

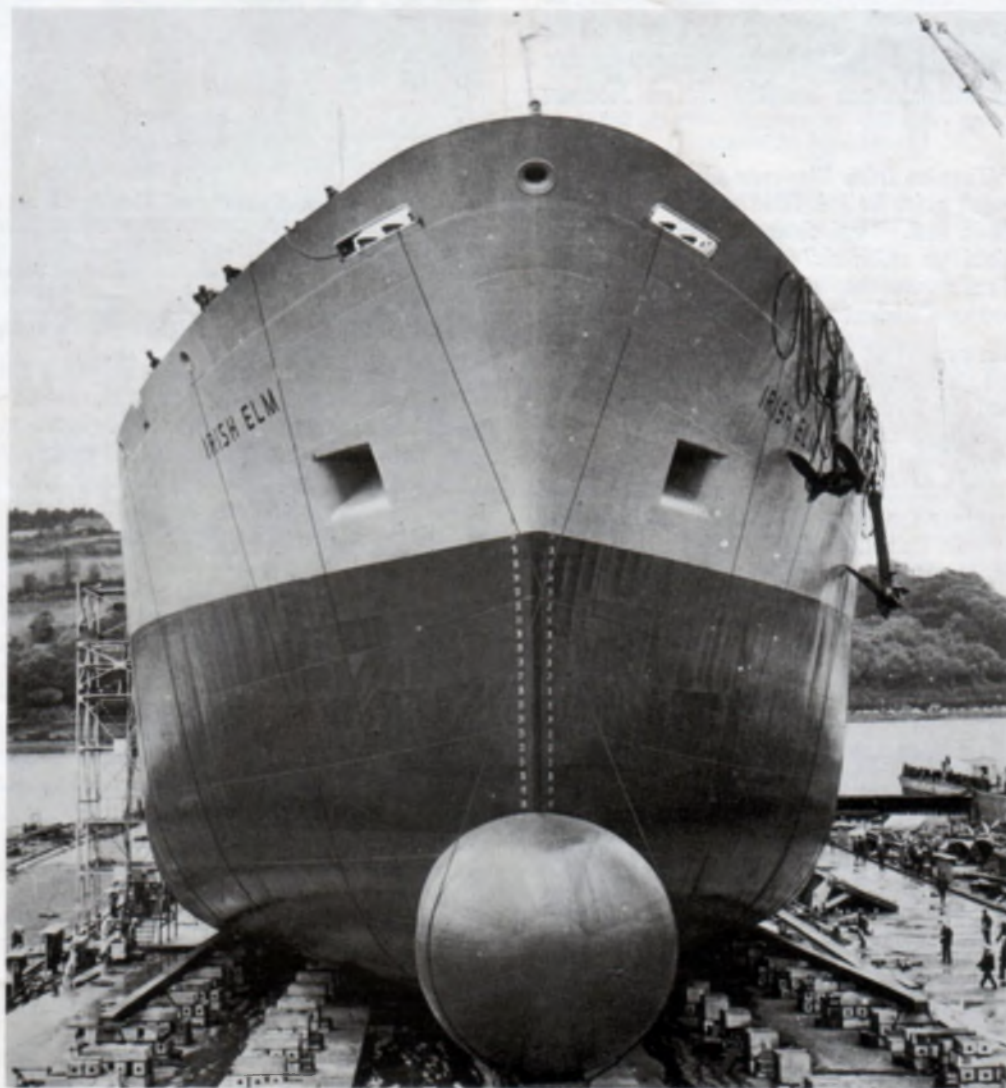
SIGNAL

VOLUME 5

NO. 4

OCTOBER,

1967



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*Launch of 38,000 ton
Bulk-Carrier*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

The Third 'Irish Elm'

Mrs. Maureen Lynch, wife of An Taoiseach, performed the naming ceremony at the launching of our 38,000-ton bulk carrier on Thursday, September 28th last. Watched by her husband, Mr. Jack Lynch, she cut the tape which released the ship down the slipway for a perfect launch, after naming it in the form composed by Bean de Valera for the *Irish Rowan* in 1961:

“Tugaim *Irish Elm* mar ainm ar an long seo agus guím bail ó Dhia ar gach duine dá seolfaidh inti. Faoi choimirce Réalt na Mara i gcónaí go raibh sí.”

Earlier the ship had been blessed by the Bishop of Cloyne, Most Rev. Dr. Ahern.

On arrival at the yard the Taoiseach and Mrs. Lynch passed through a guard of honour formed of Irish Shipping Cadets, Deck and Engineering, and Dublin Sea Scouts. The dockyard was colourfully decorated for the occasion and an Army pipe band entertained the large attendance to rousing marches and ceremonial drill. The band played the National Anthem when the ship was safely afloat and swinging in the river.



The bottle of champagne is smashed against the bows of the “Irish Elm”.



An Taoiseach, Mr. J. Lynch and Mrs. Lynch accompanied by the Aide de Camp, Commandant O'Brien arrive at the Dockyard.

AID FOR SHIPOWNERS

Speaking at a Lunch in the Imperial Hotel, Cork, following the launching of the *Irish Elm*, the Taoiseach announced that the Government had decided to provide Irish shipowners with an investment grant of 25% towards the purchase of new vessels and for the conversion of existing vessels. The precise details would be worked out by the Government Department concerned. The Government, said Mr. Lynch, had been considering the question of providing incentives to Irish shipowners to replace obsolete vessels and modernise the fleet.

Mr. Lynch added:

“Because of the difficulties which the Shipping Industry has had to meet in recent years, they had not the resources for reinvestment in new vessels. It is important that vessels which become aged or inefficient should be replaced by suitable new vessels flying the Irish Flag.”

Another piece of good news Mr. Lynch announced was that the Government had approved a proposal to make available to Irish shipowners the reduced rates of interest heretofore provided by the Shipping Finance Corporation to foreign shipowners for vessels built in Ireland.

Mr. Lynch declared: “I know that Irish shipping companies have to operate in a highly competitive market and if they are to maintain their position they must therefore have modern vessels which can operate efficiently

The contract for the building of the new Irish Elm was signed in Dublin in December 1965. She is the third vessel of the fleet to bear the name. The first "Elm" — formerly the Panamanian "Leda"—was bought in 1941 and was the first Irish Shipping vessel to bring a cargo to Ireland. The second "Irish Elm" was built in West Hartlepool in 1953 and was sold off in 1963. When this new bulk-carrier is delivered in January 1968, our fleet will comprise 14 ships with an aggregate deadweight of 166,500 tons.



Most Rev. Doctor Ahern, Bishop of Cloyne performing the blessing ceremony. On the left is Rev. T. Sheehan and on the right Rev. C. Corbett, C.C. Cobh and Rev. St. John Thornhill, C.C. Cobh.

at competitive unit costs. I hope that the grant and credit facilities now being made available will enable them to undertake the modernisation and adaptation of their fleet which is necessary for that purpose.

"The continued development of Irish Shipping Ltd. has shown that by combining business efficiency with the highest standard of marine operation our Merchant Marine is capable of maintaining a vital place on the seaways of the world. A ship such as the *Irish Elm*, well designed and constructed and efficiently manner and operated, will be a highly effective advertisement of Ireland in foreign lands. But Irish Shipping Ltd. and Irish shipowners generally have an economic importance to the State which is far and away above their prestige value. They have always had to fight for their existence against foreign competition. This competition has increased



Lisette and Ank Smits, twin daughters of the Verolme Engine Department Manager, present a bouquet to Mrs. Lynch.

recently because of various types of aid given by Governments to their shipping companies."

The Taoiseach spoke of how delighted his wife was at being asked to launch the *Irish Elm* and said that she was almost as proud as if she had built the ship herself.

Mr. P. H. Greer, Chairman, said that he and his colleagues were delighted to hear the Taoiseach's announcement about the grants and new credit facilities for shipowners. He was confident that this would place Irish shipowners in a position to compete with their British counterparts and would enable us to plan more advantageously for the expansion of the fleet.

He went on : "I know that this news will receive an equally warm reception from Verolme Cork Dockyard. It really gives us new heart and I sincerely thank the Taoiseach for his further demonstration of his and his Government's encouragement and support of the Irish Shipping and the Shipbuilding Industry.

Referring to the slight boost given to freight rates by the closure of the Suez Canal, Mr. Greer said that while we were pleased with the turn of events we were deriving more confidence and assurance about the Company's future from the steady progress which we were making towards our main long-term goal of improving the Company's capability to withstand adverse circumstances in the freight world.

Mr. Cornelis Verolme said that the *Irish Elm* was the eighth ship launched at Rushbrook and the largest one to date. He disclosed that the Verolme Cork Dockyard was a full members of a combination which included shipyards in Holland, Brazil, Germany.

UP TO DATE

Technologically, the "Irish Elm" will rank as one of the most advanced ships of her class. She will incorporate many features of remote control and automation designed to heighten operational efficiency and reduce the work load on the crew. In this, his second article on the subject, Mr. Ken Dixon, our Naval Architect, describes the vessel's mooring system and her navigation and communication equipment.

MOORING SYSTEM

The ship will normally be moored by five wires only, secured and controlled from electrically-operated automatic tensioning winches sited on the Main Deck (2 aft, 2 forward and 1 amidships). These winches are designed to maintain a constant tension in the mooring wires, thus maintaining the vessel in position by compensating for tides, wind forces and continuous loading or deballasting.

For the "first ashore" lines, terylene has been selected as the best material, combining strength with lightness and flexibility. Five lines of this material will be carried, two of which will be stowed on automatic self-spooling remotely controlled drums sited in the underdeck storerooms. All mooring leads from the auto-tensioning winches are carried through roller fairleads at the deck edge in order to reduce wear and tear on the constantly moving wires.

NAVIGATION

The steering main engine control and navigation are carried out from the wheelhouse, where all essential internal communication systems, running lights, main engine actuator steering, navigational lamp panels and telegraph signal recorder are arranged in a console on the house front. Steering is by 'Arku' auto-helmsman controlled from the sperry gyro-compass and electrically actuating the steering gear motors. An automatic off-course alarm stands sentinel over the automatic steering.

The island type chart table, complete with direction finder, S.A.L. log, barometer radar

and depth indicator, is designed to allow the officer of the watch to attend to all navigational problems without leaving the bridge: to this end a crew call and alarm system is also provided. The Marconi Raymarc true motion radar set is sited on the chart table, with the gyro compass sited on the opposite side. Adequate flag and spare part lockers are provided in the wheelhouse, whilst all charts are stowed in the adjacent chart room. When navigating in confined or congested waters, it is possible to transfer the manoeuvring of the main engine from the bridge to the engine control room and use the engine actuator as a normal engine telegraph.

COMMUNICATION

A fully comprehensive world-wide communication system will enable the ship's master to contact the company's head office directly from any point on the globe by direct speed radio telephone. Emergency transmitters, automatic alarms and a lifeboat portable set complete the outfit.

For internal communication priority telephones connect the wheel-house/engine control room and wheel-house/radio room. In addition, there is a 12-station domestic telephone system and a 14-station system linking the engine control room with the wheelhouse, senior engineering officers and ballast office.

Deck and engine personnel call systems and a very extensive alarm system have been provided. Direct communication is provided between all docking stations on board and walkie-talkie sets will also be used. A 28-channel V.H.F. set will provide good communication between the ship, attendant tugs, pilot vessels and harbour authorities.



Mr. and Mrs. Lynch photographed at the reception in the Yard canteen after the launching.

Company's Business Expands

Mr. Bill O'Neill, Asst. Gen. Manager and Commercial Manager, reports on some important new developments.

During the past year, following a critical examination of all the Company's activities, we decided that far-reaching changes were necessary in some areas of operation, and that we should branch out into a variety of new projects. I am very happy to report solid progress on a number of fronts.

OVERHEADS

We first dealt with the all-important question of overheads. Against a background of depressed freight rates and rising costs for services and materials, the level of overheads throughout the Company presented a serious problem. We can now record significant progress in the all round reduction in overheads, particularly on the administration side ashore, achieved with the co-operation of all sections of our staff.

LINER SERVICE

Here the news is positive and good. Historically the maintenance of our cargo services across the North Atlantic has imposed a severe and recurring problem. Over the years we supplied importers and exporters with an attractive service, but the volume of general cargo moving was never sufficient to make the services an economic proposition. We had to rely on grain for our basic cargoes eastbound and when grain rates became depressed—a frequent occurrence—we were forced to bear very serious losses.

We resolved to reorganise the liner services but to capitalise on our expertise, our business associations and our goodwill. Remember we were in fact carrying a large slice of whatever cargo was moving between Ireland and North America and we did not want to lose it. We recognised that a link-up with the traffic moving between North America and west coast United Kingdom would be a logical move towards the provision of a greater proportion of general cargo for these services.

Accordingly, after investigating various alternatives we decided to approach Manchester Liners Limited with a view to an



amalgamation of their Atlantic services and our own. They saw mutual advantages in the proposal and following very cordial negotiations we have concluded a very satisfactory agreement with them which will on the one hand ensure our continued participation in the North Atlantic liner trade, and on the other, the elimination of the heavy losses we have been suffering on the services for many years.

The agreement has been in operation for some weeks past and we can report that the results so far are most encouraging. It is hoped to operate a fully integrated joint service after a period of trial.

CONTINENTAL SERVICE

It gives great satisfaction to report progress on another of our ventures—this time the Continental passenger car-ferry. Following much patient research and investigation

(Continued on page 7)

THE CAR FERRY

Ireland opens up to Continental Motorists

The Irish Shipping continental car ferry will begin operations for the holiday season of 1968, providing a week-end service between Rosslare and Le Harve, from June 1st to September 3rd. The ferry will be run as a joint venture by ourselves, S.A.G.A. of Paris and General Steam Navigation Co.—the latter a member of the P. & O. group.

For the 1968 holiday season we shall use the French-flag motor vessel *Leopard*, a brand new ship and the most up-to-date of its class. Of 5,700 tons gross, it will take 556 passengers and 250 motor cars. The *Leopard* is a sister ship of the *Dragon* which is already engaged on the Southampton/Le Havre car ferry route. This English Channel service is run as a partnership by S.A.G.A. (Societe Anonyme de Gerance et d'Armement) and General Steam Navigation, under the name of "Normandy Ferries". For the Rosslare/Le Havre service, Irish Shipping will be joining the partnership and the service will be publicised as "Normandy Ferries-Irish Continental Line."

S.A.G.A.

This Company operates a fleet of 31 ships, including butane tankers and specialised wine carriers, runs a liner service between North Africa and Channel ports, manages four car ferries running between Britain and France and retains interests in Holiday Centres and Travel Agencies. It employs a total of 12,000 people.

GENERAL STEAM NAVIGATION.

G.S.N. has the distinction of being the oldest seagoing steamship-company in the world. It is a major partner in the North Sea Ferries consortium which started the Hull/Rotterdam (Europort) ferry service in December, 1965. G.S.N.'s association with S.A.G.A. of Paris began a couple of years ago and the partnership has just completed its first season on the Southampton/Le Havre ferry run. Using the m.v. *Dragon* and operating under the banner of "Normandy Ferries," the group transported 40,000 passengers and 11,000 cars in the first three months of operation. The m.v. *Leopard* will join the service in 1968 and will also serve the Rosslare/Le Havre route.

Our new car ferry enterprise will have everybody's good wishes for success. Its realisation is the culmination of a patient and painstaking effort which began some years ago. Solutions had to be found to many technical and economic problems before it was possible to go ahead with the venture.

As we expected, the Ferry has aroused tremendous interest among all sections of the community. Its possibilities are exciting: a whole new market opens up for our tourist industry and a novel method of getting to the European Continent is now available for our car-owning holiday-makers. It is intended that our association with our partners will be a long-term one and that the service will be extended if the initial results are favourable. We all hope that developments will lead Irish Shipping to the building of its own car-ferry vessel in the near future.



M.V. DRAGON

MR. O'NEILL'S REPORT—Contd.

of economic and technical problems we have made arrangements to operate a car-ferry linking Rosslare with Le Havre, commencing early next summer. It will be run in conjunction with General Steam Navigation Company and Societe Anonyme de Gerance et D'Armement of Paris.

We are very hopeful of the outcome of this venture and believe it to be of great importance to Irish Shipping because for the first time in our history one of our services will bring us into direct contact with the general public. Since our foundation our task has been one of service to the Irish people and we have striven hard to perform it in a quiet and efficient manner. Because we trade in freight our day-to-day activities have not been of the spectacular kind and therefore it will be all the more welcome to be given the opportunity to show the people we seek to serve—the ordinary citizens—something of our capabilities.

The new ferry service should have a significant impact on the tourist industry as it will eliminate a long recognised drawback in this field. Heretofore the round-about passage to Ireland must have deterred many Continental motorists from visiting the country.

So much for progress under three headings. We are continuing our search for ways and means to hedge ourselves against the severe depressions which are now a feature of shipping and to assure ourselves of a profitable future. Every member of the staff ashore and afloat has a role to play in this effort. May I say in conclusion how very grateful we are for the abundance of enthusiasm and help which has so far been given by all levels of the staff, both office and seagoing. We are an efficient Company and we can and will be a profitable one.

Among the attendance at the Launch of the Irish Elm and at the Lunch at the Imperial Hotel, Cork, were Captain and Mrs. B. Reilly; Mr. N. Whitfield, Chief Engineer; Mr. P. Walker, Chief Engineer and Mrs. Walker; Mr. W. Fleming, 2nd Engineer and Mrs. Fleming; Mr. G. Dunne, Electrical Engineer and Mrs. Dunne and Mr. G. Kelly, Chief Officer.



The Ferry will run from June 1st until September 30th: the crossing will take 22 hours. Departure Le Havre every Saturday 12.15 hours: Arrival Rosslare Sunday 10.15 hours: Turnround time 1 $\frac{3}{4}$ hours.

Departure Rosslare every Sunday 12 noon: Arrival Le Havre Monday 10.00 hours.

Booking: Irish Shipping will act as General Booking Agents in Ireland — Company's offices at 19/21 Aston Quay, Dublin and 41 South Mall, Cork: Telephone Dublin 772901 (Telex 5126), Cork 25311 (Telex 6127).

Bookings may be made through all recognised Travel Agents.

EUROPORT

Rotterdam-Europort will be ready in time to receive the fully loaded tankers of 225,000 tons deadweight when they start heading for Europe. The Dutch State Government has given the go-ahead signal for a huge dredging project in the North Sea. When dredging has been completed, the tankers will be able to navigate safely into Rotterdam-Europort by way of a channel 75 ft. deep. By 1970, Rotterdam Port Authorities expect to have the tankers calling at Europort every other day.

Irish Shipping—Manchester Liners

Link-up in North Atlantic Cargo Services

As a result of the agreement concluded recently with Manchester Liners Ltd. we can now offer our customers a much improved range of cargo services on the North Atlantic route.

U.S.A.

We shall continue to provide Direct Sailings Eastbound and Westbound, every three weeks, linking Irish ports with New York and serving Norfolk, Virginia, and Baltimore.

We can also offer an entirely new service connecting Dublin to South Atlantic U.S.A. ports, Savannah, Jacksonville and Charleston with sailings once every month.

Canada

Here our services will consist of: All-year-round fortnightly sailings between Irish ports and Montreal, St. John (New Brunswick) and Halifax (Nova Scotia).

GREAT LAKES, U.S.A. AND CANADA

Fortnightly sailings open water season between Irish ports and Toronto and Hamilton with connections for Chicago and Detroit. Also: Monthly sailings between Irish ports and the Lake Superior ports of Duluth and Fort William.

CONTAINER VESSELS

In his review of Company affairs given to the annual general meeting of the Board of Directors in June last, the Chairman, Mr. P. H. Greer, referred to the problems for deep sea shipping on the North Atlantic arising from the low volume of general cargo moving between Ireland and North America and declared that in the foreseeable future it was probable that high-speed container vessels would be lifting the best of the traffic. It is therefore significant that this agreement links Irish Shipping with a company which already has taken steps to meet the revolution in sea transport expected from the gradual switch to containers. Manchester Liners Ltd. have placed orders for three ice-strengthened, high-speed cargo liners designed specifically for the carriage and rapid load/discharge of containers. These vessels are scheduled for delivery in 1969 and will provide an express

all-year-around service to Montreal and St. Lawrence ports. Manchester Liners is the only British shipping company operating on the North Atlantic to "go it alone" in this field, their competitors having formed into consortiums to meet the demands of container traffic.

The Manchester ships have been calling on and off into our agency at Dublin for many years. They are now frequent and regular visitors and have stepped up the tempo of work in our agency and stevedoring departments.



Deck Officer Cadets Messrs. D. O'Brien and J. J. Neill photographed on board the "Irish Cedar" in Dublin.

SAFETY AT SEA

Our Claims Department has sent us a quotation from the judgment in a court case involving the owners of the m.v. "Trentbank" and the owners of the s.t. "Fogo." The "Trentbank" was fitted with automatic steering, but due to some fault in the mechanism the steering failed and the vessel collided with the "Fogo." The following remarks by the Judge will be of interest to everyone on board our ships.

"Automatic steering is a most valuable invention if properly used. It can lead to disaster when left to look after itself while vigilance is relaxed. It is on men that safety at sea depends and they cannot make a greater mistake than to suppose that machines can do all their work for them."

Lighter Aboard Ship

REVOLUTIONARY DESIGN

The U.S. Maritime Administration has announced its final approval of construction plans for LASH vessels, the dramatic new system for LIGHTER ABOARD SHIP which, its designers claim, promises to revolutionise the American Merchant Marine.

Invitations to bid on the construction of 11 of these cargo liners for Pacific Far East Lines and Prudential Lines—the biggest commercial order ever placed in the history of the U.S. Merchant Marine—have been delivered to leading American shipyards.

The designers of the LASH system, the naval architectural firm of Friede & Goldman Inc., New Orleans, are confident that the new vessels will represent a break-through for the steamship trade similar to the revolution in airlines introduced by jet planes. Evidently the U.S. Maritime Administration has decided that the new system offers maximum competitive advantage for U.S. flag carriers at minimum cost to the Government.

Construction bids for 11 LASH vessels are expected to be in excess of \$200,000,000. Pacific Far East will construct six of the vessels and Prudential five. These will be sister ships except for minor variations to suit the individual trade-route requirements.

Cargoes will be loaded and unloaded into and from the barges instead of directly into the vessel. The pre-stowed barges will be lifted aboard the vessel, eliminating the customary port delays. A full complement of barges and containers may be loaded in less than 24 hours.

The LASH vessels will not require pier facilities for lifting on or off their barges which may be handled at an anchorage in the harbour and consequently will not be subject to delays by the port congestion.

The new vessels will provide Pacific Far East Lines and Prudential Lines with the largest cargo liners in the world. Each ship will be 814 feet in overall length with 100-foot beam. They will have a 28-foot operating draft when loaded and will be powered by a 32,000 h.p. steam turbine singlescrew engine with an operating speed in excess of 23 knots.

The Prudential vessels will be capable of carrying 58 loaded barges and 128 containers, and the Pacific Far East Lines vessels will take

MARITIME LAW CONFERENCE

Apology

Following his attendance at the Brussels Diplomatic Conference on Maritime Law as a member of the Irish delegation, our Administration Manager, Mr. J. Niall McGovern, supplied us with some material which formed the substance of an article presented under his signature in the June/July issue of "Signal." Our faulty editing of the introductory paragraphs could have left the impression that Mr. McGovern was flouting protocol and describing himself as the leader of the Irish delegation—an impression we realise could cause Mr. McGovern acute embarrassment. In his original notes on the Conference, Mr. McGovern made it clear that the leader of the delegation was, of course, His Excellency Mr. G. Woods, Irish Ambassador to Belgium. We extend our apologies to Mr. McGovern who subsequently was inspired to send us this verse: *The Editor of "Signal" is a funny sort of chappie.*

He asks for information and we have to keep him happy.

If you give him lots of details of a Conference Diplomatic

You may find what you have written changed in manner most dramatic.

You may find your name appearing where it never should be seen.

You may find yourself the leader of a diplomatic team.

When I see my name appearing over what I never wrote,

When I see myself appearing with a trumpet loudly blown

I feel inclined to ask, dear sir, that these few lines you quote.

Even Editors of "Signal" for their past sins must atone.

(Amen.—Ed.)

49 barges and 356 containers. Each barge can be loaded or unloaded to or from the ship in a 15-minute cycle via a powerful 500-ton gantry crane. This will travel fore and aft on rails mounted on the main deck. Each lighter will have an 18,500 cubic foot bale capacity and will measure 61 feet 6 ins. by 31 feet 2 ins. with a loaded draft of 8½ feet.

In addition to the barge-crane, each ship will be equipped with a 40-ton crane which will handle standard-sized containers. It will be possible to operate the two cranes simultaneously.

First Time Home

The m.v. "Irish Cedar" arrived in Dublin on July 30th with the initial cargo of phosphates under the long-term contract signed with Gouldings for the carriage of approximately quarter of a million tons from Casablanca to the fertilizer works at Dublin and Cork. The "Cedar" was also making her very first visit to an Irish port since she was delivered by the builders at Rotterdam in 1962. A reception for the Directors and Management of Goulding Fertilizers was held aboard the vessel on August 1st.



Captain P. O'Seaghadha, Master, "Irish Cedar," chatting to Sir Basil Goulding and to Mr. P. H. Greer.



At the "Irish Cedar" reception. Left to right: Messrs. Brian Peel, John Burtenshaw, P. Burke and Sean Lloyd.



Home on leave recently was the Parish Priest of the Sacred Heart Church, Abadan, Very Rev. Fr. Francis Mulligan; and our Operations staff was able to thank him personally for the welcome he gave to the men of the "Irish Larch" when the vessel visited Abadan in March last.

Fr. Mulligan has since sent us a copy of the Abadan "Parish News" of which he is the author. The visit of the "Irish Larch" was featured prominently and we extracted the following:

"The first Irish ship to visit Abadan since I have been here came into port on March 14th and Captain J. Lee, the Chief Officer, Mr. J. St. John, and the Chief Engineer, Mr. R. Tennent, who had visited me last Sunday when they were alongside in Khoramshahr, gave me a great welcome. With Mr. J. Moynihan, the Chief Steward, who was co-operation personified, I fixed Mass for the morning of St. Patrick's Day at 7 a.m. On that day I was aboard at 6 a.m. to hear Confessions and there was a great turn-out at Mass and Holy Communion.

"On St. Patrick's Day we had our annual party as usual, and this time it was a very ecumenical gathering. Like the Galway Races, there were Catholics and Protestants and people of all persuasions, including Orangemen from the North, Irish, British and Americans, Norwegians, Dutch and a couple of Italians. Amongst those present were the Acting British Consul and his wife, Mr. and Mrs. Oldham, accompanied by three Officers of the Royal Navy. Capt J. Lee came along with a large contingent from the 'Irish Larch.' It was a memorable party, particularly when the lads from the Irish ship overcame their shyness and sang a wide selection of Irish songs. It was without doubt the best party we ever had on St. Patrick's Day in Abadan and I want to convey my sincerest thanks to everybody."

Catering Department Staff on duty at the Goulding reception on the "Irish Cedar". Left to right: Messrs. John Smith, John Lloyd, John Burtenshaw, Sean Clancy, B. Colgan, John Traynor, Christy Doyle, Brian Peel, Mrs. Tom Forde, Michael McGowan, Mr. Tom Forde, Chief Steward, and Mr. B. Flood.



At the Goulding reception on the "Irish Cedar." Left to right: Mr. W. O'Neill, Assistant General Manager, Irish Shipping; Mr. L. S. Furlong, General Manager, Irish Shipping; Mr. W. J. C. Milne, Managing Director, Gouldings Fertilizers; Sir Basil Goulding, Chairman, Gouldings; Mr. F. Robbins, Director, Irish Shipping, and Mr. P. H. Greer, Chairman, Irish Shipping.

"IRISH ASH"

It has been a couple of months since we heard from our anonymous correspondent on the "Irish Ash" when he reported that all arrangements were completed for the great darts final between **Mr. J. Maher**, billed as **"THE GREATEST,"** and **Mr. J. Hannah**, described as **"THE SECOND GREATEST,"** to be held "in the sports stadium of the m.v. 'Irish Ash' on 29th June, 1967; admittance free; sweets supplied; all welcome."

We are sorry we have not heard who won the match.

Our correspondent's last report ran as follows:

Mr. John E. Maher, 4th Engineer, and **Mr. J. Hannah**, Greaser, will contest the final game. For **Mr. Hannah** the road to the great test was comparatively easy. On the other hand, **Mr. Maher** had to fight every inch of the way. His toughest games were against **Mr. F. Hanlon** and **Mr. T. Byrne**—this latter game being the semi-final. From start to finish the spectators were thrilled and also spellbound at the accurate and precision throwing of both players. **Mr. Maher** emerged as the victor. He was then heard to declare in a loud voice: **"I AM THE GREATEST."**

He has certainly proved this with his brilliant marksmanship. Never before in the history of Irish Shipping has there been a more accomplished and stylish player. The latest betting from London is: **Mr. Maher**, evens—favourite; **Mr. Hannah**, 50 to 1.

Our news correspondent appears to have favoured **Mr. Maher** to win the final event, for in the course of his despatch he gives it as his considered opinion that "**Mr. Maher** is really the greatest — and will carry my money."



FLEET NEWS



"IRISH ASH"

Capt. J. Lee took over command from Capt. J. S. Kerr at Rotterdam in early September last where the crew were relieved. The "Ash" sailed on the 7th September for the U.S. Gulf to load a full cargo of grain for India. We are pleased to report that Mr. M. A. Walsh, Junior Engineer, who was hospitalised with appendicitis while the vessel was in Las Palmas is now home and making satisfactory recovery.

The "Ash" is due in Capetown on the 21st October and is expected to arrive at her Indian port on the 7th November. Our sympathy to Mr. Patrick O'Brien, Engine Dept., whose mother died recently.

"IRISH SPRUCE"

Is at present in Manchester where she is discharging cargo from the U.S. before loading outwards for New York. She is expected to call at Dublin on the 15th October and to sail from there on the 17th October.

Chief Engineer, Mr. M. Gillen, replaced Mr. A. Metcalf at Dublin on the previous voyage.

"IRISH ALDER"

At present loading grain at Norfolk for India, the "Irish Alder" completed her time charter with Djakarta Lloyd at the end of September having finished her voyage from Indonesia via the Philippines.

She is expected to sail from Norfolk about the 12th October and is expected in India about the 19th November.

"IRISH MAPLE"

At present on her way to Montreal from Penang, the "Maple" is on time charter to World Wide Carriers Ltd. and she is due in Montreal about the 14th November.

We are pleased to report that Deck Officer Cadet, David Hopkins, who was hospitalised last July in Montreal is making good recovery at home from his hand injury.



Photographed on the deck of the "Irish Maple" at Mauritius, left to right, Messrs. R. O'Connor, S. O'Neill, P. McDonnell, E. Hammond, P. Fennell, K. Edwards, J. Fox, J. Green and, kneeling front, F. Kirk.

—Photo by Mr. David Hopkins

"IRISH ROWAN"

Is at present on her way from Emden to Montreal and Detroit with a cargo of steel.

The "Rowan" on her previous voyage discharged a cargo of soyabean meal from Toledo at Bordeaux, L'Orient and Brest.

The vessel is on time charter to Vigo Steamship Corporation and is under the command of Capt. E. C. G. Horne. Chief Engineer is Mr. W. Whooley.

"IRISH PLANE"

Discharged a cargo of soyabean meal at Tarragona, Spain, on her last voyage from Toledo on the Great Lakes. She is at present in Detroit discharging a cargo of steel from Ymuiden in Holland.

The "Irish Plane" which is also on time charter to Vigo Steamship Corporation is expected to call at Toledo and Montreal before making another voyage to the Spanish port of Tarragona.

"IRISH FIR"

Is due on the 16th October at Savannah. After Savannah she goes to Baltimore, Maryland, due 19th October—from Pisco, Peru.

Her cargo from Peru consisted of Copper Blisters and Fishmeal. She had discharged at Ilo a cargo of Ammonium Nitrate from St. John and Mahone Bay.



The "Irish Maple" football team which played matches in South Africa, Pakistan and Chicago, U.S.A. Front row, left to right: R. O'Connor, M. Murphy, J. Byrne, P. Fennell, G. Gleeson (Capt.) Back row, left to right: S. Kirk, P. McDonnell, K. O'Malley, M. Byrne, S. Chandler, P. Hopkins, K. Edwards (trainer).

—Photo by J. Fox

"IRISH LARCH"

Is due in Montreal on the 16th October from Le Havre with a cargo of steel for Great Lakes ports. Master of the "Larch" is Capt. F. W. Kirk and her Chief Engineer is Mr. H. Dowdall.

The vessel, which is on time charter to C. Salvesen & Co. Ltd., discharged a cargo of grain from the Great Lakes at Antwerp and Rotterdam on her last voyage.

"IRISH POPLAR"

Is due in New York on the 18th October from Manchester and Dublin. The vessel is also expected to call at Wilmington, Delaware, Norfolk and New York before returning to Dublin and Manchester.

The "Poplar" is carrying a full cargo of frozen meat as well as general cargo.

"IRISH SYCAMORE"

Has been trading to Hudson Bay Ports since last August carrying prefabricated houses, oil, steel tanks, lumber and other supplies for outposts in the Canadian north-west territories. The "Sycamore", which is on time charter to Trans World Shipping Ltd., is expected to sail from Churchill about the 15th October and is due to arrive in Montreal about the 24th October.

On her present trip to the Hudson Bay area the "Irish Sycamore" is accompanied by the "Irish Willow".

"IRISH WILLOW"

Which also loaded supplies for trading posts in the Canadian Arctic at Montreal.

It will be recalled that the "Irish Willow" made this trip last year in the short summer season during which supplies are shipped to these far northern outposts of Canada.

The "Willow" is also expected back in Montreal about the 24th October.

"IRISH CEDAR"

Recently completed a short spell in dry-dock at Cork and is now under the command of Capt. T. Hughes who replaced Capt. B. Reilly. Chief Engineer, Mr. H. Mooney, took over from Mr. M. J. Byrne.

The "Cedar" left Cork on the 14th October bound for Casablanca where she again loads phosphates for Dublin in the course of her charter to Goulding Fertilizers Ltd.

"IRISH ROSE"

We are pleased to learn that Mr. J. J. Reid, former Chief Engineer of the "Irish Rose", who suffered an ankle injury last July, is now making excellent recovery.

The "Rose" is at present at Tilt Cove where she is loading a cargo of Copper Concentrates for discharge at Gaspe.

The "Rose" is on time charter to Matthew Shipping Co. Ltd. and has also made a trip to the Hudson Bay earlier in the season.

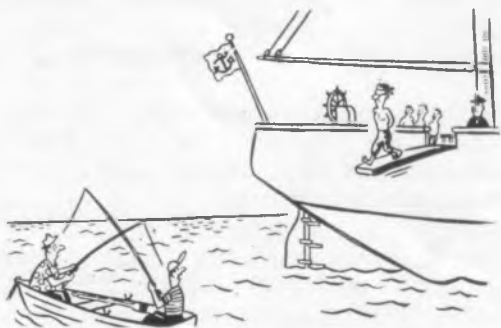
More Definitions

THE SECOND OFFICER

Sooner or later a Third Officer must leave behind him the easy carefree life he has been leading and become a Second Mate. Second Officers arrive in taxis, a tube, and in a terrible hurry. A Second Officer is to be found on the bridge, on the telephone, on the poop and on the carpet; looking up, looking through, looking in, looking for, looking out and looking worried.

He collects smelly pipes, log lines, ash trays, engagement rings, bottle openers, chart pencils, and has a natural affection for stray dogs. He likes patent medicines, cheese, popular classics, clubs, fish and chips, "The News of the World," talcum powder, chest expanders and resigning. He hates being tidy, chart corrections, "Sparkies," boatmen, his fiancée's brother, relieving the Third Officer, insurance policies, and dry docking. He is Vasco de Gama with Venue on the meridian, Magellan with Folio No. 17 on the chart table, and Lord Kelvin with a stopped chronometer. He is seen at breakfast-time dashing into the saloon with five minutes to spare, with sleep in his eyes, a taste in his mouth and soap in his ears. Who else can sleep with the alarm clock ringing in his ears, the steam whistle blowing, his wardrobe door banging, a tap dripping, a beer bottle rolling backwards and forwards across the room, and stagger up to the bridge ten minutes late swearing he hasn't been called.

To his mother he is Lord Louis Mountbatten, to his fiancée a born leader of men and to the Captain an advert. for Horlicks. And when you have had a heavy day on deck, who is it who says, "The clocks are being retarded 30 minutes to-night in your watch."



"I understand the Captain was deeply affected by a residential course on Human Relations".



Group of our Deck Officer Cadets attending the Plymouth Technical College, summer term. Front row: Messrs. J. Cotter, N. O'Dowd, F. Healy, J. Kennedy. Back row: D. Smith, T. Connolly, J. Murphy, A. Quashie.

The Chief Officer

Before a Captain can have the Second Officer certified and put away, the latter is promoted to Chief Officer.

Chief Officers are knowledgeable people: they know there's not enough paint to do a rabbit hutch, what he will do when he is Master, what the Super wants, which ship they would rather be on and that they are in the company's black book. A recent survey showed that if all the black books were placed end to end they would go twice round the Panama Canal.

A Chief Officer doesn't know what the company is coming to, where they got this crew from, what is expected of him, where they got the shore figures from, and what possessed him to come to sea in the first place. He likes cheap secondhand cars, Bing Crosby, slide rules, a sleep in the afternoon, a flutter, Agatha Christie, "The Daily Telegraph" crossword puzzle, cups of tea, a quiet watch. He hates inventories, being transferred, rust, his bald patch, saying goodbye to his wife, chamber music, and arriving in port on Saturday afternoons.

(Continued opposite page)

Arts Graduate



Miss Finola Wynne, who is secretary to our Assistant General Manager, Mr. W. A. O'Neill, was conferred with the B.A. Degree, U.C.D. on July 18th.

CHIEF OFFICER—Contd.

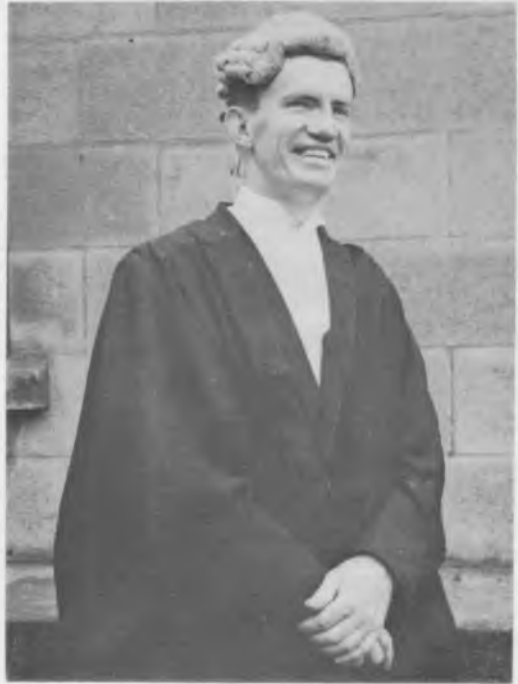
He collects paint brushes, unused dock passes, presents for his wife, broken locks, bottles of hair tonic, stomach ulcers, keys without locks, and photographs of a happier youth.

To his wife he is a king, to his child Dada, and to the apprentices a holy terror. And when screaming and frothing at the mouth he leaps over the side, what do they say of him? "He was a good Chief Officer."

Right :

Our Wedding Photo: Mr. Johnny Gilmartin, 2nd Engineer, "Irish Maple," who was married to Miss Helen Stokes at the Church of the Good Shepherd, Churchtown, Dublin, in June. The best man was Mr. Denis Gilmartin and the bridesmaid was Miss Mary Godson.

New Barrister



Mr. Dermot McNulty, Claims Executive, who was called to the Bar on July 26th.



Engineering Award



Mr. Desmond Flood (centre left), Director, Castrol (Ireland) Ltd., presenting the Castrol Marine Trophy for the best Irish Shipping Engineer Cadet (1966) to the winner, Mr. James Doran, at a function held recently in the Metropole Hotel, Cork. On the left is Mr. P. Roche, head of Engineering, Crawford Technical Institute, and right is Mr. G. Jones, Director, Irish Shipping.

The annual Castrol Trophy for the best all-round Irish Shipping Engineer Cadet (1966) was presented to Mr. James T. Doran, whose home address is at 128 Braemor Road, Churchtown, Dublin, at a reception in the Metropole Hotel, Cork, on July 15th.

Making the presentation, Mr. D. Flood, Director and Technical Manager, Castrol (Ireland) Ltd., said that his company's continuing association with Irish Shipping was a matter for great satisfaction and he wanted to congratulate the company on the splendid opportunity it was affording the Cadets in training. The studies they were pursuing would lead to very valuable careers indeed. The winner on this occasion, Cadet Doran, came out on top against very keen competition in the two classes taking Phase III of the programme.

Mr. G. Jones, Director, Irish Shipping, thanked Castrol for their sustained and generous support for the efforts Irish Shipping were making to train high-grade Engineer Officers and congratulated Cadet Doran on his success. Mr. Jones presented a prize of books to Cadet John O'Toole who attained a very high standard in Phase I and II both in exam. results and in general conduct.

Dr. J. C. Aherne, Acting Principal of the Crawford Technical Institute, also congratulated the winner and asked the other trainees not to be the least discouraged as only one person could get the award.

Also attending the function were: Irish Shipping Ltd.: Mr. P. P. English, Personnel Manager; Mr. P. Crowley, Cork Office Manager; Mr. C. Devlin, Mr. N. Healy, Captain M. Langran, Chief Engineer M. Whooley, 2nd Engineer W. Fleming. Castrol: Mr. J. Coleman, Mr. G. Reeves, Mr. J. White. Department of Education: Mr. M. Langan. Crawford Technical College: Mr. S. P. Roche, Head of Engineering; Mr. M. O'Leary; Messrs. Murphy, Layton, McSweeney, Poland, Kelly.

ENGAGEMENT

We learn that Mr. Tony Boland of the Cork Office has become engaged to Miss Colette Barrett, daughter of Alderman Stephen and Mrs. Barrett, Lucerne, Pettyfield, Douglas Road, Cork. Our good wishes to them both.

We have also to congratulate Mr. Boland on his success in the Associateship Examination, Part II, of the Institute of Chartered Secretaries.



Mr. H. J. Murray who commenced employment as Foreman attached to our Stevedoring Department on the 11th September.

Mr. Murray who is married with three children resides in Tramore Road, Togher, Cork. He has 22 years experience of stevedoring with another well known Cork Stevedore. We wish him well in his new appointment, and feel certain that our Organisation in Cork will benefit considerably from his vast experience.

OUR CONGRATULATIONS

To **Mr. Pat Devine**, Work Study Officer, whose wedding took place on the 9th September.

To **Miss Marie Cooper**, formerly of our Accounts Department, who was married on the 12th September and to **Miss Deirdre Cullen** of our Typing Pool who was wed on the 28th September.

We offer our sympathy to **Mr. Frank Gilligan** of our Work Study Department on the recent death of his father: to **Miss Mary Graham** of Technical Department whose mother died recently.



Irish Shipping sea-going staff photographed with the chairman, **Mr. P. H. Greer** at the Sea-Scout Regatta held recently in Dollymount.

Mr. Bill Mullen, formerly of our Operations Department, left the Company recently to take up a new business appointment.

Bill, who had been with the Company for many years, was very popular amongst all his colleagues and a special presentation was made to him on behalf of the staff prior to his departure.

GIANT CARRIERS

In January last the world's largest Bulk Carrier, the French ship "**Cetra Columba**" called at Hampton Roads on her maiden voyage to begin lifting Coal for a power plant in Le Havre. She loaded 87,000 tons and is expected to carry about one million tons over a period of twelve months. Another French Bulk Carrier, the 65,000 ton "**Cetra Lyra**" made her maiden voyage into Norfolk to begin a long term coal run for a group of French Steel Mills.

OFFICERS ASHORE

Masters: Captains J. A. Caird, J. H. O'C Devine, J. S. Kerr, M. O'Connell, P. F. O'Shea, J. Poole, B. Reilly.

Chief Officers: C. J. Ball, M. Carey, H. B. Fidler, J. F. Kelly, F. H. Leigh, J. S. Mitchell, J. Rickard.

2nd Officers: J. A. Byrne, D. Daly, P. Donohue, R. Gordon, J. Gorman, F. Henderson, M. Kelly, P. Keane, B. Kehoe, L. McLoughlin, C. Morrissey, J. P. Coady.

3rd Officers: T. J. Byrne, M. A. Byrne, M. Coleman, M. J. Doyle, R. Grant, B. O'Flynn, P. Noonan, F. Perrott, B. Stockdale.

4th Officers: P. D. A. Kelly, F. W. Kirk, J. P. Shelton, P. D. Gordon, C. O'Connell, E. Coleman.

Deck Cadets: P. A. Cowman, R. Donohue, D. P. Hopkins, J. P. McKenna, J. J. Neill, M. J. Larkin, C. Stockdale, G. Waldron, J. A. Cotter, F. E. Healy, J. M. Kennedy, J. A. Murphy, J. P. N. O'Dowd.

Chief Stewards: H. Bond, B. Dorgan, J. Dillon, E. Fricker, C. O'Donovan, J. Rogan.

Chief Engineer: T. Barry, M. J. Byrne, G. Cunningham, S. Jolley, A. Metcalf, R. U. N. Murray, J. Moynihan, J. J. Reed, G. Rowe, P. Walker, N. Whitfield.

2nd Engineers: D. C. Burke, A. Bolger, J. J. Fahey, W. F. Fleming, T. Murphy, J. Nangle, S. T. O'Neill, T. O'Sullivan, J. J. Scott.

3rd Engineers: P. J. Byrne, K. Edwards, B. Geaney, J. S. Masterson, T. Onions, D. O'Keeffe, S. McGarry, P. Shortall, G. McDonnell.

4th Engineers: G. R. A. Faulkner, J. Gallagher, J. Healy, E. Lynch, J. F. McGon-

nell, J. P. Murphy, L. J. O'Toole, J. P. Ward, L. J. Wills.

Junior Engineer: J. J. Corri, J. W. Daly, T. G. Duff, T. J. Fitzgerald, D. P. Kellagher, F. P. O'Neill, J. A. Prior, M. O'Connell, S. A. McGuinness, P. Mulgrew, S. O'Sullivan.

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

Electrical Engineers: N. Brady, J. C. Byrne, W. Cadogan, W. J. Daly, P. Higgins, J. Dunn, J. O'Connor, M. J. Wogan.

SPORT



The annual Pitch & Putt Competition was held at the Garda Club, Islandbridge, on the 22nd July last and the winner was Mr. John Wright of our Claims Department. By a rather strange coincidence, the runner-up was Mr. Wright's partner, Mr. John McQueirns also of Claims Department, while the prize for the best gross score went to Miss Gabrielle Reilly of Chartering Department.

There was a very big entry for the Competition which proved to be a resounding success.

GOLF OUTING

The annual Irish Shipping Golf Outing took place to the Cill Dara Golf Club, Co. Kildare, on Saturday 23rd September and a record number of staff members and guests attended the competition and the enjoyable function which was held in the Club House afterwards. The prizes were won by the following: Mr. Enda Mullally; Mr. B. W. Lynch; Mr. A. McElhatton; Mr. D. McNulty; Mr. G. Carty; and guests, Mr. Tom Connolly; Miss Barbara Lightfoot and Miss Joan Morrison.

The evening was rounded off with a splendid dinner followed by a rousing ballad session under the strict supervision of Mr. M. J. Fitzsimons.



Mr. James Ryder, Bosun, who has completed 21 years continuous service with Irish Shipping, was presented with Gold cuff-links by the Personnel Manager when he visited Head Office recently.

Birthday Messages from Home

Mr. Barry Tallon of the "Irish Sycamore" celebrated his birthday on 23rd August. We are very glad to send him this message: "Best wishes from Mum, Dad and Helen. We will celebrate in style when you get home."

For **Sean Buckley**, "Irish Willow": "Birthday greetings on 9th October from Mam, Dad, sisters and brothers."

For Deck Officer Cadet **Brendan Coburn** of the "Irish Sycamore," to brighten his 18th birthday we send: "Greetings and best wishes from Mam, Dad and all his brothers and sisters at home in Arklow."

To **Eugene Currivan**, 4th Engineer, "Irish Rose," whose birthday was celebrated on 23rd August, we are sending greetings from Mam, Dad, Marie and Hilary.

To **Jack Johnson**, Deck Department, "Irish Larch": "Best wishes for your 18th birthday, 8th August, from Mam, Dad, sisters and also from your brother Richard. Also cheers and hello from your brother Harry who is on the 'Irish Sycamore,' and a special greeting from the twelve lads in Parnell Street."

For **James Wilde** of the m.v. "Irish Plane," whose 17th birthday is on 10th September: "A very happy birthday and best wishes from Mam and Daddy and all your seven brothers who are hoping to see you soon."

Mr. John Rourke, 2nd Cook on the "Irish Ash," was 21 on 23rd August last. We have great pleasure in sending him congratulations and best wishes from his Father, Joe, Liam, Tony and Alice.

For **Louis T. Robinson** on the "Irish Alder" we are sending birthday greetings from Mother, brothers, Maureen, Uncle Pat and all at home and hope that you won't mind this message coming late.

A very happy birthday with love and best wishes for **Tony Pluck** of the "Irish Plane" from Mam, Dad and all the family at Sally-noggin.

To **William Lettis**, Engineer Officer Cadet on the "Irish Sycamore"—"Birthday greetings and best wishes on your 20th birthday, September 26th. From Mam, Dad and Ann."

To **Mr. Patrick A. Casey**, Junior Engineer, m.v. "Irish Ash", Happy Birthday and God Bless yourself and all on board from your loving Mam, Dad, Eileen and all your friends.

To **Mr. Thomas Caffrey**, "Irish Maple", whose birthday was on the 9th October, Greetings and Best Wishes from Mother, Father, brothers, sisters and Mable.

To **John Murphy** at present in Plymouth at The Technical School. Birthday Greetings and Best Wishes on the 7th October from Dad, Mam, Martha, Mary and Jim.

To **Mr. James Butler**, Radio Officer, m.v. "Irish Sycamore", Greetings and Best Wishes for his birthday on the 14th October from Dad, Mam, Helen, Mary, Pierce, Robert and all at 26. Hope to see you at Christmas and our love from all at home.

To **Mr. J. A. Moynihan**, Cadet m.v. "Irish Larch", congratulations and much love on the occasion of your 21st Birthday from Father, Mother, Andrew, Ann and Eileen.

BULL



Mr. Declan Talbot, under the admiring gaze of a trio of beautiful ladies, is seen here tackling a ferocious animal in an arena somewhere in Spain. We understand he was illuminated in the first round, but happily, he is recovering from his very severe injuries. We don't know how the bull is doing.

APPOINTMENT

Mr. J. N. McGovern, B.L., Administration Manager, has been appointed a director of International Mutual Assurance Co. Ltd. which is managed by Thomas R. Miller and Son.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

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

"IRISH CEDAR": Captain T. A. Hughes. Deck Officers: M. Devine, K. McKenzie, T. J. Rickard. Cadets: A. Keane, S. L. Murphy, R. McGrath. Engineer Officers: M. Mooney, J. Corrigan, J. J. Hennessy, T. P. O'Donovan, M. Kennedy, J. Hamilton. Engineer Cadets: M. Byrne, O. Prunty, J. J. O'Keefe, W. Sheringham, J. A. O'Toole. Electrical Engineers: T. D. Nolan, K. H. Rams. Chief Steward: J. Clinton. Radio Officer: J. Murphy. Deck Dept.: W. Byrne, P. Balmaine, P. Duffy, L. Hitchcock, D. O'Neill, J. Roche, M. Bougioukas, P. Johnson, J. Byrne, J. Bradley, P. Brazil, W. Martin. Engine Dept.: J. Murnane, D. O'Sullivan, J. Lattimour, P. Kirwin. Catering Dept.: P. Goucher, J. Traynor, E. Russell, B. Flood, A. Harris, J. McCarthy.

"IRISH PLANE": Captain R. Woolfenden. Deck Officers: W. G. Garvey, W. A. Kirwan, T. P. Bell. Cadets: G. McCrum, J. J. Reilly, A. Quashi. Engineer Officers: T. Loughran, A. O'Toole, J. J. Gaul, A. Harrington, J. P. Barry, J. P. Doyle, M. Duggan. Engineer Cadet: J. T. Doran. Electrical Engineer: J. B. Keyes. Chief Steward: J. Doran. Radio Officer: A. Woods. Deck Dept.: J. English, P. Harris, J. Flynn, D. Kelly, A. Pluck, O. McGrath, D. Ahearne, J. Smith, O. Murphy, J. Doyle, J. Holmes, J. Gaughan. Engine Dept.: P. Rossiter, T. Daly, N. Weldridge, C. Nulty. Catering Dept.: P. Murphy, R. Egan, G. McGovern, P. O'Reilly, R. Byrne, J. Wilde.

"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. F. 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 Dept.: W. McCann, H. O'Farrell, K. Byrne, P. Redmond, M. Donoghue, M. Russell, P. Tallon, V. Murphy, J. Murphy, P. Boland, E. Frampton, P. Murphy. Engine Dept.: C. Cavanagh, J. Ryan, P. Freeman, J. Gaffney. Catering Dept.: G. Molloy, J. Phelan, D. Murphy, B. Byrne, J. Carr, P. Byrne.

"IRISH SYCAMORE": Captain J. A. Gleeson. Deck Officers: F. B. Kelly, P. V. Flynn, J. Tallon. Cadets: E. Cowman, B. R. Boburn, 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: T. J. Kenny, W. Lettis. Electrical Engineer: B. P. Lynn. Chief Steward: J. Bennett. Radio Officer: J. Butler. Deck Dept.: W. Mooney, M. McCarthy, R. Stacey, B. Mulready, M. O'Rourke, H. Johnson, J. McGrath, F. Brennan, P. Dunne, J. O'Regan, P. Boland. Engine Dept.: R. Proctor, C. O'Malley, T. Smith, J. Robinson. Catering Dept.: P. O'Hara, H. Curedale, J. Caffrey, S. Murphy, A. Stephens, N. Kavanagh.

"IRISH LARCH": Captain F. Kirk. Deck Officers: M. Willoughby, T. P. McKenna, K. Geoghegan, J. A. Desmond. Cadets: J. A. Moynihan, E. A. P. Keane. Engineer Officers: H. Dowdall, T. Flynn, R. Broderick, M. Punch, C. P. Kelly, J. Leahy, C. Walsh. Engineer Cadet: J. A. McGrath. Electrical Engineers: J. Barrett, M. Kelly. Chief Steward: R. Heapes. Radio Officers: H. O'Sullivan. Deck Dept.: P. McDonnell, K. Maher, D. O'Sullivan, D. Clarke, J. Williams, M. Saunders, N. Murphy, D. Scanlon, J. Meighan, P. O'Grady, J. Johnson, B. Coogan. Engine Dept.: G. O'Hara, T. Nolan, T. Farrelly, P. O'Leary. Catering Dept.: O. Plunkett, R. Dunne, D. Gibbons, M. Duffy, D. McLoughlin, P. Kelly.

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

"IRISH POPLAR": Captain J. J. Walsh. Deck Officers: M. Doyle, P. J. O'Byrne, J. J. Goulding, J. J. Whyte. Cadets: W. Twomey, T. Brennan, J. Ryder. Engineer Officers: J. Johnston, R. Murdoch, P. Cullen, W. F. O'Toole, W. P. Quigley, M. M. Dunleavy, P. McDonnell. Engineer Cadet: F. O'Beirne. Electrical Engineer: M. O'Regan. Chief Steward: G. Zachert. Radio Officer: P. Clarke. Deck Dept.: D. O'Connor, J. Fleming, R. Gilligan, C. Maguire, B. Warren, J. Byrne, N. Fynes, J. Fox, B. Monahan, T. O'Donovan, M. Power. Engine Dept.: J. Ormond, M. Thuillier, K. O'Malley, J. Grace, E. Brennan. Catering Dept.: K. Wickham, J. Cullen, T. Egan, J. Byrne, J. O'Driscoll, R. O'Reilly, B. Peat.

"IRISH SPRUCE": Captain J. Onions. Deck Officers: P. Kelly, J. P. O'Leary, P. Kehoe. Cadets: P. J. O. Malone, B. Farrell, P. J. Fennell, D. O'Brien. Engineer Officers: M. Gillen, D. Falvey, A. Hall, J. G. Nolan, A. F. Bolster, D. Graham, L. Robinson. Engineer Cadet: W. Bormann. Electrical Engineer: E. F. Griffin. Chief Steward: T. O'Connell. Radio Officer: J. Reilly. Junior Radio Officer: J. Riordan. Deck Dept.: J. Heaney, J. Farrell, M. O'Connell, J. Hannan, O. Grace, D. Rogan, P. Grant, M. O'Regan, P. Murphy, M. Brennan, T. Keegan. Engine Dept.: M. McCabe, J. Ryan, J. White, J. Keogh, M. McEvitt. Catering Dept.: P. Colgan, T. Byrne, W. Rogan, M. Carpendale, J. Butler, B. Higgins.

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

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

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

"IRISH ROSE": Captain M. McMahon. Deck Officers: P. A. Murphy, 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 Dept.: M. Tobin, C. Guiden, T. Perle, T. Hearne, J. Reilly, W. Kavanagh. Engine Dept.: W. Coote. Catering Dept.: P. Walsh, T. Masterson, W. Dunne, T. Keogh.