

SIGNAL

VOLUME 6

No 5

NOV/DEC.

1968



THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

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Deck Cadets: B. R. Coburn, A. Coghlan, M. D'Arcy, R. Donohue, B. Farrell, P. Finnegan, D. P. Hopkins, E. A. P. Keane, J. Kenny, R. McGrath, G. MacCrum, B. Mugford, F. W. Perrin, A. V. Quashie, C. Stockdale, W. Stokes, P. Richardson, W. Twomey.

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Chief Engineers: E. Byrne, M. Curley, M. Dillon, H. Dowdall, W. Parslow, H. Mooney, P. Walker.

Second Engineers: A. Bolger, J. Doyle, T. Flynn, J. Gilmartin, J. J. Scott, J. F. McConnell, T. Murphy, J. Nangle, N. T. O'Neill, J. P. Ward.

Third Engineers: P. V. Carroll, J. J. Gaul, M. N. Hayes, D. J. W. Knott, B. Larkin, S. McGarry, P. Shorthall, J. Waters, L. J. Willis, M. Punch.

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Junior Engineers: P. McDonnell, M. M. Dunleavy, M. Egan, C. F. Kelly, P. Kirby, J. Leahy, W. R. Matthews, G. McArdle, P. McGlynn, T. Maxwell, M. Mulligan, J. A. O'Neill, J. Shelly, C. Walsh.

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Electrical Engineers: M. O'Regan, P. O'Toole, E. F. Griffin, J. Kelly, T. Torpey, M. Wogan.

Congratulations

To **Mr. D. Kavanagh** on obtaining his Mate's Foreign Going Certificate.

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

To **Mr. D. Kirk** on obtaining his Second Mate's Foreign Going Certificate, and on his appointment as Third Officer on the "Irish Rowan"

To **Mr. M. Larkin** on obtaining his Second Mate's Foreign Going Certificate, and on his appointment as Third Officer on the "Irish Rose".

To **Mr. C. Okoro** on obtaining his Second Mate's Foreign Going Certificate.

To **Mr. D. Knott** on obtaining his Second Class Motor Certificate.

To **Mr. J. Healy** on obtaining Part 1, City and Guilds Electrotechnology Certificate.

To **Mr. R. Donohue** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. D. Hopkins** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. C. Twomey** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. S. Perrin** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. B. Coburn** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. E. Keane** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. B. Farrell** on obtaining his Lifeboat and E.D.H. Certificates.

To **Mr. C. Stockdale** on obtaining his Lifeboat and E.D.H. Certificates.

TO ALL THE COMPANY'S STAFF

Whilst our financial year ends in March, it is appropriate at Christmas not only to send messages of good wishes, but also to give you a short review of our present position and some thoughts for the future.

First, therefore, I extend my sincere good wishes to you all and to your families for a happy and peaceful Christmas.

Next, I would like to take the opportunity of expressing my sincere thanks to the entire staff for the real enthusiasm which you displayed in responding to the challenges and problems which faced the Company. Much has been achieved and, therefore, much credit is due to each and everyone of you.

The past year has again been one of considerable progress; in brief the major advances have been:

1. A worthwhile level of profitable trading for the Fleet as a whole.
2. The advent of the "Irish Elm" and the ordering of two new ships which will be delivered during the next financial year.
3. The continued success of our venture with Manchester Liners Ltd.
4. The more effective control of expenditure and the continued reduction of overheads.
5. The success of the Rosslare/Le Havre car ferry service in its first season.

At the same time, I am very conscious of the fact that the sale of a number of our ships during the year has understandably caused some anxiety to the staff as a whole and especially the seagoing members. Unfortunately, the time of sale and replacement of tonnage cannot always coincide.

We must, however, all squarely face the fact that we must try to avail of the best opportunities for both selling and replacing vessels if we are to ensure a continuance of a reasonable level of profit for the Company. Equally this achievement of profit opens up for the Company much greater scope for expansion and more security for us all. I can assure you sincerely that the Management are constantly engaged in studies embracing a wide range of new tonnage. With a moderate degree of success in seeking out new profitable business, it is my confident hope that next year will see further additions to the Fleet. Having succeeded in dealing with the bulk of our former problems, the expansion of the Fleet will be a real priority for us in the New Year.

FROM



L. S. FURLONG,
General Manager.

"What are things coming to?"

or

"Another look at general purpose manning"



By

CAPT. M. D. LANGRAN

We were very glad to see that the article in SIGNAL on General Purpose Manning aroused a lot of interest in the other ships of the fleet.

By now, all ships should have received a number of copies of the G/P Handbook, outlining the operational system on the "Elm". When these have been passed around and generally discussed, we hope that from each ship (or indeed from any person) will come suggestions for improvements in the system or requests for further enlightenment on any points that are still not clear.

We asked Mr. P. Walker, Chief Engineer, Mr. J. Kelly, Chief officer and Mr. P. Balmaine, Bosun to answer one or two of the questions that have come in and we quote from their and our replies.

- Q. Has the Chief Engineer taken over from the Chief Officer as the open air, active type with less emphasis on desk duties?
- A. Yes, the Chief Engineer is now responsible for all maintenance. The Chief spends more time on deck, but has less paper work to do, as his log book is now automatically printed out and the 2nd Engineer is now responsible for many of the Engine Room records.
- Q. If this type of work is to become the province of the Chief Engineer, should Engineers' training and their examination syllabus be amended?
- A. Ships Officers' Certificates are essentially safety certificates. The syllabus is continuously being revised and the Rochdale Report, which is due out next year, may result in radical changes in training and examinations. The Company has already arranged with both the Crawford Technical Institute and the Plymouth School of Navigation for certain additions to

the cadet courses, and quite a number of officers have already attended the highly successful Senior Officers courses in Plymouth which include lectures on modern equipment and maintenance techniques.

- Q. Will the Chief Officer of the future lose the traditional skills associated with running a work squad?
- A. This is difficult to answer and only time will provide the ultimate answer. The Deck Officer of the future is bound to lose some of his traditional skills as we know them now, but with G. P. Manning a lot of traditional ways of doing things have been changed and the Deck Officer of the future will gain knowledge of new working methods. A G/P ship is run by team work and the deck officer will acquire greater skills and knowledge of everything that is going on aboard, which will help him enormously when he obtains his own command. The Chief Officer is not divorced from the crew, and still runs them under the G/P system during hold-cleaning, cargo work, preparing for port, safety and mooring etc. He is also in close touch as Chairman of the Welfare Committee dealing in all aspects of the day-to-day problems of a ship—excellent training in itself for command.
- Q. How do the new paints and equipment affect the work of the ship?
- A. The work done by G/P Ratings bears little resemblance to that of our present day crews. Painting is mainly confined to touching up, and as cranes have replaced other cargo gear, there is less to be done with wires, blocks and standing rigging.

The young E.D.H. has to acquire many new skills and will have to be trained to operate more and more sophisticated equipment as ships progress. The seaman of to-day will have to be the skilled or highly skilled worker of to-morrow. This in turn means that the officer of the future will find his role changing, and he will depend even more on the active assistance of his Petty Officers and ratings to do some of the semi-skilled jobs which he is now doing.

Q. Who keeps the overtime records?

A. The Chief Engineer submits the overtime returns, but is supplied with the details of overtime by the officer under whom the crew have been working.

Q. Who orders Deck Stores?

A. The Chief Engineer, in consultation with the Chief Officer (who orders what is needed for Operational or Safety requirements). The Chief Steward orders all stationery requirements for the ship and keeps a central store of stationery to meet everybody's requirements.

Q. Who do the Cadets work under?

A. Under the head of their department. Cadet training has been well developed on this ship and, in addition, Deck Cadets spend a period of their training with the 2nd Engineer and Engineer Cadets assist with cargo operations, bridge and safety duties and general repair work.

Q. Who is in charge of the Messman?

A. There is no Messman. The Chief Steward is responsible for all the accommodation. The Cafeteria system results in crew members receiving personal service from the Cook and everybody aboard is very happy with this system. A G/P Rating assists with cleaning alleyways on occasions.

Q. What is the remark "four hour watches" referring to?

A. The 9. G/P Ratings are divided into 3 groups. One group provides one man for each watch; the second group provides one additional man for each watch when the vessel is in coastal waters or traffic areas, but they become day workers when the ship is in open waters. The third group are day workers. The role of each group is rotated at the end of each voyage. The rating on watch spends four hours with the officer of the watch on the bridge assisting him as required.

Q. Do the G/P Ratings spend much time in the Engine Room?

A. Normally there are 2 men down there each day for cleaning duties. This is done on a rota system. If, due to weather, it is impossible to work on deck, then a larger force is allocated to the engine room. G/P Ratings also assist in engine room repairs in port when required.

Q. How are the bars working?

A. An unqualified success. The officers and ratings run their own bars and are responsible for the stock. The Master lays down the opening and closing times.

Q. Who decides what work the crew should do?

A. The Chief Engineer gives the Bosun the daily work-list and the Bosun allocates the work to his men. These jobs are part of a Work Programme drawn up by the Chief Engineer in consultation with the Chief Officer and the Chief Steward. This programme is then discussed at the Management Meeting and, in light of the operation of the vessel (arrivals, river passages etc.), a decision is made as to when the jobs will be put in hand.

In conclusion, traditional barriers have no place on a G/P Ship. Team work is what counts and this, together with the genuine desire of all hands aboard to learn more about the ship as a whole, and to acquire new knowledge and skills has made the "Elm" the success that she is.



Second Officer, T. P. McKenna at work in the chart room aboard the "Elm".

Unusual Maritime Exhibition

Seldom, if ever, have we seen a more unusual Maritime Exhibition than that which was held in Dublin's Mansion House from November 15th to November 25th. On view were exhibits which told the dramatic stories of the many ships wrecked and sunk in the seas around our shores. There were ancient ships' anchors which, for centuries, lay on the seabed and are now encrusted with shingle and pebbles. Dare we say "enshrined in the sands of time". Iron and lead shot of various sizes bore grim testimony to the war-like intentions of many ancient mariners. Indeed the main attraction at the exhibition concerned a sixteenth century galleon which set out on her final ill-fated voyage on a mission of conquest. One of the 130 ships of the famous Spanish Armada, the vessel in question bore the beautiful name of "Santa Maria de la Rosa".

One of the many items of interest on display was a bell taken from the Australian sailing ship, "Tayleur" which was lost off Lambay Island in January 1854 after striking a reef. This ship which was built in England was on her maiden voyage from Liverpool to Melbourne when disaster struck, and, of those on board when the ship went down, 370 people lost their lives.

Also represented at the Exhibition was the old Cross Channel Steamer, "Leinster" which was torpedoed off Dun Laoghaire on October 10th, 1918 resulting in the loss of 501 people including her Master, Captain Birch. The historic arms ship, "Aud" which was scuttled by her Captain off the Cork coast in 1916 was also remembered in the Exhibition. This ship which was bringing arms from Germany to assist in the Rising of 1916, was arrested by British Naval units, and was being brought into Cobh when she was scuttled by her commander.

THE "SANTA MARIA DE LA ROSA"

The man who organised the Exhibition was Mr. Desmond Branigan, who is well known to many of our readers for his research work relating to Irish Maritime history. Mr. Branigan has undertaken much underwater exploration in recent years to recover items of historical importance from wrecks off our coasts, and he has made commendable efforts to interest the Irish public in our seafaring heritage and history by holding annual exhibitions representing various aspects of Irish maritime affairs.

For the past seven years Mr. Branigan has worked with Mr. Sydney Wignall in research connected with the Spanish galleon,



Mr. Desmond Branigan with one of the anchors found by the Armada expedition in the Blasket Sound.

"Santa Maria de la Rosa" which sank in the Blasket Sound off the Kerry coast in 1588.

Last summer a salvage expedition led by Sydney Wignall, Underwater Archaeologist, Photographer and Author, carried out a search of the Blasket Sound in an attempt to locate the wreck. Among the expedition's executives was Desmond Branigan, and the total number of divers engaged on the project was 43.

The "Santa Maria de la Rossa" was a vessel of over 900 tons and was reputed to have about 300 people on board, of whom only one survived the wreck. After carrying out an exhaustive search of the area in which the vessel was reported to have gone down, the expedition claimed to have found the site of the wreck. The area covered by the expedition around the site exceeded 15 million square yards of the seabed, and the wreck lies at a depth of between 105 and 114 feet,

and has approximately 2,000 tons of shingle lying on it. Among the objects found at the site of the wreck were iron and lead shot, lead ingots, stone objects, pottery, wooden objects and animal remains.

The members of the expedition feel that while there may be a considerable amount of coin on board the vessel, the "Santa Maria de la Rosa" would not have a large treasure trove, such as might be found in one of the Spanish vessels engaged in bringing home to Spain the gold and silver products of the New World.

In carrying out their exploration the divers experienced great difficulty due to the hazardous sea conditions which prevail in the Blasket Sound. A further difficulty arose due to the fact that the wreck lies at 110 to 120 feet of water, and the divers could only spend 15 minutes on the seabed at this depth on each descent.

FUTURE PLANS

Now that the site of the wreck has been located, a detailed survey of the area is planned for 1969. A motor fishing vessel was purchased at the end of the 1968 season, and is at present being fitted with a powerful suction device to lift the light shingle and sand from the wreck. Other mechanical devices will also be employed to uncover the wreck and salvage the articles that still remain buried in the wreckage. It is expected that to complete the operations the expedition will need a further three years of exploration, and a considerable amount of capital to finance the project.

The total amount spent to date on the expedition is £10,000 and it would appear that an even greater outlay is required to complete the salvage of what is left of the "Santa Maria de la Rosa".



A model showing the site of the wreck of the "Santa Maria de la Rosa" with the divers exploring the area. This was one of the most realistic models on view at the recent exhibition held in Dublin.

MANCHESTER LINERS' FIRST CONTAINER SHIP

Early last month Britain's first deep-water cellular container ship, the "Manchester Challenge", sailed from her home port on her maiden voyage to Montreal. This ship is the first of three similar type vessels which will provide a weekly all the year round service between Manchester and Montreal. The second vessel the "Manchester Courage" is expected to sail on her maiden voyage at the end of December, while the third vessel the "Manchester Concorde" is due to go into service next March. The vessels will operate between specially constructed terminals at Manchester and Montreal.

The "Manchester Challenge", with an overall length of 530 feet has a beam of 63' 6" and her service speed is 19 knots. She carries a crew of 28 and the accommodation, which is situated aft, provides individual cabins for a total complement of 34 persons.

The ship has five main cargo holds, one of which measures 49' 6" long, and the other four are each 72' 6" long. 500, twenty foot containers can be accommodated under deck, a feature which is unique for a container ship. The vessel has been specially ice strengthened

to navigate the St. Laurence winter ice, and she has double the power of a normal ship of her size.

The "Manchester Challenge", which was built by Smith's Dock Company of Teesside is fitted with machinery which includes a high degree of automatic control and data logging equipment.

MANCHESTER TERMINAL

The special terminal built at Manchester Docks for this new service will feature a 430 tons Stothert and Pitt transporter crane which has a 25 tons lifting capacity. Behind the crane a 5 acre yard has been laid out for the marshalling and stacking of containers. Straddle carriers provide the link between the yard and the crane for transporting the containers which can be stacked by the carriers 3 containers high. Six 100 feet lighting towers permit working at night and these towers provide a total power output of 48,000 watts. In the reception area on the edge of the yard facilities have been provided for the speedy weighing and inspection of containers at an

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1st Day Cover



"MANCHESTER CHALLENGE"
Britain's First

Deep Sea Cellular Service

U.K. - CANADA - U.K.

MANCHESTER LINERS LIMITED

The First Day Cover issued to mark the start of the new service

WHY WORK STUDY?

Three years ago Mr. Patrick Devine was appointed Work Study Officer by the Company and a Work Study Section was set up. Since then the Section has examined procedures and methods on board a number of our ships and has participated in planning connected with our new vessels.

To find out more about the operation of Work Study in Irish Shipping we put a number of questions to Mr. Devine and we wish to thank him for his co-operation in providing the answers which we hope will be of interest to many of our readers afloat and ashore.



P. DEVINE, WORK STUDY OFFICER

Began his career as an apprentice with Harland & Wolff of Glasgow and after qualifying he served as ship's engineer with Esso, Denholm Ltd. and the Bank Line.

He joined Singer Manufacturing Company, Clydebank, as Work Study Engineer in 1957 and in 1960 he was appointed Chief Work Study Engineer with the Dundalk Engineering Co. Ltd.

From Dundalk, Pat came to Irish Shipping in 1965 to take up his present position.

He is a founder member of the Irish Work Study Institute and has been a member of the Institute's General Council for three years.

Q. Why was it necessary to set up a separate section to study the way work is done in the Company? Could this not be done by the people actually doing the various jobs?

A. In the first place, the man on the job rarely has time to sit back and take a detached look not only at the way his job is done but also at the overall picture. In the second place, if it is to be successful, Work Study should be done by people trained for this purpose.

Q. The establishment of a Work Study section involves an increase in the overheads of the Company in salaries, travelling expenses, equipment, etc. Might it be less expensive to retain the existing system?

A. Shipping is a highly competitive industry, particularly tramp shipping. I believe that the companies which will survive are those which become that bit more efficient than their competitors. We must change, provided that the changes are for the better and save their cost. Since we started our work, savings secured have more than covered the costs of the section.

Q. What has your team achieved in I.S.L. that could not have been achieved by implementing suggestions made by existing staff members prior to the establishment of the Work Study section?

A. You will appreciate that I find it somewhat difficult to comment on what may have taken place in the Company before Work Study was introduced. I am sure that valuable suggestions were made from time to time and I am also sure that many of them were implemented. I do know that since the Work Study section has been established many valuable suggestions have been made by people other than the Work Study team. Work

Study people do not claim any monopoly of wisdom, but they do claim that their training enables them to take an objective look at a situation to establish the facts and to present the conclusions in a manner which is likely to result in action. They have the time to do the job thoroughly and to follow up their recommendations to see that a decision either for rejection or acceptance is taken. If the recommendations are accepted, they have the time and the inclination to see that something is done about implementing the recommendation.

Q. It has been suggested that you take the ideas of other people relating to their particular job, dress them up in a long report and put them forward as your own proposals. What have you to say to this suggestion?

A. Nothing could be further from the truth. It is a basic principle of Work Study as practised in Irish Shipping that due credit is given for suggestions made to us by members of the staff. We always make a point of acknowledging our debt in our reports to the Management. This can very easily be checked.

Q. How does the employee, whose suggestion you use, know that he has been given credit for it?

A. The employee knows because he is informed verbally or by letter from the Management. Furthermore, we now send reports of our investigations into methods of work on board ship to the senior officers for their further comments and suggestions. If we were to formally acknowledge each and every suggestion in writing, we would be involved in quite a lot of correspondence. However, if there is a feeling that more should be done in this direction, we will be delighted to arrange it.

Q. I have heard people express annoyance at the fact that proposals which they made long before Work Study was employed by the Company have now been accepted and implemented. Do you think that this is a reflection on the Company?

A. No. Very few changes for the better would ever be made if every time something is improved someone has to explain why it was not improved long ago. No organisation is so perfect that it cannot be improved. There could be many reasons for failing to implement in the

past a proposal which now seems well worthwhile.

(a) The proposal might have been presented badly so that the real point was missed.

(b) The circumstances of the Company might have been such that the capital expenditure involved could not be undertaken at the time.

(c) There might have been no one available with time to study and analyse the proposal and,

(d) it might be just one more example of the "prophet having no honour in his own country".

Whatever the reason, surely it is better to do the right thing late than never. If what you are talking about was due to mistakes which were made in the past, it is surely a progressive company that will admit its mistakes and learn from them.

THE FACTS

Q. Are not many of your proposals based on theory rather than on practical considerations? Do you review the effect of proposals after a period in operation to determine the success achieved?

A. The answer to the first part of your question is No. Our proposals are based on an evaluation of the facts which are recorded and measured as they occur. Very often people mistake for the facts what they **think** are the facts, which can be a very different thing. With regard to the question of reviewing the effect of recommendations which are implemented after a period in operation this is, of course, a basic principle of Work Study policy and we review changed systems after a fair period of trial.

Q. How do you assess whether or not a new system or procedure is worthwhile?

A. Our first task is to question the existing procedure as a whole, as asking questions may sometimes show that the job need not be done at all. If the job is necessary, we write down how it is done, step by step. Each step is then critically analysed by asking certain basic questions. Some of the questions we ask are:—

QUESTION	POSSIBILITY
What is done?	Perhaps it should be eliminated or altered.
Why?	
How is it done?	Perhaps it should be simplified.
Why?	

When is it done? Perhaps the sequence
 Why? should be changed.
 Where is it done? Perhaps the place
 Why? should be changed.
 Who does it? Perhaps someone
 Why? else should do it.

Continually the question "Why" is asked to make sure that the real reason is obtained. The possibilities and suggestions received from everyone connected with the job are incorporated in the proposed method. As a double-check the proposed method is questioned as critically as the original method. We can then compare the present and proposed method on a "before and after" basis to make sure that it is worthwhile.

Q. If you have implemented a great number of suggestions, do you not reach the stage where you are scraping the bottom of the barrel to effect further economies or improvements?

A. It would be a happy day for Irish Shipping if we had reached the stage where this would worry us. In establishing priorities, we attempt to tackle first those jobs which promise the maximum benefit in the shortest time. As these problems are solved one by one we can turn our attention to problems which, though less urgent, still need to be tackled.

We are dealing with an industry which is changing rapidly. Ships are becoming more sophisticated. New methods of transporting cargoes are being evolved. I think that if we are to remain in front we must constantly review the way we do things and we must constantly seek new and better ways of doing our job. I am not afraid of organising myself out of a job.

Q. How would you say Work Study is being accepted in I.S.L.?

A. I think Work Study is being accepted much more readily now than it was when it was first introduced. I think this is quite natural for various reasons. For example, some members of the staff may have thought Work Study posed a threat to their jobs. Others may have seen it as criticism of the way they had been doing their jobs. There is a problem of communications. Perhaps we have not done as much in this field as we

should. We do recognise this problem. Many of our ships' officers have already completed a Work Study appreciation course. We have explained our objectives to as many of our ships' personnel as possible. Soon we will distribute an explanatory booklet to all personnel. We hope in this way to promote a better understanding of what we are trying to do.

Q. Surely your role is that of reducing costs and the most effective way of doing this is by reducing the number of workers? How can you expect a man to cooperate with you in helping to make him redundant?

A. I was wondering when I was going to get this broadside. I reject the implication in your question that the most effective way of reducing costs is by reducing the number of workers. There is no use dodging the fact that we are earning our living in a highly competitive industry. If we do not remain competitive, there may be no jobs on Irish ships. We will remain competitive if we reduce all our costs to a level which is not higher than those of our competitors. Wages form a large part of our operating costs. If we succeed in reducing our operating cost in respect



Assistant Work Study Officer Peter Corcoran

of each ship to enable it to trade profitably we will be able to build more ships and thus pay more wages by creating more jobs on a greater number of ships even if the number of jobs on each ship is less than before. The essential point in which people should be interested is the total number of secure jobs which are available. It is better, I think, to offer thirty men secure employment on two ships than to make the employment of forty men on one ship insecure because that ship's operating costs are not competitive. If we can maintain our position as a highly competitive shipping company operating at a profit, there will be more jobs available for those who wish to earn their living on Irish ships. If we do not maintain our position, those jobs which presently exist may be in jeopardy.

- Q. Would you care to comment on the suggestion that the cost reductions achieved so far have been achieved on our ships, whereas little has been done in the office?
- A. I do not think this is true. The office staff has been cut by 15% and administration costs were reduced by £60,000 last year. Of course we must seek ways of improving our performance ashore as well as afloat.
- Q. Are there any other comments you would like to make?
- A. Yes. Work Study is essentially an advisory service. It doesn't issue orders. It makes recommendations. The success or failure of Work Study depends not only on the quality of the recommendations but on the manner in which they are implemented. By itself it cannot achieve much. Successful Work Study requires the cooperation of all.
- Q. How do you feel about people who ask you the kind of questions I have asked?
- A. Pretty much as most people feel about Work Study—a damn nuisance but necessary.

New Container Ship

Continued from page 8

operational control office. The facilities at the terminal are such that the ship can be discharged and loaded within 48 hours.

A 50,000 square feet shed on the Dock Estate provides facilities for packing and un-

packing containers. A 50 feet wide concrete apron has been laid along the 700 feet length of the shed on one side to permit the handling of laden containers weighing 20 tons by a Lancer Boss Sideloader.

AT MONTREAL

The terminal at Montreal will be for the exclusive use of Manchester Liners, and will have undercover storage for loaded containers to protect the cargo from snow and sun. At Montreal, the Canadian National Railways will provide the container land-link for the new service giving access to the industrial heartland of Ontario and to the mid-west of the United States.

The containers will be carried by rail from Montreal to the container terminal in Toronto which is served by rail on the mainlines going east and west and also by major highways going north and south as well as east and west to Ontario, and into the heart of the City of Toronto. An agreement has been reached between Manchester Liners and Canadian National whereby containers will be delivered throughout Canada and the mid-west of the United States competitive with delivery through New York. Delivery in Toronto and Hamilton via Canadian National "mini-train" will effect a saving of over seven days compared to the conventional delivery time through the Seaway. The main line between Montreal and Toronto, over which the containers will move, has recently been upgraded to permit passenger train speed of around 100 miles per hour, and in consequence it is ideally suited to give container traffic a safe ride with minimum vibration. The Canadian National Railways system which extends from the Atlantic to the Pacific can provide delivery to all points across Canada and is also able to offer a direct one-railway "land bridge" route for traffic moving between Europe and the Orient.

LARGE INVESTMENT

The new cellular container service which has got under way with the maiden voyage of the "Manchester Challenge" represents a capital investment of £10,000,000. The service offers many advantages to British Importers and Exporters, not the least of which should be greater stability in shipping costs. We congratulate Manchester Liners on the launching of their new vessel and we wish them every success with their new service.

I AM THE GREATEST!

By HUGH MILITY

In recent years we have suffered a lot of ill-informed and confused talk about the possession and enjoyment of goods and chattels. A fellow like me couldn't sport a new tie without hearing some snide remark about vulgar wealth and inflated egos. Such little luxuries as my Mercedes 3000, my yacht, my mohair suit along with my modest hacienda in the south county have been deprecatingly described as "status symbols", when in truth these simple purchases were no more than just rewards for hard work accomplished. Our rubber-neck cynics have confused "Status" with the act of buying oneself a few innocent pleasures, forgetting that the man who indulges himself with external signs of affluence may not be remotely interested in acquiring a place of honour among men. Even the executive type you see leaving the office carrying an expensive leather brief-case may just find the thing handy for bringing home the fish on Friday.

But I'm happy to detect a change in attitudes. More and more, people are tending to view matters in proper perspective and to distinguish between status and wealth, and also between status and influence. Now that the majority of our people are busily engaged in the pursuit of honest money and all the lovely things which the stuff will buy, we are, I believe regaining that keen sense of values so characteristic of this country in former days.

SOCIAL AND PERSONAL

In the rural district where I grew up, the word "status" was unknown, but what it meant, although never defined, was spontaneously recognised and respected. You didn't acquire status by owning more than your neighbours, you could gain a special standing among the people without having as much as a bicycle to number as a luxury. When a farmer advertised for a wife in the matrimonial columns of "The Star", he didn't waste precious space at Id. a word listing his acres, his stock and good looks, but proclaimed his good name to the parents of eligible girls by rounding off his brief ad with the message—"Priest in Family" and he knew and everybody knew that his status was thereby established. Of course in those days vocations were very plentiful, and in-

evitably some matrimonial ads were bound to go one better. No, not, as you may be thinking—"Cousin a Bishop"—and this wasn't so uncommon at all. The real clincher in the wife-seeking ads was the one that ended with—"Priest in the family and pump in the yard". If you haven't ever seen this one and perhaps think it quaint, then I suggest you spend a few weeks on some southern bog, amusing yourself six times daily by carrying two full galvanized buckets of water a distance of 2 miles as the crow flies. I suggest that at the end of the first day you will appreciate the qualities of a man who had the industry and foresight to sink a pump—along with having a brother in the Church.

But I do recall one neighbour of my young days who insisted on displaying what we would now call a status symbol. This neighbour was an old lady who demanded and was given certain privileges, because, as she claimed, her people were "Landlords"—which is to say that they were entitled to 8/- per year rent from other neighbours. She walked to last Mass every Sunday in high buttoned boots, around which she proudly wore a pair of spats—her most precious possession. She was known far and wide as Mary Spats. By universal consent, she was allotted her own special place in the front seat of our Church. She was always given the first invitation to every parish function and on these, as on every important occasion, she never failed to wear the spats. Mary lived and died in proud poverty, and at the end, the country awarded her the greatest status symbol possible—a funeral procession that stretched for 2½ miles and headed by an Archbishop and two T.D.'s.

There really are no short-cuts to positions of honour, so we must be charitable in our assessment of humble people who merely wish to enjoy the good things of life. The man with the double garage may just have a few pounds to spare. The man with status doesn't need to have even a permanent address. His symbol will be something like a hard hat, such as is worn by Dockyard foremen and Stewards of the Turf Club—or even by Judges of the High Court on certain occasions. Outward marks of real standing and authority are very simple things having no relation to sudden affluence.

BURGLED WITH DIGNITY

But of course I do realise that some of our citizens are still unable to separate vulgar wealth from their notion of human respect, and I'm told that in the better districts of Dublin, status-mongering continues with many variations. It appears that photos taken at the Horse Show, the Park Races, Fashion Shows or at the official opening of shops for the evening papers are no longer considered smart. Even to be listed among the guests at state banquets in Dublin Castle is no longer calculated to raise even a yawn. No. The very "in thing" at the moment is to be just the subject of a brief report in the newspapers—something along the following lines:—

"Last evening thieves entered 'The Laurels', Foxrock, home of Mr. and Mrs. Aiden Ponsonby O'Shaughnessy while the owners were attending a ballad session at the Royal Irish Academy. The servants had the evening off. Some original paintings and several expensive diamond rings were stolen. Mrs. Ponsonby O'Shaughnessy told our reporter she wasn't sure how much jewellery was missing. The property was not insured".

STAFF SOCIAL COMMITTEE

The following Staff Social Committee has been elected to organise our social functions for the next year:

Miss F. Wynne
Miss L. O'Leary
Miss B. O'Kelly
Mr. J. McQueirns
Mr. S. Clancy

We understand the election was held under an extension of the "one man, one vote" system. The women were also allowed to vote.

CONGRATULATIONS

To Miss Brenda Kehoe of our Head Office Staff on her recent engagement to Mr. Pat O'Hanlon. The wedding is fixed for next March.

SPORTS STAR

John Wright of Claims Department has been scoring freely in his recent outings with the Dublin Senior Football Team and we congratulate him on his very fine displays.

Staff Dinner Dance

The Annual staff Dinner Dance will take place this year on December, 17th at the Shelbourne Hotel.

Dinner will be served at 22.30 hours and dancing will continue until 03.00 hours.

Dress will be formal and all staff members are cordially invited. Each staff member may be accompanied by one guest.

FLEET NEWS

"IRISH FIR"

This vessel was unfortunately involved in a collision with a coastal tanker, the "Marinagela Montarari" as the "Fir" was arriving at La Spezia, Italy on November 13th. We are pleased to say that the "Fir" was not held up for very long, and she arrived in Sfax, Tunisia on November 23rd where she loaded a cargo of phosphate for Ayr in Scotland. The vessel will be due at Ayr on December 3rd, and on completion of discharge she goes on to Partington to load a cargo of coal for Malta. She is scheduled to sail from Partington on December 9th arriving at Malta about December 20th and sailing from there again on December 22nd for Sfax to load a further cargo of phosphate for Ayr.

We send our congratulations to Captain C. Mahon who took over command of the vessel at La Spezia, for a temporary period. Captain M. O'Connell who was on the ship since last December is now home in Dublin enjoying some well earned leave.

"SYCAMORE" DRYDOCKS

The "Sycamore" arrived at Aarhus in Denmark on November 23rd with a cargo of grain from New Orleans. She completes discharge on November 28th when she is due to leave for Newcastle-on-Tyne. The vessel drydocks at Newcastle on November 30th where the crew will pay-off the vessel.

Prior to sailing from New Orleans on her present voyage the "Sycamore" had been on time charter to the Peruvian State Line for whom she carried a cargo of sugar from Salaverry to New Orleans.

Master of the "Sycamore" is Captain F. W. Kirk and her Chief Engineer is Mr. J. T. Morgan. When the ship comes out of drydock she will go on time charter to South African Marine Corporation, and will load general cargo at European Continental ports for South Africa.

"PLANE" IN SPAIN

This vessel which is on time charter to Vigo Steamship Company and on a similar itinerary to the "Rowan" will sail from

Montreal on November 30th for Carthagena in Spain. She is due to arrive in Carthagena on December 12th and will complete discharge of her cargo at Seville where the vessel is expected to be over the Christmas holiday period.

Relatives of personnel on the "Irish Plane" should send any Christmas mail they wish to forward to the vessel to our Agents at that port:—

Messrs. A. Y. P. Rodriguez
de la Borbolla Alcala,
Paseo de las Delicias 3,
Seville,
Spain.

"POPLAR" AND "SPRUCE"

These vessels are continuing on the liner run between Manchester, Dublin and Canadian ports. The "Irish Poplar" arrived in Halifax, Nova Scotia on November 27th and is expected to sail from there on November 30th for Manchester where she is due to arrive on December 8th. After completing at Manchester the vessel will proceed to Dublin on her outward voyage to Canada.

The Master of the "Irish Poplar" is Captain J. Poole and her Chief Engineer is Mr. P. Otter.

The "Spruce" arrived in Manchester on November 26th and is expected to be there until December 15th when she leaves for Dublin. At Dublin the vessel loads a general cargo including a large consignment of nuts from Galway for discharge at Detroit.

The vessel is due in Dublin on December 16th and will probably be on voyage to Canada over the Christmas period.

"IRISH WILLOW" FOR GREECE

The "Willow" has loaded a cargo of coal at Swansea for Piraeus which is the port for Athens. Prior to loading at Swansea the vessel had made a voyage from Lipari Island, North of Sicily, with a cargo of crushed pumice stone.

The "Willow" will be due at Piraeus about December 12th.

'ROSE' CARRIES BIAFRAN RELIEF SUPPLIES

This vessel is at present on her way to Libreville and Sao Thome with relief supplies for Biafra, having sailed from Dublin on November 15th.

She has on board large consignments of milk powder, meat, flour, fish and beans as well as one pre-fabricated warehouse and sundry items such as blankets, biscuits, cornflakes and medicines.

The "Rose" called at Dakar on November 25th to load bunkers and she is expected at Libreville on December 3rd. She will discharge part of her cargo at Libreville and complete the discharge of the balance of her supplies at Sao Thome before making a further voyage to Abidjan, Capital of the Republic of the Ivory Coast to load a further cargo of relief supplies for Sao Thome.

The "Irish Rose" is on charter to Africa Concern Limited, a non-profit making Company which was established to carry out charitable projects for the relief of hunger and distress. The cargo at present on the "Irish Rose" was donated by the people of Ireland for the relief of famine in Biafra.



The "Irish Rose" spent some months trading in the Gulf of St. Lawrence earlier this year. Our picture shows the vessel berthed at Seven Islands on the Northern Shore of the St. Lawrence river. Seven Islands, which will be familiar to many of our seagoing personnel, takes its name from the Seven Islands which screen the town from the open sea, and has a population of 22,000. Iron ore which is mined 360 miles north of the town is the chief export through the Port of Seven Islands, and ore cargoes from here supply steel mills on the Great Lakes as well as in the United Kingdom and Europe.

"IRISH ROWAN" FOR ALGERIA

The "Rowan" which has been on regular voyages between European and Canadian Great Lakes ports is at present loading grain at Duluth for discharge at Algiers. The vessel's deadweight tonnage has been increased under the new loadline regulations and on her present voyage she is carrying approximately 500 extra tons of wheat. She arrived at Duluth from Chicago on November 28th and is expected to complete loading on December 2nd when she sails for Algiers and she should arrive at the latter port about December 16th.

The "Rowan" has been on time charter to Tesco Steamship Corporation for the past eighteen months and will complete her time charter at the end of the present voyage when she will go into drydock.

We have not got details of her drydocking arrangements at the time of going to press.



This photograph of the "Irish Rowan" entering the Eisenhower Lock on the St. Lawrence Seaway was sent to us by Mr. M. G. Steele of 312, North George Street, Rome, New York. Mr. Steele, who was visiting the Eisenhower Lock, very kindly sent us this photograph together with two others, and the respective negatives.

"IRISH CEDAR"

This vessel continues on her charter to W. and H. M. Goulding bringing phosphat from Casablanca to Dublin and Cork. Under the command of Captain J. McPolin and with Mr. J. Whooley, Chief Engineer, the

vessel sailed from Dublin on November 26th for Cork where she completes discharge on her present voyage. On her next voyage she will discharge at Dublin only, and she is due there on December 9th.

"ASH" AND "ALDER" IN PERU

Both these vessels continue on their charter to the Peruvian State line, and both vessels are expected to be at Peruvian ports over the Christmas holiday period.

A number of personnel recently joined both vessels to relieve members of the existing crews.

On the "Irish Ash" Mr. J. A. Murphy, Fourth Officer relieved Mr. J. A. Moynihan, and Mr. J. Dillon, Chief Steward relieved Mr. J. Doran. Also joining the vessel at Houston in Texas were Junior Engineers Mr. J. J. Kenny and Mr. M. Murphy who replaced Mr. M. Egan and Mr. T. Maxwell. The "Ash" visited Houston, Pensacola, Mobile, Pascagoula, New Orleans and Beaumont on her present call at the U.S. Gulf. The ship is due at Pascagoula on November 30th, and is expected to call at New Orleans on December 2nd finishing at Beaumont on December 7th when she will sail for Peru.

On the "Irish Alder" Mr. J. Gilmartin, Second Engineer, has been relieved by Mr. L. O'Toole, and Mr. P. J. Malone, Third Officer was relieved by Mr. D. Kavanagh.

This vessel has visited Mobile, Freeport, Corpus Christi, Galveston, Beaumont, Houston, New Orleans and Gulfport on her present itinerary. She is at present in Mobile, and is expected to complete at Gulfport about December 17th. We are pleased to say that Mr. C. Cashin of the Catering Department on the "Irish Ash" is doing well at home where he is recuperating from a knee injury which he sustained while the vessel was at Peruvian ports.

"ELM" BOUND FOR JAPAN

This vessel loaded a cargo of phosphate at Tampa, Florida, for Antwerp where she is due to arrive on December 4th. After completing discharge at Antwerp about December 7th the "Elm" goes on to Bremerhaven to load cars for U.S. Pacific coast ports, Los Angeles and San Francisco. After unloading the cars the vessel is due to load at Portland for Japan.

On her next voyage from Bremerhaven to Los Angeles the vessel will make her first transit of the Panama Canal.

Visit to DENMARK

This month's visit of the "Irish Sycamore" to Denmark recalls a recent trip I made.

First stop was Copenhagen—the capital since 1536 and the Seat of the Danish Parliament. The population is 1,300,000 and to me it was a truly magnificent city. The streets are wide and, even in the city centre, there are a number of beautiful small parks where one can stroll around and relax. At Langelinie just outside the city is the famous bronze statue of the "Little Mermaid".

THE AUTHOR

We are extremely grateful to Miss Margaret McGivern who kindly contributed this article on her recent visit to Denmark. Margaret is one of two representatives of the Dublin Junior Chamber of Commerce on a special Government Commission set up to look into the problem of Child Care and it was in connection with her work on the Commission that she went to Denmark where herself and her Colleagues were studying the Danish System.

Margaret is also very active on the Dublin J.C.C. "Holidays '69" Committee at present preparing for their forthcoming Irish and International Holiday Fair and Travel Exhibition which will be held at the R.D.S. Exhibition Centre from January, 21st to 26th, next. We understand that features will include a Cinema, a Continental Cafe, a fashion show and a special attraction will be a dry ski-mat on which demonstrations and lessons will be given each evening at about five bob a fall. We explained to Margaret that we couldn't mention this due to our strict rule excluding all forms of advertising.

However, we agreed to mention the fact that the 1970 World Congress of Junior Chambers of Commerce will be held in Dublin during November of that year. Some two thousand visitors are expected to attend the Congress which should bring in considerable tourist revenue at an off-season time of year.

Everyone is friendly and helpful and most people speak very good English, especially the younger age group. The children commence learning a foreign language (usually English) when they are 12 years old and even though school is compulsory only until they are 14, the standard is very high.

No visit to Copenhagen would be complete without a visit to Stroget, just off the Town Hall Square in the centre of the city. This is a street rather like Henry Street which is closed to traffic (except for an hour in the early morning) and the pedestrians just cross from side to side with no dodging between the traffic. There are pavement cafes and hot-dog stands and the shops are wonderful ranging from those with ancient Danish silver and sculpture to the most modern Danish furnishings and cutlery. There are also clothing stores, bookshops and cinemas. As there is absolutely no censorship on books or films in Denmark, these are quite a sight. The billboards outside the cinemas even draw large crowds.

Driving around Copenhagen was fine, but in the countryside it was a nightmare. The roads are narrow with an awful lot of cyclists—young and old—and signposts are a rarity. Certainly driving in Ireland is much more pleasant.

On the way to North Zealand, I visited the Castle of Kronberg—perhaps, better known to us as Hamlet's Elsinore. It was a rather depressing spot—almost as if the Ghost of Hamlet's father still misted the battlements.

Kronberg is situated beside the busy small port of Helsingor from which it is just a one hour journey by Hydrofoil to Sweden.

Home hospitality in Denmark is wonderful. One evening our hosts who spoke no English, invited us through an interpreter, to have a little meal before resuming the journey back to Copenhagen. The "little meal" turned out to be a magnificent dinner and at each end of the table were placed the Irish and Danish Flags. We drank toasts to the President of Ireland, the King of Denmark, etc. etc. (at this stage, I got a little confused).

FERRY TO AARHUS

Next evening we were going by the overnight Car Ferry to Aarhus and this I was really looking forward to. (I was going to tell Normandy Ferries how to run their business

on my return). What an anti-climax it turned out to be. Full of anticipation, I drove up to a magnificent ship thinking this was really the way to travel (girls you should have seen those Officers!). What a disappointment it was when I found it was going to Bornholm while my destination was Aarhus. However, hope springs eternal and I consoled myself with the thought that in this fairyland of Denmark, it was not beyond the possibility to have two such Ferries. Alas, poor Yorick, it was not to be! ! ! I was faced with the under-privileged version of the Bornholm ship. The cars were hoisted onboard in the most primitive manner and needless to say, there were no handsome Officers leaning negligently over the side. As for the ship itself, I.S.L. vessels are certainly in the super luxury class by comparison. You know those cabins where they say you could not swing a cat, well whoever coined that phrase must have been on this Ferry!

Next morning we arrived in Aarhus, the largest town in Jutland, and the Ferry docked right in the centre of town directly opposite the new Atlantic Hotel. This is a very modern ten-story building and I was lucky enough to get a room at the top with the most wonderful views of the Harbour. At night-time it was like Fairyland. Truly one could feel that this was the land of Hans Christian Anderson.

Until my visit to Denmark, I was so ignorant that I never realized that Copenhagen was on an Island—did you?

In Aarhus it was a peculiar feeling to be back on a main road on which, if you had the energy, you could drive non-stop to Rome.

The standard of living in Scandinavian countries is extremely high as are salaries, so for the visitor these are amongst the most expensive countries for shopping in Europe. Prices are sky-high, so for once, I was not at all worried when I met the Customs-man on my return to Collinstown.

Captain and Mrs. Poole and their son Michael send best wishes for a very happy Christmas and prosperous New Year to all their friends afloat and ashore.

Greetings to Personnel Ashore

Michael Dillon, Chief Engineer—Hoping you have a very happy Christmas is our wish wherever you may be. We are counting on you being at home with us; you are always in our thoughts and prayers, from your sisters Margaret and Anne, brothers Joseph, Tommy and Willie, sister-in-law, brother-in-law, nieces and nephews and all dear friends as well as from your Mammy.

J. Pryme, Engineer Cadet—A very happy Christmas and New Year Joe, from Mum, Dad, Patricia and Karl at Portrane, fondest love from Bernadette at Portrane, Nana and Uncle Harold in Manchester, Mother and Uncle John in Whitehall, and Uncle Jim in Whitehall, Aunties, Uncles and cousins in Killester, Raheny and Finglas, all send regards and best wishes.

Edward A. Keane, Deck Officer Cadet at Plymouth College. A very happy Christmas to you Eddie, and the best of good luck in the New Year. D.E.T.M.T.—Love from Mam, Dad, Jack and Nora.



Forthcoming Wedding

Our best wishes to Miss Claire Palmer, formerly attached to our Accounts Department, whose wedding to Mr. Seamus Keogh will take place in Dublin on Saturday, December 21st.

Miss Palmer was one of our Punched Card Operators and was very popular with all her colleagues.

SKULL AND CROSSBONES

By E. O'REGAN

A pirate's life is truly considered to have been a life not just for a man, but indeed only for the fiercest and most depraved of men, who had no scruples or qualms of conscience and who, by the very nature of their chosen calling, must be of extreme and ruthless character. For the pirate there was no going back. Every man's hand was against him. Fellow pirates would rob and murder one weaker than themselves if there were gain in it, for there was no honour among these super-thieves. The Law, in the shape of men-of-war, was always on the prowl to capture them, and should they be found on land for any purpose such as victualling or bottom-cleaning of the ship, the nearest garrison would be immediately alerted to take them or to annihilate them.

MARY READ AND ANNE BONNY

In such grim circumstances the last thing one would expect would be to find a woman following this most dangerous of trades—and yet the history of piracy clearly shows that there were two female pirates who trod the deck with these lawless bands, and were as hardy as any of them. These two were called Mary Read and Anne Bonny, and strangely, their paths crossed, so that at one time they were serving in the same ship.

Mary Read was born in England. Her mother was married to a sailor and he being lost at sea, the mother was left in poor circumstances. When Mary was born, the mother devised to bring her up as a boy, thinking this to be more acceptable to her husband's mother, upon whom she had to rely for a livelihood for them both. So Mary Read was reared as a boy, and being bold and strong when she was in her early teens she shipped on board a man-of-war. Quitting that she went to Flanders, and enlisted as a foot-soldier in the wars. Later she joined a

regiment of horse and behaved herself very valiantly in action. When the campaign was over she found herself in love with one of her fellow-troopers, and dressing herself in woman's clothes she married her fighting comrade. However her husband dying soon afterwards, and having no means of livelihood, she decided to seek her fortune in the New World.

Here Fate took a hand, for her ship was captured by English pirates, and she, being the only English person on board, they took her on their vessel and she became one of them. She followed the calling for some time until her crew surrendered to the King's pardon and she settled on shore in the Isle of Providence in the West Indies. But only for a time. War having been declared against Spain, the Governor of the Island in the West Indies fitted out some privateers against the Spaniards, and Mary Read, dressing herself again in man's apparel, shipped on board one of these vessels. However the vessel was hardly out of sight of land when the crew turned pirate, for a great number of them were pirates who had been pardoned, and the difference between a privateer and a pirate was a very fine one.

And so once again this hardy female fought and sweated as a pirate, and having one time changed her ship, by the laws of chance found herself quite by accident under the redoubtable Captain Rackham. She was astonished to find another female on board, by name Anne Bonny. This lady also was disguised as a man, only the Captain being aware of her true sex. He was truly amazed when Anne Bonny whispered that they had another woman on board and the remarkable thing is that the secret was so well kept that it did not leak out until their trial, after they were captured by a man-of-war.

FROM COUNTY CORK

And now a little about pirate Anne. This adventurous soul was Irish, and it is a thing of note that quite a number of the gentlemen following the pirate trade were true Hibernians, with names like McCarthy and

Dowling cropping up in the histories. Anne was born in Co. Cork, her father being an attorney. After a life of ups and downs, her father, his substance being all spent, headed west for Carolina. His daughter grew up, of a fierce and turbulent temper, well able to hold her own in quarrels with either men or women. She went and married a young and penniless seaman, for which her father turned her out-of-doors, and the pair then made for the island of Providence to try their fortune. Here she made the acquaintance of Rackham the pirate, and falling in love they planned to run away together.

Providence Island at this time contained many ex-pirates who had surrendered to the King's Pardon. They found plentiful employment on the privateers which were regularly fitted out against the Spaniards. Rackham, knowing he would have no difficulty obtaining a crew, plotted with his lady love to seize a sloop which lay in the harbour, and to seek their fortune on the lawless seas of the Caribbean. The sloop they intended to take was one of the swiftest vessels in these waters. Anne Bonny made several trips to the vessel, taking note of the number of hands on board and how they kept the watches. She found that the captain remained ashore each night, leaving only two men to guard the ship. So on a dark and gloomy night, Anne Bonny, now dressed as a man, sneaked out in a small boat with Rackham and some stout fellows and boarded the sloop. Anne, with a pistol in one hand and a cutlass in the other, accompanied by one of the band, went straight to the cabin where she knew the two crewmen berthed, and, waking them, threatened to blow their brains out if they offered resistance. Rackham and his men heaved in the anchor, and setting sail they passed out of the harbour into the darkness of the open sea.

REMARKABLE COURAGE

Once free of Providence island they commenced their depredations, capturing, plundering and burning any hapless vessels they came upon. Sometimes they would turn the unfortunate crews afloat in a small boat, at other times they would maroon them on some uninhabited island. Occasionally some of these captured crewmen would join the band, hoping at least to preserve their life until an opportunity arose of escaping. The two female pirates were as bloodthirsty as

the rest, and indeed at their capture it was deposed by witnesses that they showed remarkable courage and resolution. When they were finally attacked and taken it was stated that, when it came to close quarter fighting with their adversary, none kept the deck except Mary Read and Anne Bonny; and that Mary Read, calling on those under deck to come up and fight like men, and they not making any move, she fired into the hold among them, killing one and wounding some others. Both of these female pirates were condemned to be hanged along with the rest, but Mary Read died in prison from a fever while awaiting execution. Anne Bonny was reprieved and there is no further mention of her in the accounts of the piratical enterprises.

That there was some strain of goodness buried in one of these adventuresses is evidenced by an account of an incident in the life of Mary Read. She happened to have a great affection for a young sailor who had been taken captive by the crew of her ship, and who refused to join the band. This young man had a violent quarrel with one of the pirates, and was challenged to a duel ashore on an island off which the ship was lying. Mary Read was desperately anxious to avoid his being killed in the fight, but could not have him refuse the challenge lest he be branded as a coward. In the noblest tradition of knight-errantry she picked a quarrel with the pirate herself, went ashore and fought a duel with him, killing him on the spot. She had arranged this to happen two hours before the time appointed for the duel with the young sailor, who was unaware of the event until it was too late to interfere.

Thanks 'Elm' Personnel

Mr. Daniel O'Neill who was hospitalised in Tampa, Florida, while serving on the "Elm" is at present home in Cork where he is making good recovery.

Mr. O'Neill asks us to convey his thanks to all his colleagues on the vessel for the generous gift they gave him during his illness.

NAVAL CADETS VOYAGE ON 'IRISH SPRUCE'

In our last issue we reported that two Royal Naval Cadets, Mr. G. L. White and Mr. K. S. Caldwell, had made a voyage on the "Irish Spruce" during which they took time off to tour the United States. We have since received the following account of their travels from which we are pleased to note that they enjoyed their trip on the "Spruce".

"As we were required by a College rule to take part in an organised activity during a part of our summer leave, we decided to try, in the seven weeks, to visit the United States of America. The problem of transport soon became the deciding one. The answer came in the form of a Merchant Navy liaison voyage on a merchantman. This would serve two purposes; we would see the famed 'Land of Plenty' and also we felt that after four years of training ashore it was time to view the sea. The idea of the liaison was for us to see how the Merchant Navy operated and to make contrasts and comparisons on this; and also it intends to give the Merchant Navy an opportunity of seeing Royal Navy Officers who might in time of war be seconded for convoy duties. In our case this did not apply as we sailed under the Irish flag.

Both of us were ex-artificers, a type of technical rating in the Royal Navy, and had completed three years training as such. After this we were selected for a commission and spent two years at Britannia Royal Naval College, Dartmouth, Devon. We are half way through this course.

It came as a great surprise to us to be informed, just a few days before we left, that we were to sail on an Irish ship and not under the "Red Duster". Any misgivings we may have had were soon dispelled shortly after we joined the 'Irish Spruce' at Manchester on July 26th. We were made most welcome and soon settled down to a routine of cargo watching and familiarising ourselves both with our new home and the surroundings of Salford.

The ship had an all too brief stop at Dublin to take on frozen meat and containers, before sailing past the Fastnet and on to the Atlantic. We were fascinated by Dublin and its relaxed yet sophisticated atmosphere and were sorry to have to leave it, not to mention the most excellent Guinness, unique to Ireland.

NEW YORK

The passage to New York was in mixed weather from flat calm and sunshine at the

beginning, to rain, storm and fog off the Nantucket. Our arrival off Long Island was perfect, however, on the beautiful sunny morning of Sunday August 11th, and was an ideal introduction to the new world. New York was most impressive and we could hardly contain ourselves until the ship had docked at Bush Terminal. That evening we explored Brooklyn, Manhattan and the famed Greenwich Village.

Prior permission had been given for us to leave the 'Spruce' at New York for the period of time during which the 'Spruce' was loading and unloading in the eastern ports of the United States. We were to rejoin her on her return to New York. The following morning we said 'Goodbye' to the 'Spruce' for three weeks. We had previously purchased Greyhound coach tickets in England which enabled us to travel anywhere in North America during our visit and we decided to make a marathon of it.

Our first stop was Washington D.C. which we reached on a typically radiant summer evening. However, there is no such thing as the cool of the evening and the hot atmosphere was very different from that of the air-conditioned coach. It was a feature we were to get accustomed to together with the everlasting insect noises. In Washington we played the typical tourist visiting such places as the White House, the Washington, Lincoln and Jefferson Monuments, and the cemetery at Arlington where the Kennedys lie buried.

Just after dark we left for Miami, travelling all night and sight-seeing during the day. This was typical of our progress. It enabled us to save on accommodation and proved comfortable enough to bear for the three weeks. The coaches are fitted with reclining seats and toilets, and were all air-conditioned.

From Florida we travelled through New Orleans and Texas into Mexico. A temperature of 105° fahrenheit greeted us, but within a few days we were surfing in the blue Pacific. The reason for the great American trek to the West became obvious when we viewed the golden tanned beauties to be found in that region.

We took a devious route back across the States into Canada visiting Toronto, Ottawa and Montreal before going back to New York through the familiar scenery of New England. In spite of our jaunts the sight of the 'Spruce' tying up in the morning was most welcome. A free shower, a good meal, not between buns, and a real bed brought us back to the ship's way of life once again. That night we once more tasted Irish hospitality when we saw the night life of New York with some of the ship's officers.

We left for Dublin on September 1st, and had a much rougher trip back. During the next week we were kept busy working with the Electrical Officer. It was during this time we acquainted ourselves with the English Chief Engineer, his good humour and love of the Royal Navy together with a varied life made him a most interesting personality.

Our arrival in Dublin was in brilliant sunshine and we looked forward to the chance to visit it again. Unfortunately we were only able to stay for a day. Having to leave the 'Spruce' and catch the Ferry was a disappointment, but the end of the holiday wasn't far off and the 'Spruce' might not have made Manchester in time.

Looking back on it we feel that not only did we see how a merchant ship is operated and maintained, but it also gave us an insight into the relaxed type of discipline which was evident. This seemed so different yet as effective as the type we were used to.

It was an experience we shall not forget and we hope that others will be able to do the same in the future. Perhaps it would give your own cadets more of an insight into a country they only see the worst of, and an interest during those long summer holidays".

LATE NEWS FLASH

We have been advised by the Charterers of the **Irish Alder** and **Irish Ash** that both vessels will make voyages from Peru with fishmeal cargoes to European Ports shortly. The sister ships are expected to arrive in Europe about the end of February, next.

SOCIAL WELFARE CONTRIBUTIONS

The rates of contribution for Social Welfare will be increased as and from the 6th January, 1969. The employees contribution has been increased from 9/4d. to 11/-d.

These rates include cover for Unemployment Benefit and for Redundancy Payments.

Comprehensive details of all benefits available under the Social Welfare Acts are available in booklet form, and may be had from the Department of Social Welfare, Aras Mhic Dhiarmada, Dublin 1.

NEW CAR FERRY TIMETABLE FOR 1969

The following Car Ferry Timetable will operate for next season:

From 17th May to 20th June and 6th September to 6th October.

Depart Le Havre:
Saturday 1100 hrs.

Arrive Rosslare:
Sunday 0900 hrs.

Depart Rosslare:
Sunday 1200 hrs.

Arrive Le Havre:
Monday 1000 hrs.

**From 21st June to 5th September.
(Two Sailings)**

Depart Le Havre:
Saturday 1200 hrs.
Monday 1500 hrs.

Arrive Rosslare
Sunday 1000 hrs.
Tuesday 1300 hrs.

Depart Rosslare:
Sunday 1400 hrs.
Tuesday 1600 hrs.

Arrive Le Havre:
Monday 1200 hrs.
Wednesday 1400 hrs.

CADET NEWS

Cadet of the Year



Mr. G. Reeves, Industrial Representative of Castrol (Ireland) Limited presenting the Castrol Trophy to Engineer Cadet of the Year, J. Pryme.

This year's Castrol Trophy for the Engineer Cadet of the Year, was presented to Cadet J. B. Pryme, on Thursday, October 24th, in the Metropole Hotel, Cork. The presentation was made on behalf of Castrol (Ireland) Ltd., by Mr. G. Reeves, the Company's Industrial Representative. Mr. Reeves congratulated Cadet Pryme and paid tribute to his achievement in winning the award. He said that Mr. Pryme's success would serve as an incentive to the other students and would encourage them to persevere in their studies. Mr. Reeves also said he was delighted to read, in the previous day's newspapers, that Irish Shipping had placed an order with the Verolme Cork Dockyard, for a new 29,000 ton vessel. Such development of the Company's fleet would provide more opportunities for the Cadets training at the Crawford Technical College.

In his reply, Cadet Pryme thanked Castrol (Ireland) Ltd., for honouring him with this presentation. He thanked Irish Shipping for the opportunities that the Company had given him and he also paid tribute to his former teachers at the Crawford Technical College, for the great help that they had given him in his training.

Mr. English also spoke, as well as Dr. J. C. Aherne, Acting Principal of the Crawford Technical College, and Mr. P. F. Parfrey, Chief Executive Officer, Vocational Educational Committee.

The attendance at the function also included Mr. T. Kilduff and Mr. R. McMahon of Castrol (Ireland) Ltd., Mr. T. Layton and Mr. F. O'Reilly of Crawford Technical College and Mr. N. J. Healy formerly Engineer Superintendent of I.S.L.

Irish Shipping was represented by Mr. P. P. English, Personnel Manager and Secretary, Capt. M. D. Langran, Personnel Assistant/Training, Mr. P. J. Crowley, Manager and Mr. V. McMahon of Cork office.

CIVIL DEFENCE WARDEN

Engineer Cadet, Seamus MacLoughlin who is at present studying at the Crawford Technical Institute Cork, was one of the Civil Defence Wardens who attended the special Civil Defence Exhibition, at the City Hall in Cork, on November 26th and 27th to answer the questions of the many people who visited the Exhibition. Seamus, who also helps the Cork Port Chaplain, Father Lennon, with the work at the Seamen's Club has a particular interest in the whole question of Civil Defence. He is a native of the Curragh, Co. Kildare, and has been very prominent in Cadet activities at Cork for some time.

DEGREE COURSE

Third Officer Mr. Philip Cowman has taken a degree course in nautical studies at Plymouth, and is the first Irish Shipping Officer to take this course. Mr. Cowman who comes from St. John's Road, Wexford, joined the Company on October 15th, 1964 and has served on the "Alder", "Oak", "Cedar" and "Poplar". He obtained his Second Mate's Certificate last March, and he began his present course at the Plymouth College last October.

The degree course covers a five year period which includes three periods, of nine months each, ashore and two periods, of fifteen months each, at sea.

We wish Mr. Cowman every success in his studies and in his future career.

ENGINEER CADETS AT CORK



A group photograph taken on the occasion of the Castrol Trophy Presentation at the Metropole Hotel, Cork on the 24th October, 1968. The picture shows our Engineer Cadets who are at present training at the Crawford Technical College, also included in the photograph are Mr. S. P. Roche, Head of Department of Engineering, and Instructors, Mr. E. Urrell, Mr. C. McSwiney, Mr. R. Murphy, Mr. M. O'Leary, Mr. N. Kelly, Mr. J. Lynch and Mr. Faulkner.

Indoor Soccer

Our Engineer Cadets at the Crawford Technical Institute, Cork have been building up a very impressive record in a local indoor soccer competition, which takes place in the parochial hall in Gurrabraher.

The competition which caters for 118 teams of 5 a side has highlighted the fitness of our Cadets at Crawford. From reports which we have received we understand that four of the Cadet teams have won their way through to the second round of the competition.

New I.S.L. Cadet

John O'Keeffe of Cork City has joined the Company as an Engineer Cadet. John was a private student at the Crawford Technical Institute.

Recuperating

Finbar Cotter, who was selected as an Engineer Cadet this year will not, unfortunately, be able to join us until next year as he is still recuperating after a motor cycle accident. We wish Finbar a speedy recovery from his injuries.

TO ALL OUR READERS

We Wish You a Very Happy Christmas and Health and
Happiness in 1969.

D'ár leitheidí ar na longa guimis go gcoinní Dia slán ar an bhfarraige sibh um Nollaigh
agus san Ath-Bhliain agus d'ár leitheidí uilig guimis Nollaig fé shean is fé mhaise díbh.

Christmas Greetings

"IRISH SYCAMORE"

William Byrne, Deck Dept.—Christmas Greetings from Mam, Dad and all the family, also from Betty and family.

J. J. Bennett, Chief Steward—Best Wishes for a very happy Christmas, Dad, we will be thinking of you all the time. From Clare, Mary, Antoinette, twins Philomena and Seamus.

Paul O'Connor, Electrical Engineer—Happy Christmas Paul. Love and best wishes—Mum, Dad, Sean and Rita.

William Malone, Engineer Cadet—All God's blessings and best wishes for a Happy Christmas, Billy. From Daddy, Mammy and Philip also from the Byrne Family, Wicklow.

Michael Masterson, Carpenter—Love and best wishes for Christmas. From Mum, Declan, Kenneth, Jim, Colm and also from Nellie and family. Hope to see you soon and God Bless.

John Cotter, Deck Officer Cadet—Happy Christmas and lots of love from Dick, Barbara, Una, Kerry, "Mortimer", Dad and Mam.

Jim Roice, Catering Dept.—Wishing you a very happy Christmas and hoping to see you very soon. With lots of love from Mum, Dad, Aileen, Siobhan and Liz.

Hugh Farrell, Deck Dept.—All my love and best wishes for Christmas and the New Year, from your loving wife Kitty. Also love and best wishes from Ma McGuirk and Dick. Best wishes for a happy Christmas from Mr. and Mrs. P. McGuirk and children. Also best wishes for a happy Christmas with lots of love and hope to see you soon. From Mother, Patsy, Sal, Maureen and their families.

Thomas A. Ryan, Junior Engineer—A very happy Christmas and prosperous New Year to our dear son, Tom, where ever you may be for the festive season. Our thoughts will be with you. Not forgetting John and Jimmy and all aboard the "Irish Sycamore". God Bless and safe sailing. From Mam, Dad, Brother Sean and sister Marian.

Eddie Fricker, Chief Steward—Christmas Greetings and all good wishes from the Fricker family at 215.

John Fricker, Catering Dept.—Best wishes for a very happy Christmas to you and all on board the "Irish Sycamore"—From the Fricker family at 215.

Con. Cavanagh, Engine Dept.—Wishing you a very happy Christmas, from your wife and daughter. Also best wishes to all on the "Irish Sycamore".

Raymond Gaughran, Deck Dept.—Best wishes to Raymond for a very happy Christmas—From Mam, Dad, Owen, Joseph, Marian, Evelyn, Gerard and Margaret.

Vincent Murphy, Deck Dept.—Tons of love and our very best wishes to Vincent for a very happy Christmas. Hoping to see you soon—From Mam and Dad, Anne, Sean, Dolores and Carmel. Also from Pat, Jack, twins and Mick next door.

Joseph Fox, Deck Dept.—Loving Christmas greetings, Joe, and hoping to see you soon. With fondest love from Anne.

Michael Kavanagh, Deck Dept.—Greetings and best wishes for Christmas and New Year—From all at home in Dun Laoghaire,



Raymond Gaughran, Deck Department, "Irish Sycamore" with his sister.

"IRISH WILLOW"

James Dowdall, Engine Dept.—Christmas greetings and all our love, from your wife, Phil, children, Gerard, Finola and Lorraine.

Dermot McLoughlin, Catering Dept.—Best wishes for a holy and happy Christmas, from Mum, Seamus, Patricia, Jerry, Peter and baby Martin. Also from Brother Carchy, O.C.S.D.

Henry Briody, Fourth Engineer—Best wishes for a very happy Christmas and a prosperous New Year, from Father, Mother, Mary and the boys.

Noel Fynes, Deck Dept.—Congratulations and best wishes on your Twenty-first Birthday, on 9th December, and for a very happy Christmas and New Year, from Mam, Dad, and all your friends also from Stephen and Bridget, Mr. and Miss Mackey, also from Kathleen in Blessington—Congratulations on your Twenty-first Birthday and best wishes for Christmas and the New Year, from the Carricks, of South Shore, Rush. Also Twenty-first Birthday greetings and best wishes for Christmas and the New Year from your loving girl-friend, Mary Hughes, and from the Hughes family.

Michael Moody, Catering Dept.—Merry Christmas, Michael, from Mam, Betty, Granny, Aunties, and also a happy birthday on December 29th, from all at Douglas Road, Cork.

Joseph Reddy, Catering Dept.—Greetings and best wishes to you for a very happy Christmas, from your loving wife and family Anna, Joe and Anthony, also Peter and Frances, not forgetting your grand-daughter, Karen.



Mrs. J. Dowdall with her children, Gerard, Fionola, and Lorraine send best wishes to Mr. J. Dowdall, at present serving on the "Irish Willow".



**M. Kavanagh,
Deck Department,
"Irish Sycamore".**

"IRISH ROWAN"

John J. Ryan, Engine Dept.—Christmas greetings and best wishes from your loving wife Nell, who is always thinking of you also greetings from Jim, "Bertie", "Junior", Lily and all the callers, not forgetting P. Maloney and J. Keogh.

Kevin Barry, Junior Engineer—Greetings and best wishes to Kevin and all who sail with him at Christmas time, from Dad, Mam, Margaret, Veronica, Roy and Auntie, and all his friends in Cork.

Noel Little, Third Engineer—Many happy returns of your birthday on 23rd December, and best wishes for a very happy Christmas from Mother and Father and all the family.

James Francis Hunter, Deck Dept.—Wishing you a very happy Christmas from Mum, Dad, Sisters and brothers.

P. J. Rice, Deck Dept.—Love and best wishes for a very happy Christmas, and also for a very happy birthday on January 31st, from Mammy, Daddy, Yvonne, Adele, and Barry of Wicklow, Ronnie, Pauline and children, Wicklow, Gordon, Fonso and Doris, Southampton.



L. Kinsella, Deck Officer Cadet, "Irish Rowan".

Tony O'Toole, Second Engineer—Greetings and best wishes for a happy Christmas from Mam, Dad, Mary, John, Joe and Bernie, and all at home.

T. Maloney, Engine Dept.—Wishing you a very happy Christmas from Anne, Charlie, Dwayne, and Wendy, and from Jackie, Eileen and children.

Jim Willis, Deck Dept.—Love and best wishes for your birthday which takes place on 14th December, and also for a happy Christmas. Looking forward to seeing you soon. Love Dad and Mam.

Eric Hensey, Deck Dept.—Wishing you and all hands aboard ship a very happy Christmas and all the best for 1969, from Mam, Dad, Noeleen, Liz and Marion.

Michael Lydon, Deck Officer Cadet—Greetings and best wishes for Christmas and New Year, also many happy returns for your birthday from Dad and Mam, Margaret and Aidan.

Liam Kinsella, Deck Officer Cadet—Christmas greetings and a very happy 21st birthday on 24th January, 1969, to Liam, from Mammy, Daddy and all the Kinsella clan, also every good wish from the boys in the 78th troop C.B.S.I. Clondalkin.

Noel McCoy, Deck Dept.—Love and best wishes for a very happy Christmas from Norman, Gladys, and Mam.

Patrick T. Walsh, Fourth Engineer—Wishing you a very happy Christmas and a very bright New Year. Hoping to see you soon, from your loving Dad, Mother, Bernard, Sara and baby Caroline.

Paul Kenny, Deck Officer Cadet—Birthday greetings and best wishes on your 19th birthday on 13th November, and also Christmas and New Year greetings from Mammy, Daddy, Martina and Valerie, Christine and your only brother David.

"IRISH FIR"

Patrick Guiden, Deck Dept.—Christmas greetings and best wishes, from your loving wife and son, Maurice, also from Marie and Paddy. Wishing you a happy Christmas and a bright New Year. From Noel and Ben—wishing you all the very best for Christmas. Christmas greetings and best wishes, from Jack and Catherine and every blessing for Christmas and the New Year from all the grandchildren, Collette, Brian, Barbara, Noel and Marie.

John Edward Maher, (Sam), Fourth Engineer—Loving Christmas greetings from Mam, Dad, Betty, Paddy and family, also from Mammy, Aunt Chrissie, Joe and family, from Aunt Lil, Albert and family, Bridie and family, Gregory, Colm and Patrick to Uncle Jackie. Mr. and Mrs. Doyle and all your friends in Drimnagh, and from the Drimnagh Musical Society to our strong man. Greetings also come from the brothers and boys of the St. John Bosco Boy's Club, Drimnagh.



N. Fynes, Deck Department, "Irish Willow".

"IRISH ASH"

John Murphy, Fourth Officer—Greetings and best wishes for Christmas and the New Year, from Dad, Mam, Arthur, Mary and Jim, and greetings also from Aunt Maggie, Tom and Jean, and from Aunt Agnes, Una and Patsy.

Brendan Hearne, Second Officer—Wishing you a very happy Christmas and a bright New Year, and looking forward to seeing you in the New Year. All the best from Mam, Dad, Pat, and Kieran. Best wishes for a happy Christmas and New Year and looking forward to seeing you in the New Year, Josephine, Eddie, Patricia and Edward.

"IRISH ASH"—continued

Frank O'Neill, Electrical Engineer—Christmas greetings and best wishes from Mother and family, Pierce and Bernie, and baby Patricia, also from Jack, Mary and family.

Donal Buckley, Fourth Engineer—Birthday greetings and best wishes for a very happy Christmas, with all our love from Mum, Dad, brothers and sister Enda.

Ken Edwards, Third Engineer—Wishing you a merry Christmas from your fiancée Gilda.—From Dad, Mam, and Aileen, all best wishes.

Michael O'Broithe, Third Officer—Nollaig fe shean is fe mhaise dhuit o Mam, Daid, Tomas, Sile, Aine, Catriona, Eilin 'is Maire.

Trevor Mahony, Deck Dept.—Best wishes for Christmas and the New Year from Mam, Dad, Kenneth, Sylvia and Janet.

Gregory Murphy, Deck Dept.—Christmas greetings and best wishes from father, mother, sister Miriam, brothers Jerome and Damien.

Frank Walsh, Chief Cook—Greetings from your loving wife, Anne, and lots of love from baby daughter Susan, also greetings from your Dad, Auntie Kitty, John, Mum, Pop, Teresa, Pete, Jimmy, Mary, Gay, and Regina Dermot and Bridie, hoping you have a very pleasant Christmas.

"IRISH CEDAR"

David J. Knott, Third Engineer—Love and best wishes to David for a very happy Christmas from your loving wife, Fiona, Mum, Dad, Tony and Angela.

Liam Robinson, Fourth Engineer—A happy and holy Christmas and prosperous New Year from Mam, Dad, Rita, and all your friends in Dundalk.

Eugene D. Currihan, Fourth Engineer—Christmas greetings and best wishes for the New Year to Eugene and all on the "Irish Cedar" wherever they may be from Mam, Dad, Marie and Hilary.

Ritchie Saunders—Happy Christmas and all the best in the New Year—Von Hanni, Martin and family.



W. F. O'Toole, Third Engineer, "Irish Spruce"



P. Kelly, Catering Department, "Irish Elm."

"IRISH SPRUCE"

Brian Warren, Deck Dept.—Best wishes for a very happy Christmas and New Year from Mam, Dad, and Peter at home, and all the rest of the family everywhere. Also Christmas greetings and best wishes from Mr. and Mrs. Fynes, and Noel and Mary.

Eddie Burke, Junior Engineer—A very happy Christmas and a bright New Year from Mrs. Hanrahan and family.

Brendan Stockdale, Third Officer—and also to his brother—**Deck Officer Cadet Colm Stockdale**—Best wishes for a happy and holy Christmas from Mam, Dad, and all your brothers and sisters.

Declan McLoughlin, Fourth Engineer—A very happy Christmas and bright New Year from Mam and Dad, brothers, sister-in-law, nephews and nieces, we all miss you very much and hope you have a nice time wherever you are. God bless you and all on board the "Irish Spruce".

W. F. O'Toole, Third Engineer—Every good wish for a happy Christmas and New Year from Mum and Dad, sisters Olive and Kay, brothers Noel and Paddy.

Jack Johnson, Chief Engineer—All good wishes for Christmas, and a happy New Year from Arthur, Betty and Susan.

H. P. Courtney, Second Officer—Wishing you a very happy and holy Christmas from Mam, Dad, Joseph, Jimmy, Mary and family, also from Aunt May, Uncle Joe and family, Christie and family, Mr. and Mrs. McLoughlin and all your friends.

Gerry Waldron, Fourth Officer—Happy Christmas to yourself and shipmates—Love from all at home and Niall.

E. Burke, Junior Engineer—With best wishes for Christmas and the New Year from Mam and all at home.

Thomas O'Connor, Deck Officer Cadet—A very happy Christmas and God's blessing for the New Year from Dad, Mam, Nana, and all the family.

"IRISH ALDER"

Gerard Dorgan, Third Engineer—Love and best wishes for Christmas—From Mam, Phyllis, Austin and the rest of the family.

Richard Moynihan, Deck Dept.—Greetings and best wishes for a happy Christmas Dick and a big God Bless—From Dad, Therese and Lily.

Ifor Kershaw, Junior Engineer—Christmas greetings and best wishes. Hope to see you soon. With our fond love from Mum and Olive.

Jack Harford, Engine Dept.—Love and best wishes for a very happy Christmas and a Happy Birthday on December 31st.—From your wife, Carmel and all at home.

Michael O'Sullivan, Fourth Engineer—Loving best wishes for a very happy Christmas and happy New Year. Hoping you are keeping well and looking forward to seeing you in the New Year. Love and best wishes from your wife Phyllis, also love from Mam, Dad, brothers and sisters.

Jerry Mooney, Junior Engineer—Fondest greetings at Christmastime and looking forward to being with you shortly. Love Renee. Wishing you a happy Christmas and a prosperous New Year and good luck with the fishing—From Dad, John, Anthony, Breda and Renee.

Tommy Hanrahan, Junior Engineer—Hello Tommy. Best wishes for a very happy Christmas and a bright New Year. We all miss you very much and are looking forward to seeing you in May, 1969—From Mum, Dad, Pat, Kevin and Pauline. Also a happy Christmas from your fond sister Bernadette, George, Jill, Caroline, baby George and Susan. Happy Christmas Tommy from your loving fiancée Julia and your future "in-laws". Also best wishes to Jerry Mooney, Michael O'Sullivan and all the crew on board the "Irish Alder" from Mrs. Hanrahan and family.

James M. Murphy—Greetings and best wishes for Christmas—From Mam, Dad, Theresa, John and family. Also from Marie and family.

George Saurin, Catering Dept.—Best wishes for a happy Christmas and New Year.—From Dad, Mammy and sisters and brothers.

Patrick Brazil, Deck Dept.—Happy Christmas from your Mum and Dad, brothers and sisters, aunts and uncles and all at home.

Christopher O'Gorman, Deck Dept.—Best wishes for a very happy Christmas and a bright New Year to you and all on the "Irish Alder"—From your father.

John B. Dunne, Electrical Engineer—Loving Christmas greetings and every success in the New Year. Eagerly looking forward to seeing you in the Spring. From Dad, Mum, four brothers and five sisters.



G. Saurin, Catering Department, "Irish Alder."



R. Kealy, Deck Department, "Irish Alder".

John Byrne, Catering Dept.—Wishing you a very happy Christmas and a bright New Year.—From Mam, Dad and all the gang at Coolock.

Ronnie Kealy, Deck Dept.—Christmas Greetings and best wishes from Mam, Dad and children. Also from Granny, Blanche and children. Christmas greetings and best wishes and looking forward to seeing you in the New Year from all at No. 20.

Oswald McGrath, Deck Dept.—Greetings and best wishes for a very happy Christmas—From Mammy, Carol, Winifred, Mary, Anne, Margaret, Carmel and Teresa. Also best wishes to Ronald—may God Bless and a safe return to you both.

Jack Heaney, Deck Dept.—Wishing you a happy Christmas from Matt, Jane, Bridget, Mary, Granny, Sean, Jean, Matthew, Thomas and Mary, also Peter, Peg and Baby Thomas.

Paddy Boyle, Deck Dept.—Christmas greetings and best wishes for the New Year from Mr. and Mrs. Meehan, and sisters and brothers.

Anthony O'Leary, Deck Dept.—Congratulations and best wishes on the occasion of your Twenty-first Birthday, on 10th December, and also best wishes for a happy Christmas and a prosperous New Year to you and all on board the "Irish Alder". Looking forward to seeing you in the not too distant future. Lots of love from Mum, Peter, Paul, Joseph, Geraldine, Fidelma and James.

Gary O'Toole, Catering Dept.—Christmas greetings to Gary and all on board the "Irish Alder", from all at home in Monkstown.

Simon McCarthy, Engine Dept.—Wishing you a very happy Christmas—With love from your wife, Gertie, and children, Tony, Lorraine, Simon and Brendan. Greetings also from Mrs. Mallon and family and from Mam and family, and from Charlotte, Pat, Lisa and Kenneth.

James Ryder, Deck Officer Cadet—Christmas greetings and best wishes for the New Year from Dad, Mam, and Mary. Also best wishes for a happy Christmas, Jim, and a prosperous year in 1969—Karl, Bethy, Susan and Karen.

Ronald Keogh, Deck Dept.—Merry Christmas, Ronald, hope to see you soon, from Dad, Grannie, Margie, Mortimer, Lar, Dermot, Roy, Brian, Austin, Aunt Eileen, Jim and Kenneth.

Tony O'Leary, Deck Dept.—Greetings and best wishes for Christmas and New Year from Maigread, Paddy, Nan and family.

Tommy O'Toole, Engineer Cadet—Best wishes for Christmas and the New Year from Mam, Dad, Mary, John, Joe, Bernie and all at home.

"IRISH ELM"

Patrick Doyle, Catering Dept.—Christmas greetings and best wishes, from your loving Mother, Father, seven brothers and two sisters. We all miss you very much and are looking forward to seeing you in the New Year. Hope you won't be too lonely on Christmas Day—We shall all be thinking of you. God bless, from your Mother.

Liam Quigley, Fourth Engineer—Happy Christmas and best wishes for the New Year—From Mam, Eileen and Paula, also from Moll, Martin and Kay, and your Aunts and Uncles in Clonmel, and from Nanny, Grandad and Matt.

F. B. Cronin, Junior Engineer—Birthday greetings and best wishes to you for a happy Christmas. We will all miss you very much at No. 18. Love from Father, Mother, brothers and sisters.

Paddy Kelly, Catering Dept.—Greetings and best wishes for a very happy Christmas and New Year from Mum, Dad, Tessy, Marie, Liam and Pat, also from Nellie, Liam and children.

David Aherne—Seasonal greetings and blessings to David and all aboard the "Elm"—From Mam, Dad, Marie, Kay and Alice.



Fourth Engineer, W. Quigley on the telephone in the engine control room of the "Irish Elm".

Patrick Redmond—Greetings and best wishes for Christmas and the New Year, from Mother, brothers and sisters, Pat and Connie and children.

Anthony Byrne, Junior Engineer—Love and best wishes for Christmas and the New Year, from Mother, Father, Geraldine, Mary and Brid. We look forward to seeing you soon.

Thomas Hughes—A very happy Christmas, Thomas, hope you enjoy yourself and looking forward to seeing you home after your first trip. With love from Mammy, Daddy, your brothers and sisters.

Bernard Mulready—Best wishes for a happy Christmas and New Year, from Mammy, Daddy, sisters, Mary, Sadie, and also Andy, Michael, John and girl-friend, Miriam. Also best wishes to all on the "Irish Elm".

Larry O'Toole—Greetings and best wishes for a happy Christmas. We will be thinking of you on the 14th. With love and kisses from Karl, Stephen and Lorna, also from Liam and Carol. Hope you have a happy Christmas. With all my love, Sheila.

C. P. O'Donovan, Chief Steward—Wishing you a very happy Christmas, Peter, and best wishes for the New Year. Also wishing you a very happy birthday on the 21st December. With love from, Mam, Dad, sisters and brothers.

J. Brian Cullen, Catering Dept.—Christmas Greetings and God Bless for the New Year, with love from Mam and Dad, also greetings from the Hickey family, of Main Street and Wexford Road, Arklow.

Leo Hitchcock—Frohe weihnacht und alles gote im neu jahr von Hanni, Martin und familie.

Thomas Coombes—Christmas Greetings and best wishes for a happy New Year, from Mum, Dad, brothers and sisters, nieces and nephews.

Richard Egan, Catering Dept.—Christmas greetings and best wishes for a happy New Year, from Mother, Father, five sisters and four brothers.

Mike Cogan—Christmas greetings and best wishes for a very happy New Year. I am looking forward to seeing you soon. With lots of love from your wife, Ursula.

Oliver Murphy—Greetings and best wishes from Father, Mother, Miriam, Jerome and Damien.

Bill Fleming, Second Engineer—his wife, Daphne and son on board the vessel, best wishes for a happy Christmas and New Year. From the Dillon Family.

Barry Tallon, Third Officer—Just in case you get caught in the traffic between Dallas and Dublin. Here's wishing you a very happy Christmas from all the folks at home and in England.

Nicholas Whitfield, Chief Engineer—Best wishes for a happy Christmas and New Year from the Dillon Family.

"IRISH POPLAR"

Ronan Dunne, Catering Dept.—Greetings and best wishes for a very happy Christmas, from Mam, Dad, Aedamar, Ciaran, and Darina.

Conor Gilligan, Deck Dept.—Fondest love and very best wishes for a very happy Christmas, from Mam, Dad, Gerald, Gabrielle, John, Monica, Eilish, and all your pals in Tramore.

Tony Bolster, Fourth Engineer—Greetings and best wishes from all at home, Mam.

Joe McGran, Deck Dept.—To our loving Daddy—Wishing you a very happy Christmas, from Mary, Colette, Joseph and Liam. To Joe, wishing you a happy and holy Christmas and a bright New Year, from your loving wife, Julie. Also every good wish to you, Joe, at Christmas and a bright New Year, from Dora, Johnny, and family. Best wishes for a happy Christmas and a bright New Year from Ann and Christy, also from Mollie and family and from Paddy and Bridie.

Thomas O'Donovan, Deck Dept.—Wishing you a very happy Christmas, Thomas, also best wishes for the New Year. With love from, Mam, Dad, sisters and brothers.

Paddy Proctor, Engine Dept.—Happy Christmas, Daddy, from Pat, Lisa and Kenneth and from your wife Charlotte.

Denis Sullivan, Engine Dept.—Best wishes for a happy Christmas and New Year, from Charlotte and family and from Monica and family.

James Fahey, Second Engineer—Christmas and New Year greetings from Dad, Mam, sister and brothers.

Eamonn Frampton, Deck Dept.—wishing you a holy and happy Christmas and hoping to see you soon, from Mam and Dad. Also best wishes from Liam and Mary, Una and Neville, nieces and nephews. Also from Ruth and Yvonne, Maria and Tom and Tony.

Patrick Donohoe, Second Officer—Greetings and best wishes for Christmas and the New Year. Also good wishes on your birthday, November 1st—From your wife Phyllis and children Liam, Annette, Jackie, Michelle, Brian and Seamus.

John Hickey, Deck Officer Cadet—Greetings and God bless from Auntie and Uncle at 3 Maxwell Road, Dublin.

"IRISH ROSE"

Denis Falvey, Second Engineer—Wishing you a very happy Christmas and prosperous New Year from Mum and Dad.

Michael Larkin, Third Officer—A very happy Christmas and love from Margaret. Greetings and best wishes for Christmas from Mam, Dad, and the boys, also from Mary, Pat and family, Freshford.

Patrick A. Casey, Fourth Engineer—Happy Christmas Pat, from Mam, Dad, Eileen and Sheila and all at Knocknasna, Sheila is wondering if there are any eligible bachelors on board, take care of yourself.



B. Mulready, "Irish Elm".

"IRISH PLANE"

Thomas Doyle, Deck Dept.—Greetings and best wishes for your birthday and Christmas and the New Year, from your wife and family at Ringsend.

John Kane, Catering Dept.—Very happy Christmas and God bless, all our love to you John, looking forward to seeing you again soon from Mammy, Tommy, and your sisters and brothers, also best wishes from Treasa, and Kathleen.

James Appleby, Deck Dept.—Christmas greetings and best wishes from your wife, Margaret, James, Joseph and your mother and family in Arklow, also best wishes to all your Arklow shipmates

Jack Grace, Engine Dept.—Christmas greetings and all best wishes to Jack from Mum, Dad, and all the family.

Seamus O'Sullivan, Fourth Engineer—Our very best wishes for a very happy Christmas. Looking forward to your homecoming which we hope will be in the near future. Love Mam, Dad, Johnny and Mary. Loving Christmas greetings Seamus. Christmas time would be happier if we could spend it together, Sam is going to spend his holidays in Lohar. With love forever Kathleen.

David Clarke, Deck Dept.—Love and best wishes for a happy and holy Christmas from Dad, Mam, sisters Julie, Pat, Betty and Deirdre, also from brothers John, Robert, brother-in-law Jim, sister-in-law Chris and niece Audrey. Also good wishes come from your fiancée Kay.

Jackie Farrell, Catering Dept.—Christmas greetings and best wishes from Mam, Dad, Mary, George and Olive.

Jerry Desmond, Third Officer—Wishing you a very happy and holy Christmas Jerry—from your loving Mam, sister and brothers.

James Wilde, Deck Dept.—Christmas greetings and best wishes for the New Year from Mummy, Daddy, and brothers.

Cormac Lowth, Deck Dept.—Greetings for a happy Christmas from Father, Mother, and sisters to you and to all the crew of the "Irish Plane".

Martin Kelly, Deck Dept.—Best wishes for a happy Christmas and for the New Year to Martin from Mam, Dad, brothers John, Tom, Joe, Austin, Terence, Barry, Michael, and sisters Geraldine, Marie, Olivia and Katheryn. Love from all at home.



Mr. A. O'Loughlin of the "Irish Plane" will be pleased to see this pleasant picture of his daughter Ann, Son-in-law Michael, and his grandchildren Colette, Geraldine, Niall and Eoin. All send Mr. O'Loughlin their best wishes for Christmas.

"COLUMCILLE"

John McGrath, Deck Dept.—Best wishes for Christmas and New Year from Mammy, Charles, Winifred, Mary, Anne, Margaret, Carmel, Teresa, and many happy returns.



**J. Roice,
Catering Department,
"Irish Sycamore".**

Our Thanks

To all our kind readers who wrote to wish us a happy Christmas and who said such nice things about SIGNAL, to the one who did not say nice things about SIGNAL but who wished us the compliments of the season just the same.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH SPRUCE": Capt. E. C. G. Horne. Deck Officers: M. Devine, H. Courtney, B. Stockdale, G. J. Waldron. Deck Cadets: R. McGrath, T. A. O'Connor, P. McNulty. Engineer Officers: J. Johnson, T. O'Sullivan, W. F. O'Toole, J. G. Nolan, J. Brady, E. Burke. Engineer Cadets: T. J. O'Keeffe, D. Gerety. Chief Steward: T. Forde. Electrical Engineer: P. Morgan. Radio Officer: P. O'Shea. Deck Dept.: T. Frawley, P. Byrne, P. Coyle, P. Beggs, M. Lennon, T. Hearne, R. Gilligan, P. Bradshaw, J. Smith, R. Martin, V. Mallin, J. Gaughan. Engine Dept.: J. Gaffney, P. Freeman, L. Brennan, T. Kelly, M. McCabe. Catering Dept.: P. Murphy, T. Byrne, J. Kane, M. Curedale, W. Byrne, N. Kavanagh.

"IRISH POPLAR": Captain J. Poole. Deck Officers: H. B. Fidler, P. Donohue, J. A. O'Mahoney, D. O'Brien. Deck Cadets: J. J. Reilly, J. Hickey, E. Cowman. Engineer Officers: P. Otter, J. J. Fahey, T. J. Wren, A. F. Bolster, R. Brown, J. O'Rourke, D. McGrath. Engineer Cadets: A. Carthy, D. Gabriel. Electrical Engineers: K. H. Ramsey, A. Murphy. Chief Steward: J. Rogan. Deck Dept.: P. McDonnell, M. Russell, T. O'Donovan, T. Perle, J. McAuliffe, E. Frampton, B. Warren, F. McCarthy, P. Colgan, J. Leonard, C. Gilligan, M. Murray, J. McGran. Engine Dept.: M. Thullier, P. Proctor, D. O'Sullivan, T. Byrne, J. Early. Catering Dept.: L. Kennedy, R. Dunne, P. Fanning, J. Greene, R. O'Reilly, R. Mitchell.

"IRISH WILLOW": Captain J. Flanagan. Deck Officers: J. G. St. John, T. A. O'Brien, D. O. Kirk. Engineer Officers: G. Cunningham, P. Cullen, D. McLoughlin, H. P. Briody. Radio Officer: R. Mullins. Deck Dept.: P. Edwards, T. McCarthy, G. Derham, N. Fynes, N. Reynolds, J. Tyndall. Engine Dept.: J. Dowdall. Catering Dept.: J. Reddy, D. McLoughlin, M. Moody, R. Parsons.

"IRISH ELM": Captain B. Reilly. Deck Officers: W. G. Garvey, F. Henderson, J. Tallon. Deck Cadets: J. Robinson, J. Richardson, E. Connellan. Engineer Officers: M. J. Byrne, N. Whitfield, W. F. Fleming, M. J. Kennedy, Wm. P. Quigley, F. B. Cronin, D. Corrigan, A. Byrne. Engineer Cadets: P. A. Collins. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: P. J. Behan, G. P. P. Balmaine, T. Barry, T. Daly, D. Fox, N. Murphy, O. Murphy, B. Mulready, D. Ahearne, B. Polley, B. Kerrigan, W. Russell, D. Slevin, T. Hughes, T. Wrafter. Catering Dept.: T. Mason, D. Magher, L. McCarthy, T. O. McGuinness, J. Doyle, A. Doyle, E. Kenny.

"IRISH CEDAR": Captain J. E. McPolin. Deck Officers: M. Doyle, J. Rickard, D. Murphy. Deck Cadets: T. Brennan, T. Keenan, M. Reilly, D. Cox. Engineer Officers: M. Whooley, J. J. Hennessy, D. J. W. Knott, J. S. Masterson, L. Robinson, E. Currvan. Engineer Cadets: W. O'Callaghan, D. O'Brien, W. Borrmann. Electrical Engineers: M. Lawler, M. Kenny. Chief Steward: R. Heapes. Radio Officer: P. Clarke. Deck Dept.: W. Byrne, P. Duffy, J. Byrne, M. Bougioukas, R. Saunders, D. Healy, C. Fox, H. Kent, D. O'Neill, B. Cornish-Brown, A. Ennis, W. Martin. Engine Dept.: R. Proctor, J. O'Leary, Wm. Brown, P. Walsh. Catering Dept.: N. Curran, J. Rourke, U. Maher, D. Morgan, P. Dalton, J. Edwards.

"IRISH PLANE": Captain J. A. Caird. Deck Officers: F. H. Leigh, J. A. Byrne, J. A. Desmond. Deck Cadets: M. Cronin, J. P. N. O'Dowd. Engineer Officers: S. Jolley, J. A. Lee, J. Hamilton, S. O'Sullivan, J. Curtin, T. J. Coogan. Engineer Cadets: D. Walsh,

P. Dowling. Electrical Engineer: W. Cadogan. Chief Steward: J. Moynihan. Radio Officer: N. Fitzpatrick. Deck Dept.: J. Hall, C. Louth, M. Kavanagh, A. Loughlin, P. Furlong, J. Donnelly, J. Appleby, D. Clarke, M. Kelly, J. Wilde, D. McDonald, T. Doyle. Engine Dept.: J. Grace, A. Myler, C. Coyle, M. Daly, Catering Dept.: G. Zachert, J. Chaney, J. McGovern, J. Farrell, J. Keane, J. Mackey.

"IRISH ALDER..": Captain J. A. Gleeson. Deck Officers: F. G. Raftery, W. A. Kirwan, D. Kavanagh, J. Ryder. Deck Cadets: J. Daly, P. Farnan. Engineer Officers: M. O'Connell, L. J. O'Toole, G. Dorgan, M. A. O'Sullivan, I. O. Kershaw, T. J. Hanrahan, J. J. Mooney. Engineer Cadet: T. O'Toole. Electrical Engineer: E. F. Griffin. Chief Steward: J. Murphy. Radio Officer: W. A. Rooney. Deck Dept.: J. Heaney, M. McCarthy, R. Moynihan, P. Kealy, P. Craine, A. O'Leary, O. McGrath, C. O'Gorman, P. Brazil, M. Moriarty, R. Keogh, P. Boyle. Engine Dept.: S. McCarthy, J. Harford, K. O'Malley, P. Cantwell. Catering Dept.: D. Gibbons, M. Carpendale, J. Byrne, P. Orange, G. Saurin, G. O'Toole.

"IRISH ASH..": Captain M. McMahon. Deck Officers: P. Kelly, N. Hearne, M. J. Brophy, J. A. Murphy. Deck Cadets: J. M. Darcy, P. Hughes. Engineer Officers: J. Moynihan, W. Cleary, K. Edwards, D. Buckley, J. J. Kenny, M. J. Murphy, T. Walsh. Engineer Cadet: P. Sinnott. Electrical Engineer: F. O'Neill. Chief Steward: J. Dillon. Radio Officer: M. Leeney. Deck Dept.: T. Murrin, J. Birmingham, P. Douglas, J. Murphy, C. Chamberlain, M. Lynch, J. Cunningham, P. Molloy, B. Quigley, J. Fagan, D. Brown, T. Mahoney. Engine Dept.: B. Malone, P. Moore, J. Kelleher, R. Shields. Catering Dept.: P. Walsh, R. Byrne, K. Wickham, S. Quaid, C. Maloney, H. Corrigan.

"IRISH FIR.": Captain C. Mahon. Deck Officers: F. B. Kelly, P. J. Tyrrell, J. J. Whyte. Engineer Officers: J. J. Reed, W. D. McCarthy, D. O'Connell, J. E. Maher. Electrical Engineer: H. P. Stears. Radio Officer: J. J. Dempsey. Deck Dept.: P. Harris, W. Boon, J. Lynch, W. McDonald, P. Mullen, M. Duffy. Engine Dept.: P. Tierney. Catering Dept.: V. Mayland, J. Molloy, E. Seberry, Wm. Walsh.

"IRISH ROSE": Captain J. Lee. Deck Officers: P. V. Buckley, R. Gordon, M. J. Larkin. Engineer Officers: R. Tennent, D. Falvey, P. Bardon, P. Casey. Radio Officer: T. Quinn. Deck Dept.: M. Hurley, J. Doyle, M. O'Rourke, M. Doyle, S. Smyth, H. Johnson. Engine Dept.: J. Kellegher. Catering Dept.: E. Byrne, R. Whelan, H. Gaines, R. Wright.

"IRISH ROWAN": Captain T. Byrne. Deck Officers: M. Willoughby, G. M. Kyne, F. W. Kirk. Deck Cadets: L. A. Kinsella, P. Kenny, M. Lydon. Engineer Officers: T. Loughran, A. O'Toole, J. S. Little, P. T. Walsh, K. A. Barry, J. Hoey, F. J. P. Fenlon. Engineer Cadets: A. Barry, J. Reilly. Electrical Engineer: E. Walsh. Chief Steward: H. Bond. Radio Officer: T. Foley. Deck Dept.: D. O'Connor, J. Willis, J. Cahill, M. O'Regan, N. McGuinness, J. Hunter, P. Rice, E. Hensey, Wm. Dowling, N. McCoy, P. O'Connor, D. Stacey, S. Ryan. Engine Dept.: E. Kinney, J. Ryan, J. Keogh, T. Maloney. Catering Dept.: J. Caffrey, V. Joyce, H. Callan, H. Bradshaw, D. Wilson, P. McMullan.