounty paid to men who would join the problem created by the shortage of men was not solved. For that reason the authorities resorted to the system of "Impressment" and so the press gangs became more active at this period than at any other time in history.

When Dillon was posted to Hull he found that his superior officer was an elderly man who was quite happy to sit in his office and leave the "dirty work" of organising the press gangs to Dillon himself. A job like this was distasteful to any officer, but Dillon's loyalty to the service and his devotion to duty made him efficient in the work he had to do. Officers in charge of press gangs were called 'yellow

admirals', a term which was used to denote the officers' quarantine in a dead end job.

EXEMPTIONS

Contrary to popular belief the actions of the press gangs were very much restricted by the legal exemptions from "impressment". All persons under 18 years of age and over 55 years of age were exempt; seamen with less than two years of seagoing experience were exempt and in the case of apprentices those with less than three years experience were also exempt. While the press gangs found that their efforts to obtain men on the high seas were more fruitful than their raids ashore, out-bound vessels could not be approached by them. In the case of inward bound vessels the press gangs were required by law to leave sufficient men on board to ensure the merchant vessel safe navigation to her anchorage and a safe berthing. Masters, Chief Mates, Boatswains and Carpenters on ships of 50 tons deadweight or over could not be taken either. Pilots too were exempt unless an unfortunate Pilot happened to run a ship aground. As a result of all these exemptions the number of men available for "impressment" was considerably reduced and the records for 1803 show that of the total men obtained for the navy, 37,000 were volunteers as against 2,000 of "pressed" men. In addition to the small number of men obtained through the action of the press gangs, the quality of the men "impressed" was very poor and most of the naval officers

who were obliged to take these men complained bitterly of the low type of men with which they had to contend.

IN IRELAND

Despite the high rating of Irish men serving in the British merchant and naval service, the press gangs operated to a limited extent in this country. It is of interest to note that the percentage of officers supplied to the navy by the county of Cork was higher at that time than the percentage from any other county in either England, Ireland, Scotland or Wales. Nevertheless one incident involving the press gang at Cobh is worthy of mention. The officer in charge of the press gang raided a public house in Cobh where he expected to get a number of Able Seamen. On their arrival at the public house they discovered a wake in progress. However the high spirited nature of the festivities going on in the house made the officer in charge doubtful of the sincerity of the mourners. His suspicions were roused to such an extent that he ordered the coffin to be opened. Whereupon the "corpse" popped up his head and leaped out of the coffin with a shriek of laughter. Subsequently the recently "deceased" quite willingly accompanied his captors and turned out to be an excellent seaman.

Public opinion was very much against the press gangs and whenever an appeal was made to the Courts against the decision of the press gangs the judges invariably ruled in favour of the victims. The weight of public opinion, together with the limited success of the system of "impressment" eventually lead to the disappearance of the press gangs. Few people mourned their passing, but, nevertheless, today in countries which are faced with the problem of providing large defence or military forces, the system of conscription which is in itself a form of "impressment" still persists. We can only hope that the fear of war which makes for coercion of this nature will itself disappear and that men will acknowledge, in time, the futility of war.



Mr. D. O'Connor, Deck
Department s.s. "Irish
Poplar".

LATE MR. PATRICK REDMOND

The unexpected death of Mr. Patrick Redmond, Deck Department, "Irish Rowan," on November 10th came as a great shock to his colleagues on the vessel as well as to his many friends ashore and afloat. Mr. Redmond died aboard the vessel as she was approaching the Canal at Sault Ste. Marie in Lake Superior.

The remains were landed at Sault Ste. Marie and subsequently flown to Dublin where they arrived on November 17th. The funeral took place in Arklow on Sunday, November 19th, and the very large attendance was a tribute to the popularity of the late Mr. Redmond. Representing Irish Shipping at the funeral were Mr. John Davis and Mr. G. Carty, Personnel Department, and Mr. M. Carey, Chief Officer.

To his sister, Mrs. Jackman of Arklow, and to all his relatives we offer our sympathy on their loss.

CONGRATULATIONS

To. **Mr. F. W. Perrot** and **Mr. C. O'Connell** on obtaining their Second Mate's Certificates.

LATE MRS. BYRNE, WICKLOW

We have received a very nice letter from Miss Anne Byrne of 16 Monkton Row, Wicklow, expressing appreciation on behalf of herself and family to Irish Shipping Management and Staff for expressions of sympathy and attendance at the funeral of her mother some time ago. Miss Byrne has asked us to convey her thanks to the members concerned through the columns of "Signal."



Mr. J. A. Scanlon, Deck
Department m.v. "Irish
Fir".

Christmas Greetings

" IRISH ROSE "

Patrick Guiden, Deck Dept.—Wishing you every blessing and joy for Christmas and New Year.—With all our love, from Martha and family.

Eugene D. Currvan, 4th Engineer.—Greetings and best wishes for a happy Christmas to yourself and all on the "Irish Rose," wherever they may be. God bless.—From Mam, Dad, Marie and Hilary.

Frank Walsh, Catering Dept.—Greetings and best wishes for Christmas and New Year, Frank, and hope that this will be our last Christmas apart.—Your loving wife Anne and baby daughter Susan. Also greetings from Mum, Pop, Bridie, Dermot, Teresa, Pete, baby Jimmie, Mary, Gay, your Dad and sister Eileen, Auntie Kitty, John and all your friends.

William Coote, Engine Dept.—Christmas greetings and best wishes from Ma, Da, Judy and all your friends, and many happy returns for your birthday on 3rd December. Wishing you every blessing and also the Captain, Officers and crew a safe and happy journey when homeward bound.

Noel O'Neill, 2nd Engineer.—Best wishes for a happy Christmas and also greetings on your birthday which takes place on 21st December.—With love from your wife Nancy and children Helen, Harry and Liam.

John Reilly, Deck Department.—Christmas greetings and best wishes from Mum, Dad and all the family. Sorry you won't be with us on Christmas Day.

Michael Tobin, Deck Dept.—Wishing you a very happy Christmas and hoping you will be home early in the New Year.—From your fiancée, Kay Walsh.

Desmond T. Keogh, Catering Dept.—Wishing you a very happy Christmas and a bright New Year. — From Mam, brothers and sister. Best of luck and God bless you.



This photograph of Mr. and Mrs. P. Guiden was taken on holiday in Canada. Mr. Guiden is serving on the "Rose" at present.

" IRISH LARCH "

Ronan Dunne, Catering Dept.—Greetings and best wishes for a happy Christmas.—With love from Dad, Mam, Aedemar, Ciaran and Dariva.

Nicholas Murphy, Deck Dept.—Happy Christmas and best wishes from all at home and Angela.

David Clarke, Deck Dept.—A very happy and holy Christmas to our son David and all the crew sailing in the "Irish Larch." Hoping to see you soon.—Mam, Dad, sisters Julie, Betty, Dierdre, brothers John and Robert, sisters-in-law Chris. and Kay.

John E. Williams, Deck Dept.—Christmas greetings and best wishes from Mam, Dad and sister Anne.

Patrick O'Grady, Deck Dept.—A very happy Christmas. We are with you all the time, Pat.—Mam, Dad, Sean and Jcsie.



Mr. Nicholas Murphy, Deck Department m.v. "Irish Larch" at the recent wedding of his brother Mr. Fintan Murphy.

" IRISH SYCAMORE "

Noel Little, 3rd Engineer.—Love and Christmas greetings to Noel from Mother, Father and all the family. Also many happy returns of your birthday on the 23rd December.

James Robinson, Engine Dept.—Greetings and best wishes. —Ma, Da, Tom and Mary and John, Chris., Sandra and Kim. Happy Christmas to all on board.

Noel Kavanagh, Catering Dept.—Birthday and Christmas greetings for Noel who celebrates his 17th birthday on December 25th.—From his Mam, Dad, sisters and brothers, especially his twin brother Joe.

Sean Caffrey, Catering Dept.—Christmas greetings and best wishes from Nanny Reilly and Aunty Babs. Also from all at 27 Church Gardens.

" IRISH SYCAMORE "—Continued.

Thomas Smith, Engine Dept.—Christmas greetings from Mother, Father, sisters and brothers. Also wishing all on board a very happy Christmas.

Sean Murphy, Catering Dept.—Lots of love and best wishes for a happy Christmas.—From Mary, Joe, Pat and Katie, Seamus and Edward and all your friends.

Felix Bernard Brennan, Deck Dept.—Love and best wishes, Bernard, for a very happy Christmas. Sorry you will not be with us.—Love Mammy, Daddy, Michael, Gerard, all in Cobh, Mary and Sean in Dublin.

" IRISH CEDAR "

Patrick Brazil, Engine Dept.—Christmas greetings and best wishes.—From Gran, Mam, Dad, Kathleen and all the family.

Mr. P. O'Grady, Deck Department m.v. "Irish Larch".



" IRISH MAPLE "

Eugene Ryan, Deck Dept.—Very happy Christmas to Eugene and friends on the "Maple."—From Dad, Mum, Pauline, Don, Patricia, Karen and Maggie.

Thomas Caffrey, Catering Dept.—Christmas greetings from Nanny Reilly and Auntie Babs. Also from all at 27 Church Gardens.

David Knott, 3rd Engineer.—Wishing dear David a very happy Christmas.—With love from Mum, Dad, Tony, Angela, Gran and Aunties.

Thomas Maguire, Engine Dept.—Happy Christmas and New Year from your wife Maisie, also children Rosemary, Ann and John, Sheila, Kay and the three D's.

Andrew Loughlin, Deck Dept.—Christmas greetings and best wishes from his daughters, Susan and son-in-law John. Also greetings and best wishes from all his family in Arklow and from his three grandchildren, Colette, Geraldine and Niall.

Thomas Fay, Catering Dept. — Christmas greetings and best wishes to our dear son and all the crew. Have a jolly time. We will be thinking of you. Lots of love and God bless.—From your loving Mam, Dad, brothers and sisters and girl friend Brenda. Also from Uncle Pat.

Joseph Smith, Catering Dept.—Christmas greetings to our dear son Joseph and his mates on the "Irish Maple." We miss you this year. God bless you.—With love from Dad and Mam and family, also from your old pal Mick Harte.

Neville Mullally, Deck Dept.—Our love and good wishes to you for Christmas and the New Year.—From Aidan and Joyce, Tom, MacDara, Marjorie, Cara and Mam.

Said Quaid, Catering Dept.—Christmas greetings and best wishes from your mother; also birthday greetings.

" IRISH MAPLE "—Continued.

James Willis, Deck Dept.—Happy Christmas, Jim. Also best wishes for your birthday on December 14th. Looking forward to seeing you in New Year, P.G. All our love and God bless.—Dad and Mam.

Patrick Redmond, Deck Dept.—Greetings from mother, broters and sisters. Hoping you have a nice time on Christmas Day.

Bernard Crilly, Catering Dept. — A very happy Christmas and New Year.—From your wife Maureen, son Bernard, daughter Sandra, and all the family. Also best wishes to all aboard "Irish Maple." God bless you and send you all home soon

Graham Burgum, 2nd Officer. — Wishing you a happy Christmas. We are thinking of you always.—Love, Helen, Mark and Sandra.

James N. Kirwan, Deck Dept.—Best wishes for Christmas and New Year.—From Mammy, Dad, brothers and sisters and all your friends in Dunlavin. Also birthday greetings for a very happy birthday on 24th December.

Terence Frawley, Deck Dept.—Christmas greetings and best wishes.—From Mammy, Paddy, Gerard, John, Tommy and Granny. Also from cousin Tommy.

Charles Cashin, Catering Dept.—Greetings for a happy Christmas and a bright New Year.—From Masie and family.



Mr. Terence Frawley, Deck Department, m.v. "Irish Maple", seen here with his sister and relatives while the m.v. "Irish Maple" was at Toronto, Canada.

" IRISH SPRUCE "

Patrick Colgan, Catering Dept.—Wishing you a happy Christmas and hoping you are well, also all the officers and crew aboard the "Irish Spruce." All at home are asking for you and hope to see you soon.—Mam, Dad and all the family.

Michael O'Reagan, Deck Dept.—Christmas greetings and best wishes from your mother, father, sisters and brothers. Happy Christmas, lots of love and God bless, we are thinking of you.

Joseph Hannon, Deck Dept.—Loving Christmas greetings from May, Mary, Jim and Pat.

Jack Heaney, Deck Dept.—Wishing you a happy Christmas and all aboard the "Irish Spruce."—From all at 59 Lower Main St., Arklow.

Pat Murphy, Deck Dept.—Christmas greetings and best wishes.—From Mam, Dad and all at home, also from Ken, and best wishes for your 19th birthday on New Year's Day.

Edward Grifin, Electrical Engineer.—Greetings and best wishes to Eddie for a happy Christmas.—From Kay.

" IRISH PLANE "

Anthony Pluck, Deck Dept.—Christmas greetings and best wishes.—From Mam, Dad and all the family. Looking forward to seeing you at Christmas.

Patrick Murphy, Catering Dept.—Christmas greetings and best wishes, also wishing the crew a very happy Christmas.—From Mam, Dad and brothers and sisters.

Michael P. Duggan, Junior Engineer.—Happy birthday to Michael on the 6th November and best wishes for a happy Christmas and New Year.—From niece Lilian, nephew Paul, Sheila and David, Dad and all at home.

Gerald McGovern, Catering Dept.—Christmas greetings and best wishes from your mother and all at home.

" IRISH WILLOW "

Michael Kearns, Deck Dept.—Greetings and best wishes.—From your wife, Theresa, and the six children.

William Carroll, Deck Dept.—Love and best wishes for a happy Christmas and a bright New Year.—From your loving wife Nuala, and a big "Hello" from Derek, Ann and James. Hoping to see you soon.

Vincent Joyce, Catering Dept.—Good wishes for Christmas and the New Year.—From Mam, Dad and Patsy.

Desmond Joyce, Catering Dept.—Best wishes for Christmas and the New Year, and also birthday greetings on the 1st November.—From Mam, Dad and brother.

Terry Horan, Deck Dept.—Wishing you a very happy Christmas, Terry.—With love from your wife Jean, children James, Winifred and Elizabeth Edwina.

Andrew Clarke, Engine Dept.—Greetings and I hope you have a very happy Christmas.—With love and best wishes, Kathleen.

Michael Dillon, Chief Engineer.—Thinking of you always and wishing yourself and crew a very happy Christmas. Wish you could be with us, good health and we all look forward to having you home early in the New Year.—Blessings from Mammy, brothers Tommy and Joseph, Willie, Lily and family; also your sisters Ann, Margaret, her husband, Dr. Bernardez and family and all your dear friends here.

" IRISH WILLOW "—Continued.

Martin Kelly, Catering Dept.—A happy Christmas and a bright New Year.—From Mam, Dad, brothers John, Tom, Joe, Austin, Terence, Barry, Michael, and sisters Geraldine, Marie, Olivia and Cathryn. Hope you have a nice time. We will all be thinking of you and praying for you. All the small ones send their love; they miss you a lot.

Michael Brophy, 3rd Officer.—Best wishes for a wonderful Christmas. — From Mam, Dad, Tom, Shelagh, Ann, Cathryn, Helen and Mary.

" IRISH ALDER "

Joseph R. Smith, Catering Dept.—Greetings from Mam, Dad, John, Paddy and David.

John James McArdle, 3rd Engineer.—Wishing you a very happy Christmas and all the best for the New Year.—From Mother, Eileen, Henry, Mary and family and all in Springhill.

Pat Monaghan, Engine Dept.—Love and best wishes for Christmas and the New Year.—From your loving wife May, daughters Hilary, Pat and Jean, and sons Ciaran, Noel and Brian.

James Ryder, Deck Dept.—Christmas greetings from Kathleen, Mary and Jimmy. Also a merry Christmas and a happy New Year from Karl, Betty, Susan and Karen.

Gerald Stoneham, Deck Dept.—Wishing you a very happy Christmas and we all will be thinking of you then.—With love from Mammy, Donal, Damien, Colette, Joy, Martin and Karen. Also from Auntie Nan, Brendan and Olive, Marian and Nicky, Owen and all the lads from Drimnagh.

Joseph McGran, Deck Dept.—Best wishes for a happy Christmas.—From Anna, Christy and family. A very happy Christmas.—From Peggy, Larry and family. Wishing you a very happy Christmas and a bright New Year.—From Dora, Johnny and family and also from Mollie, Philip and Hannah. Wishing you a very happy and a holy Christmas and a bright New Year.—From your loving wife and family.

James Rossiter, Engine Dept.—Wishing you a very happy Christmas and all the best in the New Year. We shall be thinking of you always, but especially on Christmas Day.—From Dad, Mam, Brendan and Brian, Muriel and Nannie, and a very special greeting from Kay. Greetings also from May and Bobby and Maire.

Declan O'Brien, Engineer Cadet.—Greetings and best wishes for Christmas and the New Year.—From Mother, sisters and brothers. Also from Granny and Aunties at Beach House, Malahide.

Michael Moody, Catering Dept.—Happy Christmas and New Year.—From Mammy, Betty and Noel, Granny and aunties. Also best wishes for your birthday on December 29th.

Patrick Morrisson, Deck Dept.—All the best for Christmas and the New Year.—From Mam, Dad, sisters and brothers.

Joseph Reddy, Catering Dept.—Best wishes for Christmas and a happy New Year.—From your loving wife and family, Anna, Joe, Anthony, Peter and Francis, Paddy and Sally, Mr. and Mrs. Dolan and friends. Have a nice time; we will be thinking of you at Christmas.

James Rossiter, Engine Dept.—Christmas greetings and best wishes from the Gaffney family and Kay.

Seamus O'Neill, Junior Engineer.—Happy Christmas from all your brothers and sisters.

Patrick Hammond, Deck Dept.—Christmas greetings from Bernard and Eithne, Valerie, Bridie and the Mahony family. Also from all his cousins.

" IRISH ROWAN "

Brian Byrne, Catering Dept.—Christmas Greetings from his mother and girl friend Mary and also from his brothers and sisters, brothers-in-law and sisters-in-law.

Kevin Byrne, Deck Dept.—A very Happy Christmas. From Dad, May, Elsie and all at Nos. 7 and 21.

George Molloy, Catering Dept.—Christmas greetings and good wishes for the New Year to George and all the crew on the "Irish Rowan."—From Mam, Dad, brothers and sisters.

Michael Russell, Deck Dept.—A very happy Christmas and hope to see you early in the New Year.—Love, Mother; also greetings from his sister Betty, Hubert and the kids.

Con. Cavanagh.—Wishing you and all the crew on the "Irish Rowan" a very happy Christmas and a bright New Year.—From Han. and Margaret.

Joseph Carr, Catering Dept.—Happy Christmas, Joe.—From Mam and all at home.

Peter Boland, Deck Dept.—Wishing you a happy Christmas and a bright New Year. We are always thinking of you.—From Mam, Dad, Paul, Anto, Anita, Rohna and Carmel.

Pat Murphy, Deck Dept.—Christmas greetings and a happy 21st birthday on the 12th January next.—From Mam, Dad and family.

Hugh O'Farrell, Deck Dept.—Greetings and every good wish for a very happy Christmas. Hoping to see you soon.—Lots of love, Mother, brother Patsy and sisters Sal and Maureen.

Eamon Frampton, Deck Dept.—Christmas greetings and good wishes.—From Mam and Dad, also nieces and nephews, Ruth, Yvonne, Tom Colbert and Maria and Tony Frampton. Also from the Waterford Boat Club and A.C.E.C.

Vincent Murphy, Deck Dept.—Christmas greetings and best wishes for a very happy Christmas.—From Mam, Dad, Anne, Sean, Dolores, Carmel, Boylans and Kavanaghs and all the boys from Port.

Michael Donoghue, Deck Dept.—Greetings for a very happy Christmas and New Year.—From Mam, Dad, brother and sisters. Also from all at 34.

Peter Tallon, Deck Dept.—Wishing you a very happy Christmas and a bright New Year.—From Maura, Mary, Catherine and all the "in-laws."

Hugh O'Farrell, Deck Dept.—All my love and best wishes for Christmas and the New Year.—From your loving wife Kitty. Also love and good wishes from all the family.

Desmond Smith, Deck Officer Cadet.—Christmas greetings and every good wish for the New Year. We shall miss you and are looking forward to seeing you in the New Year. God bless you.—From Dad, Mum and Billy.

John Edward Maher, Fourth Engineer, and all aboard.—Loving greetings for Christmas and the New Year.—From Mam, Dad, Gran, Betty, Paddy and children. Also from Mr. and Mrs. Doyle, John and family, from Auntie Chrissy, Lil, Uncle Joe, Albert and children, as well as from Kathleen and Mary in the Drimnagh Musical Society. Greetings also from the Brothers and boys of the John Bosco Boys' Club, and from Auntie Bridie and children and all your friends in Drimnagh.

" IRISH FIR "

Brendan Hearne, 2nd Officer.—Hello Brendan, best wishes for a very happy Christmas and bright New Year. Hope you are keeping well and looking forward to seeing you soon (D.V.).—From Mam, Dad and brothers Patrick and Ciaran. Also best wishes for a happy Christmas and New Year from Eddie, Josephine, Patricia and baby brother Edward.

Harry Gaffney, Catering Dept.—Christmas greeting and loving wishes for your 17th birthday on 22nd January.—From Mam, Dad, sisters and brothers.

Thomas Nolan, 4th Engineer.—Wishing you a very happy Christmas.—From your Mam, Dad, Brendan and David. Also from your Gran and Peeney. See you early in New Year, P.G.

Francis Stafford, Catering Dept.—Christmas greetings and best wishes. I am looking forward to my first Christmas at home after a number of years, but with much regret I won't see you there. I will pray for you. Best love from your loving sister, Sister Mary Ambrose, S.M.G. Happy Christmas to yourself and all the crew of the "Irish Fir." Sorry you could not make it home, but make the most of it anyhow. Looking forward to your home-coming. All our love to you from your Mam, Dad, nine brothers, and sisters Joy and Mona.

Patrick Behan, Catering Dept.—Christmas greetings and best wishes from your wife Evelyn and children Pat, Mary, Ellen, Peter and Olive. Also from your father and mother, sister, her husband and family and Aunt Frances.

" IRISH FIR "—Continued.

Michael Allen, Deck Dept.—All our love and best wishes for a merry Christmas and happy New Year.—From Mam, Dad, Liam, Gretta, Lorraine, Paddy, Mairead, Denis and Lily.

Joseph A. Scanlon, Deck Dept.—Wishing you a very happy Christmas and holy New Year.—From mother and father. Also best wishes from brothers Martin, John, David, and sister Mary.

Thomas Keaney, Deck Dept.—Christmas greetings and best wishes from Mother, Father, brothers, sister, Zino, also Kathleen Anderson.

" IRISH ASH "

Declan McLoughlin, Junior Engineer.—A very happy Christmas and a bright New Year.—From Mam and Dad, brothers, sisters-in-law, your nephews and nieces. We all miss you very much and hope you have a nice time wherever you are. God bless you and all aboard the "Irish Ash."

James Hannah, Engine Dept.—Greetings and best wishes for Christmas.—From Father, Mother and Janet, also John, Philo and Noeleen.

Joseph Pryme, Engine Cadet.—Christmas greetings and best wishes for 1968.—From Mum, Dad and Patricia at Portrane; Nana and Uncle in Manchester, and from uncles, aunts and cousins in Whitehall, Raheny, Killester and Finglas. All our love always.

Desmond Corrigan, Second Engineer.—Christmas greetings and best wishes from your loving parents and sisters Mary and Clare. Also from Jim, Zena and little Tam. Also greetings to all on board, especially Paddy Casey and Mick Kearney. God bless and have fun.

Jimmy Deegan, Deck Dept.—Thinking of you at Christmas and all my love.—Eileen, Barbara and Catherine and all the gang.

Thomas A. O'Connor, Deck Officer Cadet.—Wishing you a very happy Christmas and a bright New Year.—From Mam, Dad and Nana and all the neighbours in Cooleen. And also best wishes for your 19th birthday on the 18th November.—from Dad, Mam, brothers and sister and Nana. Hope you have had a very happy birthday and God's blessing on your voyage.



Mr. Brian Byrne, Catering Department m.v. "Irish Rowan".

" IRISH POPLAR "

Liam Quigley, Junior Engineer.—Best wishes for a very happy Christmas and prosperous New Year.—Love from your girlfriend Kay.

Noel Fynes.—Loving Christmas greetings to Noel.—From Mother and Father, also Kathleen in Blessington. Also birthday greetings and best wishes for your 20th birthday on 9th December.—From your girlfriend Mary Hughes. Also from all the Hughes family.

Raymond Whelan, Catering Dept.—Christmas greetings and good wishes from Mam, Dad, Lorna, Desmond, Sean, Jimmie, Patricia and little Derrick.

Brian Warren, Deck Dept.—Greetings for a merry Christmas and happy New Year from all at home. Special wishes from Mam, Dad and Peter. God bless.

Michael Power, Deck Dept.—Hoping you have a happy Christmas.—Best wishes from your wife Joan and children.

Desmond O'Connor, Deck Dept.—Christmas greetings, Des., from all the family. Hope to see you soon.

John Fleming, Deck Dept.—Christmas greetings to my dear husband.—From your loving wife Maureen, son Fred and mother-in-law.

Cyril Twomey, Deck Cadet.—Love and best wishes from all the Brennans in Cappa.

James Ryder, Deck Cadet.—Christmas greetings from Mam, Mary and all the Breens.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH ALDER": Captain T. Byrne. Deck Officers: E. Greevy, P. J. Tyrrell, J. A. O'Mahony. Cadets: A. Coghlan, P. B. Etim, L. A. Kinsella. Engineer Officers: W. Parslow, W. Cleary, J. J. McArdle, M. N. Hayes, J. A. O'Neill, M. J. Murphy, J. J. Kenny. Engineer Cadet: D. O'Brien. Electrical Engineer: H. P. Stears. Chief Steward: T. Forde. Radio Officer: J. Looby. Deck Department: G. Stoneham, J. Ryder, N. Beggs, B. Byrne, G. Derham, S. Smyth, P. Morrison, P. Byrne, P. Hammond, D. Todd, J. McGran. Engine Department: E. Kinney, P. Kernan, P. Monaghan, J. Rossiter. Catering Department: M. Moody, J. Smith, E. Byrne, J. Reddy, A. Ennis, H. Geraghty.

"IRISH ASH": Captain J. Lee. Deck Officers: J. G. St. John, N. Courtney, D. Brunicardi. Cadets: T. A. O'Connor, A. E. Essien, S. A. Jebutu. Engineer Officers: J. T. Morgan, J. A. Lee, D. O'Connell, W. Kearney, D. Corrigan, P. Casey, D. McLoughlin. Engineer Cadet: J. Pryme. Electrical Engineer: P. O'Toole. Chief Steward: J. Murphy. Radio Officer: A. Davy. Deck Department: M. Masterson, G. Foley, J. Doyle, E. Jameson, W. Boon, J. Deegan, M. Doyle, M. Casey, T. Hussey, N. Good, J. Donegan. Engine Department: A. Vaughey, T. Finnegan, J. Hannah, P. O'Brien. Catering Department: U. Maher, A. Burtenshaw, P. Fanning, K. Edwards, J. Hanlon, B. Donovan.

"IRISH CEDAR": Captain T. A. Hughes. Deck Officers: M. Devine, F. Henderson, P. Keane. Cadets: D. P. Hopkins, J. P. McKenna, J. Daly. Engineer Officers: S. Jolley, J. Corrigan, T. P. O'Donovan, J. P. Ward, J. A. Prior. Engineer Cadets: M. J. Cahalan, E. Sweeney, T. P. Redmond, T. J. O'Keeffe, W. Sheringham, J. A. O'Toole. Electrical Engineers: T. D. Nolan, T. Torpey. Chief Steward: C. O'Donovan. Radio Officer: J. Murphy. Deck Department: W. Byrne, P. Balmaine, P. Duffy, L. Hitchcock, D. O'Neill, J. Roche, M. Bougioukas, P. Johnson, J. Byrne, B. Polley, P. Brazil, W. Martin. Engine Department: J. Murnane, P. Walsh, P. Kirwin, O. McNamee. Catering Department: P. Goucher, W. Russell, E. Russell, J. Chaney, A. Harris, J. McCarthy.

"IRISH FIR": Captain M. G. O'Dwyer. Deck Officers: F. G. Raftery, N. Hearne, D. O. Kirk. Engineer Officers: M. O'Connell, W. D. McCarthy, T. J. Wren, T. S. Nolan. Radio Officer: T. McCormack. Deck Department: M. Allen, J. Scanlon, J. Hunter, D. Healy, P. Rice, T. Keane. Engine Department: P. Moore. Catering Department: M. O'Meara, P. Behan, A. Stafford, T. Gaffney.

"IRISH MAPLE": Captain J. Flanagan. Deck Officers: C. Mahon, G. Burgum, D. Kavanagh. Cadets: D. Clifford Okoro, F. W. Perrin, W. Stokes. Engineer Officers: M. Curley, J. Gilmartin, D. J. W. Knott, P. V. Carroll, D. O. Barry, D. Buckley. Engineer Cadets: D. J. Menzies, W. O'Callaghan. Electrical Engineer: P. O'Connor. Chief Steward: N. Curran. Radio Officer: T. Stuart-Trainor. Deck Department: T. Frawley, P. Broe, J. Willis, P. Redmond, A. Loughlin, W. Scanlon, J. Kirwan, N. Mullally, E. Ryan, J. Early. Engine Department: A. Myler, T. Maguire, E. Twomey. Catering Department: C. Cashin, S. Quaid, B. Crilly, T. Fay, J. Smith, T. Caffrey.

"IRISH PLANE": Captain J. A. Caird. Deck Officers: F. Leigh, W. A. Kirwan, P. Noonan. Cadets: J. J. Neill, D. Farrell, A. V. Quashie. Engineer Officers: T. Loughran, A. O'Toole, L. Willis, M. Duggan, L. Robinson, J. Curtin, P. Magner. Engineer Cadet: M. Byrne. Electrical Engineer: W. Cadogan. Chief Steward: H. Bond. Radio Officer: A. Woods. Deck Department: E. Swan, J. Hall, M. Kavanagh, P. Furlong, J. Donnelly, M. Hurley, T. O'Mahoney, J. O'Driscoll, J. Fergus, W. McDermott, T. Doyle. Engine Department: P. Leonarad, J. French, J. Byrne, P. Tierney. Catering Department: M. Fox, J. McCann, B. Keily, R. Wheelan, M. Flood, G. McGee.

"IRISH POPLAR": Captain J. J. Walsh. Deck Officers: J. S. Mitchell, J. A. Byrne, R. Gordon, P. D. Kelly. Cadets: W. Twomey, M. J. Larkin, J. Ryder. Engineer Officers: J. Johnson, J. J. Fahey, P. Cullen, S. McGarry, Wm. P. Quigley, M. M. Dunleavy, J. Gallagher. Engineer Cadets: F. O'Beirne, O. Prunty. Electrical Engineers: M. O'Regan, J. Kelly. Chief Steward: G. Zachert. Radio Officers: P. Clarke, Deck Department: D. O'Connor, J. Fleming, J. Byrne, W. Cusack, L. Vermuelen, J. Appleby, O. Grace, R. Saunders, T. O'Donovan, P. Walsh, R. O'Reilly, M. Power. Engine Department: M. Thullier, E. Brennaun, D. Gall, C. Coyle, L. Brennan. Catering Department: T. Kennedy, E. Seberry, C. Cunningham, J. Burtenshaw, J. O'Driscoll, T. Whelan.

"IRISH ROSE": Captain M. McMahon. Deck Officers: M. Kelly, T. A. O'Brien, D. E. Collins. Engineer Officers: R. Tennent, N. I. O'Neill, B. Larkin, E. Curriuan. Radio Officer: C. W. Forde. Deck Department: Michael Tobin, Christopher Guiden, Timothy Perle, Tony Hearne, John Reilly, William Kavanagh. Engine Department: William Coote. Catering Department: Patrick Walsh, Thomas Masterson, William Dunne, Thomas Keogh.

"IRISH ROWAN": Captain E. C. G. Horne. Deck Officers: J. J. Martin, N. Foley, D. Murphy. Cadets: B. Daly, T. A. Connolly, D. Smith. Engineer Officers: M. Whooley, J. Doyle, J. Waters, J. E. Maher, P. Bardon, K. P. Healy, P. Kirby. Engineer Cadets: P. A. Collins, K. J. Branagan. Electrical Engineer: P. Morgan. Chief Steward: J. Moynihan. Radio Officer: D. O'Donoghue. Deck Department: W. McCann, A. O'Farrell, K. Byrne, M. Donoghue, M. Russell, P. Tallon, V. Murphy, J. Murphy, P. Boland, E. Frampton, P. Murphy. Engine Department: C. Cavanagh, J. Ryan, P. Freeman, J. Gaffney. Catering Department: G. Molloy, J. Phelan, D. Murphy, B. Byrne, J. Carr, P. Byrne.

"IRISH SPRUCE": Captain P. F. O'Shea. Deck Officers: P. Kelly, J. P. O'Leary, G. Kehoe, F. W. Kirk. Cadets: G. J. Waldron, B. Farrell, R. McGrath, D. O'Brien. Engineer Officers: M. J. Byrne, D. Falvey, J. F. McConnell, J. G. Nolan, A. F. Bolster, D. Graham, D. P. Kellegher. Engineer Cadet: W. Bormann. Electrical Engineer: E. F. Griffin. Chief Steward: T. O'Connell. Radio Officers: James Reilly, Joseph Riordan. Deck Department: John Heaney, John Farrell, Michael O'Connell, Joseph Hannon, Dermot Rogan, Patrick Grant, Michael O'Regan, Patrick Coyle, Patrick Murphy, Michael Brennan, Patrick Harris, Terence Keegan. Engine Department: Michael McCabe, John Ryan, James White, Matthew McEvitt, James Keogh. Catering Department: Patrick Colgan, Thomas Byrne, William Rogan, Michael Carpendale, Dermot Sheedy, Brian Higgins.

"IRISH SYCAMORE": Captain J. A. Gleeson. Deck Officers: F. B. Kelly, B. Kehoe, John Tallon. Cadets: E. Cowman, B. R. Coburn, J. J. Cody. Engineer Officers: P. Otter, T. O'Driscoll, J. S. Little, C. A. Curriuan, K. A. Barry, J. Connolly, P. T. Walsh. Engineer Cadets: P. J. Kenny, William Lettis. Electrical Engineer: K. H. Ramsey. Chief Steward: J. Bennett. Radio Officer: James Butler. Deck Department: William Mooney, Michael McCarthy, Ronald Stacey, Bernard Mulready, Martin O'Rourke, Henry Johnson, John McGrath, Felix Brennan, Patrick Dunne, Paul Boland. Engine Department: Richard Proctor, Christopher O'Malley, Thomas Smith, James Robinson. Catering Department: Paul O'Hara, Michael Curedale, John Caffrey, Sean Murphy, Arthur Stephens, Noel Kavanagh.

"IRISH WILLOW": Captain I. A. Shiel. Deck Officers: P. V. Buckley, G. M. Kyne, M. J. Brophy. Engineer Officers: M. Dillon, T. J. Carroll, C. Dorgan, C. O'Brien. Radio Officer: R. Martin. Deck Department: M. Kearns, T. Rowan, T. Horan, W. Carroll, M. Kavanagh, J. Daly. Engine Department: A. Clarke. Catering Department: J. Buckley, V. Joyce, D. Joyce, M. Kelly.