

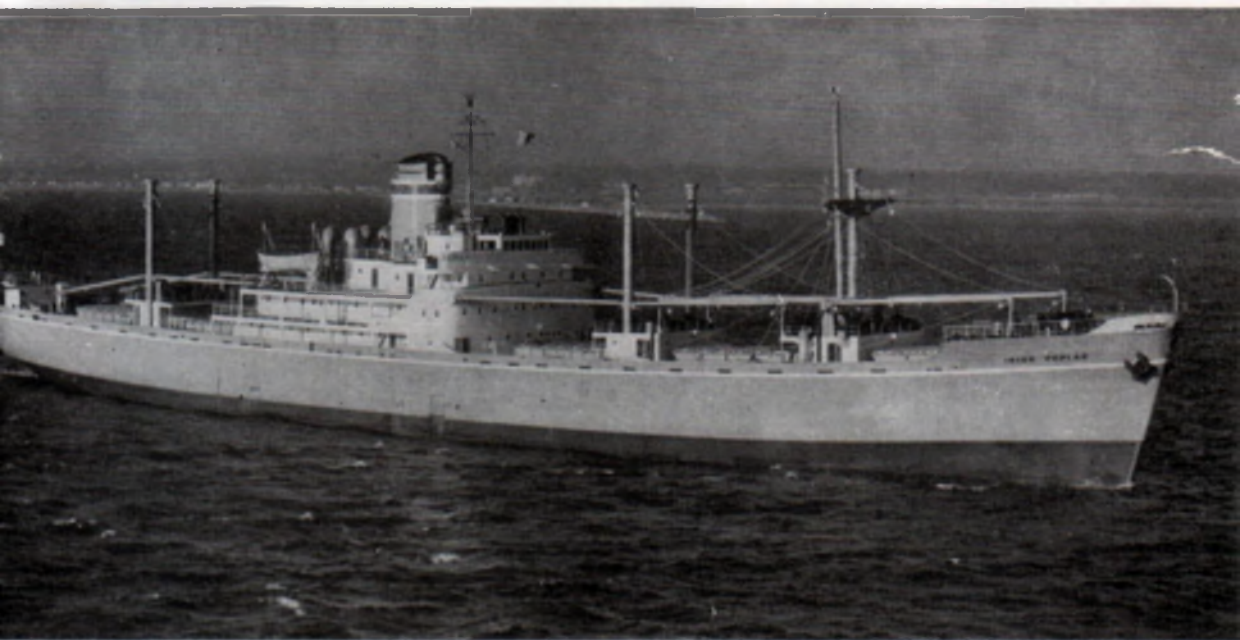
SIGNAL

VOLUME 6

No. 6

JAN./FEB.

1969



*S.T.S. "Irish Poplar"
is loading at European
Ports for Australia.*

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

OFFICERS ASHORE

Masters: J. Flanagan, J. S. Kerr, F. W. Kirk, J. Lee, C. Mahon, M. O'Connell, J. Onions, P. F. O'Shea, J. Poole, B. Reilly, J. J. Walsh.

Chief Officers: P. V. Buckley, M. Carey, M. Doyle, P. A. Murphy, J. G. St. John, M. Kelly, K. McKenzie, M. Willoughby.

Second Officers: J. A. Byrne, H. Courtney, P. Donohue, N. Foley, R. Gordon, P. Keane, B. Kehoe, T. P. McKenna, J. Rickard, T. A. O'Brien, J. P. O'Byrne, J. P. O'Leary, P. J. Tyrell.

Third Officers: D. P. Bell, D. E. Collins, P. A. Cowman, K. Geoghegan, J. J. Goulding, P. D. Kelly, D. O. Kirk, M. J. Larkin, P. J. O. Malone, J. A. O'Mahony, T. J. Rickard, B. Stockdale.

Fourth Officers: B. Daly, P. J. Fennell, J. A. Moynihan, C. O'Connell.

Deck Cadets: B. Barrett, T. Brennan, M. Cronin, A. Coghlan, E. Cowman, M. D'Arcy, J. Hickey, T. Keenan, P. Kenny, L. A. Kinsella, M. Lydon, G. MacCrum, R. McGrath, P. McNulty, B. Mugford, T. A. O'Connor, J. J. Reilly, M. Reilly.

Chief Stewards: J. Bennett, J. Clinton, J. Doran, J. Moynihan, C. O'Donovan.

Chief Engineers: E. Byrne, M. Curley, M. Dillon, H. Dowdall, P. Otter, W. Parslow, H. Mooney, P. Walker, J. J. Reed, R. Tennant, N. Whitfield.

Second Engineers: R. Broderick, A. Bolger, J. Doyle, D. Falvey, T. Flynn, A. O'Toole, J. J. Scott, J. J. Fahey, J. Gilmartin, T. Murphy, J. Nangle, T. O'Driscoll, N. T. O'Neill, J. P. Ward.

Third Engineers: P. Bardon, E. Doyle, J. Hamilton, D. Harrington, M. N. Hayes, J. Healy, B. Larkin, J. S. Little, E. Lynch, D. O'Connell, W. F. O'Toole, P. Shorthall, J. Waters, L. J. Wills, T. J. Wren.

Fourth Engineers: J. P. Barry, A. F. Bolster, H. P. Briody, P. Casey, J. Gallagher, M. Kearney, D. P. Kellegher, J. E. Maher, J. J. Neill, T. S. Nolan, P. T. Walsh.

Junior Engineers: E. Burke, J. T. Carroll, J. Crowley, M. M. Dunleavy, M. Egan, C. F. Kelly, P. Kirby, P. McDonnell, W. R. Matthews, J. A. O'Neill, T. A. Ryan, K. A. Barry, J. Brady.

Engineer Cadets: M. Byrne, M. J. Cahalan, J. Doran, D. Gabriel, T. J. Kenny, W. Lettis, D. J. Menzies, A. McCarthy, J. A. McGrath, W. O'Callaghan, O. Prunty, T. P. Redmond, E. Sweeney, W. Sheringham.

Electrical Engineers: J. Barrett, W. Cadogan, J. Dunne, P. O'Connor, H. P. Stears, T. Torpey, A. Murphy, E. Walsh.

CONGRATULATIONS

To **Mr. T. Kennedy** on obtaining his second Mate's Foreign Going Certificate and on his appointment as Third Officer on the "Irish Spruce".

To **Mr. F. E. Healy** on obtaining his second Mate's Foreign Going Certificate and on his appointment as Third Officer on the "Irish Poplar".

To **Mr. B. Daly** on obtaining his Second Mate's Foreign Going Certificate.

Courses for Bosuns

Messrs. K. Maher, M. Russell, J. Tallon and H. O'Farrell recently attended a fire fighting course at Liverpool. Mr. Maher and Mr. Russell also attended a special Petty Officers' supervisory course at Westcliff-on-Sea on January 27th. Mr. Russell tells us that the course was a very worthwhile one and recommended that more of our Bosuns should take it. This was the first time that the Company was represented at the course which is organised by the British Shipping Federation.

DECK CADET OF 1968

Winner of the Insurance Corporation of Ireland "Cadet of the Year" award is Deck Cadet James Kennedy of Harcourt Road, Dublin.

Cadet Kennedy, who was educated at Fethard C.B.S., Co. Tipperary and St. Mary's College, Rathmines, Dublin, is 21 and joined the Company as a Deck Officer Cadet in 1964. Since then he has served on the "Irish Poplar", "Irish Alder", "Irish Sycamore", "Irish Holly" and "Irish Cedar". He also served on the maiden voyage of the "Irish Elm".

During his second term at the Plymouth School of Navigation, he had the distinction of being appointed Cadet Captain in 1967. Recently he obtained his Second Mate's Certificate and early in February he joined the "Irish Spruce".

It will be recalled that Cadet Kennedy won our competition for photographs last year and we are also very much indebted to him for a number of well written articles which he has contributed to "Signal" from time to time.

His father, Mr. B. Kennedy, is a well known Dublin businessman and James has a younger brother and one sister.

Mr. P. W. Redmond, Assistant General Manager, Insurance Corporation of Ireland, who presented the trophy, an inscribed sextant, congratulated Mr. Kennedy on his success and he complimented Irish Shipping Limited on the excellent training scheme which the Company operates.

Mr. Redmond said that it was highly desirable for the success and development of our national shipping industry that we should have available our own highly skilled officers to man our ships. As insurers of the Irish Shipping fleet, the Insurance Corporation of Ireland fully appreciated the need for a high standard of efficiency in navigating our ships and in the handling of cargo on board the vessels. He referred to the outstanding record of Irish Shipping in this respect and he said that this in itself was a tribute to the Company's Cadet training scheme. Mr. Redmond also referred to the fact that he shared with Mr. Kennedy the distinction of being a former St. Mary's College, Rathmines student and this was a further source of pleasure for him in making the presentation.



From Left: Mr. P. W. Redmond, Asst. General Manager, Insurance Corporation of Ireland, "Cadet of the Year" James Kennedy, Mr. L. A. Furlong, General Manager, I.S.L. and Mr. D. Herlihy, General Manager, Insurance Corporation of Ireland.

Mr. L. S. Furlong, General Manager, I.S.L., also congratulated Mr. Kennedy and wished him success in his future career. He thanked the Insurance Corporation of Ireland for making the award and said that the competition is always keen for this annual trophy and it was the policy of the Company to insist on a high standard of performance from any of the Deck Officer Cadets who were recommended to receive this award.

Mr. Furlong said that advances in ship design and the development of automated controls on board modern ships provided greater operational efficiency and these technical innovations required of today's ships officers a very high degree of training and skill.

Captain T. Walsh, Principal, Irish Nautical College, also congratulated Mr. Kennedy, who spent some time in the Irish Nautical College during his period of training and Captain Walsh expressed his satisfaction that Mr. Kennedy had achieved the distinction of being appointed Cadet Captain at Plymouth where students from many countries were receiving instruction in nautical studies. He said it was a tribute to the high standard amongst the Irish Shipping Cadets that Cadet Kennedy had been so honoured.

AT SEA

By Le Cygne

When "Signals" distinguished and erudite Editor asked me to do an article for the next edition, he really took my breath away. The encounter took place on the well-known stairs of I.S.L. and, being already breathless from a hurried and steep ascent, it could be said that I was at my lowest ebb and thus a ready victim of the highly-developed persuasive powers of the Editor. He looked extremely downcast and spoke at length of the dearth of material at present reaching the editorial desk. I was not unaware of the honour bestowed on me by the Editor's request and as he stood there, wringing his hands, with the faintest glister in his eyes, he was a pathetic figure. Rather dazed, I promised to attempt an article and then left what I imagined to be a somewhat cheered Editor.

My room reached and an attempt at cool reflection failing (the heating system had managed to get going that day), I thought with horror of what I had undertaken. Perhaps the Editor was by now having similar forebodings. Everyone knows of "Signal's" fantastic popularity. Who is unaware of the fever of anticipation with which each issue is awaited? Hands grasp for "Signal" as for gold, minds drink in the intellectually satisfying articles submitted by great wits, are titillated by the items of humour—I was to be counted amongst the great!

What could one contribute to "Signal"? In comparison with previous contributions, any little effort of mine would pale into insignificance. I thought of the positively absorbing articles on G. P. Manning—just the material to make the blood pulsate and the breath come fast. (G. P.?—and I thought specialisation was the 'in' thing these days). What a launching pad for the imagination was the article on Work Study. Articles like these tempt one to carry "Signal" everywhere in order to learn more about such sciences which, I have no doubt at all, are now much beloved by all.

The descriptions of the intricate, and hitherto obscure, workings of the Operations Department, Accounts Department, Ferry Company, etc. etc. are fascinating and the glimpses, by way of pen pictures, of the personnel involved make revealing and ex-

citing reading. The "News of the World" had better watch out!

My spirit wavered faced with such examples—and then I thought of statistics. Many an enthralling article in "Signal" has been literally punctuated by them to the undoubted satisfaction of readers. Then I realised, with much regret, that I could hardly add to the already high standard of statistical-padding.

How I wish I were a seaman and could readily draw on my experience of the ports of the world. Alas, "Follow the Fleet" is no substitute for the real thing and my seafaring experience is naught-ical. Even the era of "glamorous" pirates was closed to me, having been already swashbucklingly covered to the last poop and cutlass.

LIFE AT 19/21

Life at 19/21 is dreary enough. Apart from the recent invasion of painters, which has produced unaccustomed agility on the part of some staff in avoiding ladders, sticky walls and treacherous floor-coverings, I could think of nothing to amuse or stimulate "Signal's" readers. And then I thought of the drama of Board Meetings! My imagination ran riot . . . I thought of a potion which would enable me to be invisible and allow me to enter that arena. There, in that room where the captains of industry steer the Company, either to safe berth or to the reefs, would be drama to purge the emotions of the magazine's readers. However—reality forced its way through that exquisite vision and I'm forced to realise that there is, behind the Board Room Door when Meetings are in session, a world to which "Scriptronauts" have not ventured, nor does a probe seem likely in the near future.

So it looked as if I would have to endure that exquisite torture of the spirit, creative writing—things are getting desperate. The dead-line is approaching. I can almost hear the Editor's step as he confidently comes to collect the promised article. I had a quick, horrific vision of "Signal" appearing with a blank page where my article should have been. Then inspiration flashed—after so much perspiration—I would do a sort of Flann O'Brien, and write an article about writing an article! Ha! Ha!

BY A££ ACCOUNTS

What really goes on in Accounts?

Although they have pruned their numbers streamlined their systems, installed some frightening machines and even thrown out their wall charts, it is still a large department.

Everybody knows they hold the cash, pay the wages, do the bookkeeping and, when they have finished their sums, we know whether we have made a profit or loss.

They have some infuriating ways, such as lopping off a whacking big piece of our pay, in the name of the tax collector. Sometimes they ask the most inquisitive questions. They seem to take a delight in making new rules. They expect the rest of us to fall into line to suit their methods and they scrutinise our expense accounts.

Are they merely backroom boys, cloaked in the mists of a mystic art? Are they a piece of the overheads to be borne just to satisfy the legal requirements of the Companies' Acts? Are they there to entertain the auditors or is there something else to it besides keeping the books?

PLANNING

Our Account's Department is a complex organisation and, although some of its procedures are complicated, all of its activities can be interesting to the non-accounting minded.

Accountancy interprets information for management. In conjunction with the rest of our management team, we set targets for the future and continually measure our progress in the achievement of these aims. The areas receiving constant attention are revenue earnings, such as Chartering, Liner, Ferry, Stevedoring, Cork Office, Agency, and Investment Income, as well as all items of expenditure, including Wages, Repairs, Spare Gear, Victualling, Insurance, Stores, Time Lost, Training, Radio Rentals, and Office Overheads. This is summarised in a monthly report to directors and management. If any part of our activities falls short of expectations, if the earnings are too low, or expenses too high, this is quickly spotted and the necessary corrective action can be taken in good time.

Accountancy techniques give the facility to put our resources to the best possible use. We assess all proposed projects and measure

FROM THE ACCOUNTANT



T. E. Flynn, F.A.C.C.A.

the relative value of each, so that the most advantageous one is picked. For example let us suppose that we have £3,000,000 to spend on new ships, we can say whether it is better to build a large bulk carrier, for a long term charter, or to buy several small ships for coastal trading. The Capital Investment Appraisal System we use, known as the Profitability Index, takes account, not only of the amount of money put in the project and the profits to be reaped, it also puts a time value on the money involved, for instance, £50,000 received to-day is more valuable than £50,000 coming in five years from now.

The complicated calculations come easy to the operators of our electronic calculating machines, who have been provided with the most up-to-date equipment. The results obtained are expressed in ratios, i.e., expenditure/income and drawn on a graph which indicates the profitability of the venture.



Calculating Machine Operators, Miss N. O' Driscoll and Miss R. Brogan.

CASH FLOW

As a shipping organisation our main purpose is the acquisition and operation of suitable ships. However, when it becomes necessary to dispose of the older and uneconomic vessels and to replace them by more profitable ones, it is never possible to synchronise the two operations. As a result, the normal cash inflow from trading is very much inflated by the sale proceeds. This gives us an opportunity to play another important role in an activity which, in recent years, has become a substantial source of profit—investment income. We ensure that our cash is employed in the short-term, to get the best return consistent with absolute safety and security. The success of our short-term investment programme is also dependent on the prompt receipt of freight and charter hire. Occasionally, we have to spur some of our agents to speed up their collections.

We operate a credit control system for our local Irish customers. In recent years, the debtors' ledger has expanded considerably because of the extra business coming through our link with Manchester Liners Ltd. and the Cork agency for Palgrave Murphy Ltd. Also our commercial sections have extended the limits of credit given, so that we are on a competitive basis with other shipping organisations. Notwithstanding the increased volume of work handled, our controls have operated well. We have kept our cash flow to a maximum and our bad debts to a minimum.



P. McGabhann handles our Debtors' Accounts.

FOREIGN EXCHANGE

Our operations are international. Our ships call at the ports of nearly every maritime country in the world. Therefore, we are involved in most of the world's currencies. In these, as in all times of political and economic instability, we must closely watch the international situation and take timely and effective measures to protect the Company from the fluctuations in rates of foreign exchange.

Devaluation of sterling has taken place twice since the formation of the Company but, because of arrangements made in advance, we have successfully avoided any loss.

ALLOTMENTS

There is a very human side to our day to day affairs.

We pay the allotments and allowances to Seamen's wives and dependents when the husbands, fathers, sons and brothers, are away at sea and we do our best to see that the cash arrives in good time.

Nowadays we pay allotments every fortnight, instead of weekly. We are acutely aware that, for some, the change did cause difficulties, so we are all the more appreciative that it was accepted by almost all without protest. The saving has indeed been worth while.

With the Personnel people, we run the payroll system for masters, officers, and permanent cooks, making regular monthly payments into each man's bank account and providing him with details of the amounts lodged.

We feel this has been a progressive step.

From the point of view of our seagoing people, it makes it easy for them to maintain an up-to-date and accurate knowledge of their financial position and gives them an opportunity to earn interest.

We also provide facilities to officers for House Loans, Group Life Assurance and Voluntary Health Assurance.

We are always happy to give advice to our people on financial affairs, banking or income tax matters.

SHIPS PAPER WORK REDUCED

We are very pleased to have taken some of the paperwork from the ship's personnel. Formerly, the masters had to prepare a portage bill, showing all crew's wages for the duration of the articles of agreement. This was a large document, measuring 20" x 30", with entries on both sides, showing rows and rows of figures, in columns. It was often necessary for the Master to prepare several versions of the document, because the date of closing the articles was subject to variation, yet he had to complete the portage bill in advance of arrival in port, to have his wages accounts ready at time of pay-off.

This chore is no longer necessary. The payroll has eliminated the wages accounts for masters, officers, and permanent cooks.

The master has only to write up the Ratings' Accounts in the Blue Book and complete a simple cash statement. The rest of the work is tabulated on our Automatic Data Processing Machines.

Even the actual pay-off has been simplified. Formerly, it was quite common to bring £5,000 or more in cash from the bank to the

office and then, perhaps late at night, transfer it to the docks, under the protection of a security organisation. Then followed, a tedious and lengthy process of counting out the cash due to each man. At times, some were unfortunate to arrive home minus a large sum, lost or spent on the way. Nowadays, our friends in the Operations Department give us advance advice, showing the amounts due. We meet the crew on arrival, either on board ship or at the airport if they have been repatriated from abroad. We hand each a cheque and a small sum in cash. This protects our seagoing personnel, cuts our costs, and simplifies our work.

To those of us who initiated the changes, they seemed logical steps to take in simplifying and improving our procedures. We have been agreeably surprised and gratified by the interest and appreciation shown by our friends in the shipping industry in the U.K., whose representatives have visited us to inspect our system and discuss our ideas.

FOREIGN DISBURSEMENTS

This comprises one of the most important and interesting sections. We transmit currency to and receive Disbursement Accounts from the agent at every port visited by our ships. In recent years, we have considerably reduced the amount of work done. This, of course, is in accordance with our policy of reducing overhead costs, while maintaining absolute security. We have developed a Disbursement Summary Sheet, which can be used by, and has been



J. B. Guerins discussing an accounting problem with Captain T. Byrne.



R. P. O'Connor, well-known Irish Step-Dancing Champion, who deals with our Foreign Disbursements.

supplied to, most of our agents. It is pre-printed and precoded, to facilitate checking. As well as cutting out some work it simplifies the routine for our Automatic Data Processing Unit.

Correspondence with agents, arising from queries on disbursement accounts can be fairly substantial. Again, there are times when we wish that one or two of our agents were more prompt in their attention. On occasions, second and third reminders perhaps, followed by cables and 'phone calls are necessary to elicit a reply. Our task would be easier if all our agents gave immediate attention to the first letter, even an acknowledgement explaining the delay, would be appreciated.



Eligible Batchelors of Accounts Department are
Back Row: C. Doyle, M. Donnelly, M. Gormally and
Front Row: P. Dunne and A. Mullin.

NO CREDITORS' LEDGER

I have already referred to the debtors' ledger. Well, those readers versed in accountancy may perhaps be surprised to learn that we do not maintain a creditors' ledger, nor do we pay on statements.

Invoices received are numbered and passed to Purchasing Department for checking, coding and approval. They are then sent to Data Processing for payment, which is debited direct to the relevant expenditure account, rather than to a supplier's account. Payments are made monthly. All creditor's statements are reconciled and agreed. Duplicate payments are avoided by the ordering and record system employed in the Purchasing Department. Much work is eliminated by the absence of the creditors' ledger. Payments are made promptly in the month in which the invoices are checked. Our only regret is that sometimes, by the nature of our business, our

ships being far from home, queries on accounts take longer to settle than in some other industries.

AGENCY BUSINESS

Our Agency Section handles accountancy matters for ships belonging to other shipping companies, for whom we act as agents in



T. A. Byrne, P.C., who handles our extensive Cork Office Branch Accounts and Dublin Stevedoring Accounts, as well as keeping a watchful eye on our nominal ledger.

Dublin. This includes paying the bills, collecting the freight and sending a complete account to the owners. The volume of work has considerably increased in recent years. In dealing with it, we set the same target for ourselves as we expect from our own agents.

THE KING PIN

Several times I have referred to our Automatic Data Processing Unit. This is really the kernel of our account's system. It is an 80 column punch card installation, supplied by International Computers Ltd. All information to be fed into the installation is coded. Small holes are punched in cards. These cards are sorted by a machine, in a pre-arranged order, then they are placed in the Tabulator, which does some arithmitic and produces the required information in printed form. In this way, we prepare cheques for allotments, creditors, bank transfers for wages and salaries, and records of our earnings and



Working on the Tabulator is Miss Sheila Costelloe.



Miss P. Gorey, who is one of our Punch Card Machine Operators.



J. Simmons, A.I.C.S.

expenses, under various headings, income tax returns and a variety of statistical information.

These are superb machines and can really produce impressive results. Nevertheless, it is quite easy to be unreasonable in one's expectations of what can be done. I often receive requests for information, but unfortunately, have to give disappointing refusals, because it is impossible to produce information



Miss M. Walshe, Punch Card Machine Operator.

that has not been fed into the machine. It is most important that we receive advance warning of requirements. These machines are capable of an amazing performance, provided they have been programmed in advance.

We would be very pleased to discuss any extension of the service which we now provide.

One of our least known activities consists of providing statistical information for Government Departments, Central Statistics Office, Government Publications, and answering parliamentary questions raised in Dail Eireann.

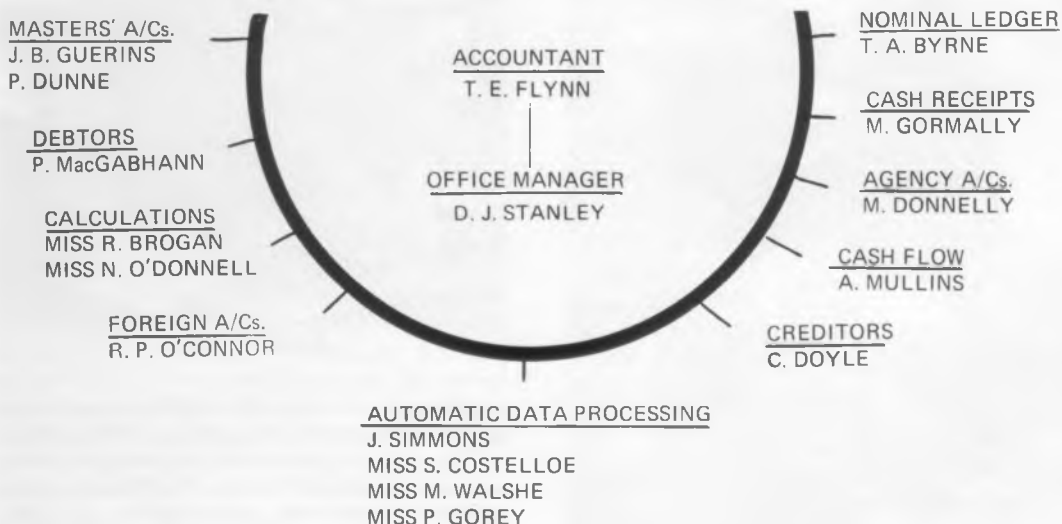
It is not unusual to have to provide facts and figures of transactions which took place as far back as 1941. This is time consuming and entails delving into old records and accounts.

INTO THE SEVENTIES

To keep our performance at peak efficiency means being in touch with the latest techniques in Accounting and Management Practice and in bringing our systems up-to-date.

Recently we examined the new Bank Giro but we rejected it for Creditors Payments as, although it would make life easier in the Accounts Department, it would have reduced our investment income. However, we hope to

ORGANISATION CHART



adopt a modified version for the payment of crew's wages and office salaries. This will save costs and cut down the time now required.

Decimalisation will be introduced in February 1971 and we have already started our preparations for the change-over. We expect that our difficulties will not be as great as those to be faced by other industries and the retail trades. Nevertheless, the impact will be considerable.

This year we hope to produce financial accounts within one month after the end of the financial year. This, we feel, must be a record for any shipping company.

And what of the future? A challenge which we shall meet with confidence. I am fortunate in having a loyal, competent, and industrious staff, who have always been prepared to work extra hours and sacrifice week-ends, to meet urgent requirements.

We can also count on the support and co-operation of other departments in the Company. Many of their people have received their early training in the Account's Department and so we are assured of sympathetic understanding in response to our many demands on them.



D. J. Stanley, D.P.A., A.C.I.S.

MIDNIGHT MASS AT CORK SEAMEN'S CLUB

Midnight Mass was celebrated for the first time in the Seamen's Club, Anchor House, South Terrace, Cork, on Christmas Eve.

The Mass, which was celebrated by Rev. Fr. L. C. Lennon, O.P., was offered for the spiritual and temporal welfare of the seagoing and shore personnel of Irish Shipping Ltd. The capacity attendance included seafarers of various nationalities and the Company was represented by Cork Office Manager, Mr. P. J. Crowley.

MAN-MADE MEATS

Reports from Japan tell of a recent bid to counteract the increases in pork and beef prices. The vegetable protein of soya bean and wheat is being used as raw material for the manufacture of man-made meat. Consumers are showing interest in the artificial meat and the product now used for mixing with hamburgers, sausages and fish pastes to be served in restaurants is popular.

Besides this, man-made meat obtained from petroleum is now under development and the future prospect looks bright. Recent reports indicated that Kyoto University has succeeded in making protein from petroleum.

The rapid progress of the manufacture of man-made meat would enable local Japanese markets to have vegetable meat, mineral meat and animal meat in three years and this will cause a sensation in the Japanese livestock industry which is poor in meat resources.

AUTOMATIC BONING

A further development in the meat industry is the installation in Western Europe and England of automatic boning machines which separate all usable flesh in its raw condition from the bone. The separated meat is in a finely-cut condition and some examples of its performance include 100 lbs. of chickens' neck converted into 75 lbs. of bone-free meat; 100 lbs. of pork necks into 40 lbs. pork meat; 100 lbs. fish into 80 lbs. fish meat. The meat is completely void of all hard, undesirable particles, such as bone, sinew, gristle, cartilage, scales or fins.

Annual Staff Dinner Dance



An exceptionally large gathering of sea-going and shore staff and their friends attended the Annual Staff Dinner Dance which was held on Tuesday, December, 17th at the Shelbourne Hotel, Dublin.

'A most enjoyable function' was the general verdict and the many items in a very full programme were enthusiastically received.



Resting between dances, Miss Barbara O'Kelly made a very charming picture.



Enjoying the festivities were, from left: Mr. J. Gaul, Miss E. Lawless, Miss M. McMurrough, Mr. M. Doyle, Mrs. and Mr. N. O'Neill, Miss E. Farrell, Mr. J. Gallagher and Mr. and Mrs. J. Long.



O! How we danced.



"No, No they can't take this away from me".



All the way from South Pacific in her bare feet came Lauri O'Leary.



Champion Irish dancer, Rory O'Connor, provided a classic exhibition of Irish Step Dancing, during the staff Christmas Party.



"Unaccustomed as I am"—would appear to be the line taken by Dermot McNulty. However, Dermot was, in fact, reciting a monologue when this picture was taken.



Relaxing at the Annual Staff Party were Mr. P. H. Greer, Chairman, Mr. R. B. Stoker, Chairman, Manchester Liners Ltd., sharing a joke with Mr. D. Barnes, Director, I.S.L., Mrs. J. N. McGovern, Mr. J. P. Hamilton, Technical Manager, and Mrs. Hamilton.



Mr. J. Wright and Miss S. O'Brien.

Left:

A musical act, which was very well received, was that of Frank Cheevers, who sang to his own guitar accompaniment.

ON SPECIAL COURSE



Group pictured at the special Course at Plymouth, held on January 13th to January 17th, 1969. Back Row: Captain Derrett (Instructor), P. P. English, Secretary and Personnel Manager, I.S.L., Chief Engineer, H. Dowdall, Captain B. Reilly, Captain Gregory (Instructor), Captain J. Onions, Captain G. R. Hughes (Head of School of Navigation), P. Devine, Work Study Officer, I.S.L., W. B. Lynch, Operations Manager, I.S.L., Captain M. O'Connell, W. A. O'Neill, Assistant General Manager, I.S.L., Captain J. S. Kerr, Captain D. Moreby (Instructor), Captain Fifield (Instructor), Captain Yolland (Instructor). Front Row: Captain J. Flanagan, Mr. Carver (Instructor), D. Hodgins, Superintendent Engineer, I.S.L., M. deMangeat, Operations Assistant I.S.L., Chief Steward, J. Doran, Second Engineer, S. Hennessy, Captain J. Walsh, Chief Officer, M. Kelly, Second Engineer, J. Ward, Captain M. D. Langran, Personnel Assistant/Training, I.S.L.,

Alas For Promotional Opportunity!

As the Aer Lingus Viscount took off from Dublin Airport carrying eighteen of the Company's Senior Staff to Bristol, there was a suggestion that the plane should have been searched for a bomb. However, twelve of our sea and six of our Office Staff arrived safely to commence a gruelling four days of lectures on modern developments in Shipping, followed by a day discussing some of our Company's particular problems and Projects when the group was joined by Mr. W. A. O'Neill, Assistant General Manager and Mr. B. W. Lynch, Operations Manager.

PARTY TIME IN CORK TOO!

Bould Thady Quill and others too numerous to mention turned up at the Sunset Ridge Hotel, Blarney, for the Cork Office Annual Hooley and from our usually reliable source by the Lee we understand that a right good time was had by one and all.

We do not know if they bothered to kiss the "Stone", but from what we do know of our Cork colleagues they didn't need to!



Enjoying themselves at the Cork Office Staff Party, in the Sunset Ridge Hotel, Blarney, were Messrs. I. Wylie, T. O'Connor, Mrs. O'Connor and Miss Murphy.

Good Wishes from fleet followers

We have received a number of letters from schools around the country, which participate in "Follow-the-Fleet", sending best wishes to our ships' personnel. One in particular captured our interest. It came from Oliver Carroll of Garranbane, N.S., Dungarvan and Oliver says he would like to be a captain of one of our ships when he leaves school! Oliver doesn't just want to get to the top, he wants to start there.



Musical chairs at Cork Office staff party with Mrs. P. J. Crowley in foreground and Mr. P. Roche with back to camera.

Presentation



Miss R. Barrett, Cork Office, making a presentation of Waterford Glass and silver salver to Mr. and Mrs. Stevens, prior to their departure for Belgium. Mr. Stevens was Project Manager for Messrs. S. A. Graves who supervised the construction of eighteen storage tanks at Whiddy Island.

(Courtesy Cork Examiner)

SKULL AND CROSSBONES

By E. O'REGAN

"The heart of man, who can understand it?" Sometimes in the lives of men what seems to be absolute contradictions appear, but if we consider very carefully we realise that there is a unity in all men, whether depraved or virtuous, what we might call their natural manhood. One common denominator in all times and amongst all people has been humour, a sort of leaven which man has ingrained to sustain him under the vicissitudes of life. It might be thought that men as wicked and murderous at pirates might be a little short on this commodity, but they were not, though, not surprisingly, it was often of a grim and mordant quality.

The great attraction of the calling were the booty, the lack of discipline, the hope of wealth, and the plenty of liquor, for pirates were hard-drinking men, as every reader of "Treasure Island" knows.

"Fifteen men on a dead man's chest,
Yo-Ho-Ho and a bottle of rum."

Or the lines from John Masfield's poem:
"For rum alone's the tipples, and the heart's
delight

Oi the old bold mate of Henry Morgan."

And now let us see some of the diversions that these filibusters used to while away their time. One of the most amusing concerns an account of a mock court of justice held by the crew of Captain Anstis, while ashore on an island of the West Indies. In this travesty of a trial the accused is charged with piracy. The judge, a man called Bradley, is perched upon a tree with a dirty tarpaulin hung about his shoulders by way of a cape and a large pair of spectacles upon his nose. Around and about him the motley crew squatted with crowbars, marlinspikes and the like in their hands to represent tipstaves and wands of office. The Attorney-General begins the proceedings thus:

Attorney-General: An't please your lordship and you gentlemen of the jury, here is a fellow before you that is a sad dog, a sad, sad dog; and I humbly hope your lordship will order him to be hanged out of the way immediately. He has committed piracy upon the high seas, and we shall prove, an't please your lordship, that this fellow, this sad dog before you, has escaped a thousand storms, nay, has got safe ashore when the ship has

been cast away, which was a certain sign he was not born to be drowned; yet not having the fear of hanging before his eyes, he went on robbing man, woman and child, plundering ships' cargoes fore and aft, burning and sinking ship, bark and boat, as if the devil had been in him. But this is not all, my lord. He has committed worse villainies than these, for we shall prove that he has been guilty of drinking small beer; and your lordship knows that never was a sober fellow but what was a rogue. My lord, I should have spoke much finer than I do now, but that, as your lordship knows, our rum is all out, and how should a man speak good Law that has not drunk a dram? However, I hope your lordship will order the fellow to be hanged.

Judge: Harkee me, Sirrah, you miserable, pitiful, ill-looking dog; what have you to say why you should not be tucked up immediately and set a-sun-drying, like a scarecrow? Are you guilty or not guilty?

Prisoner: Not guilty, an't please your worship.

Judge: Not guilty! Say so again, Sirrah, and I'll have you hanged without any trial.

Prisoner: An't please your Worship's honour, my lord, I am as honest a poor fellow as ever went between stem and stern of a ship, and can hand, reef, steer and clap two ends of a rope together as well as e'er a he that ever crossed salt water. But I was taken by one George Bradley (the name of him that sat as judge), a notorious pirate, a sad rogue as ever was unhanged, and he forced me, an't please your honour.

Judge: Answer me, Sirrah, how will you be tried?

Prisoner: By the law, and my country.

Judge: The Devil you will! Why, then, Gentlemen of the Jury, I think we have nothing to do but to proceed to judgment.

Attorney-General: Right my lord! For if the fellow should be suffered to speak he may clear himself, and that's an affront to the court.

Prisoner: Pray, my lord, I hope your lordship will consider—

Judge: Consider! How dare you talk of considering? Sirrah, Sirrah, I never considered in all my life. I'll make it treason to consider.

Prisoner: But I hope your lordship will

hear some reason.

Judge: D'ye hear how the scoundrel prates? What have we to do with reason? I'd have you know, rascal, we don't sit here to hear reason; we go according to Law. Is our dinner ready?

Attorney-General: Yes, my lord.

Judge: Then, heark'ee, you rascal at the bar, hear me, Sirrah, hear me. You must suffer for three reasons; first, because it is not fit I should sit here as Judge and nobody be hanged; secondly, you must be hanged because you have a damned hanging look; and thirdly, you must be hanged because I am hungry; for know, Sirrah, that 'tis a custom that whenever the Judge's dinner is ready before the trial is over, the prisoner is to be hanged of course. There's Law for you, ye dog! So take him away, gaolers.

GRIM IRONY

The nonchalance of their outlook on what was a pretty certain fate for many of them, hanging on a public gibbet, is well illustrated in this amusing sketch. They were apparently not devoid of courage, for it took courage to joke in this manner. And the irony is in the end of the tale where many of this particular crew were captured by the "Winchelsea" man-of-war, and after trial before a very real court were hanged in earnest at Curacao by the Dutch Government.

It is related also of the notorious Captain Blackbeard that one day at sea, having imbibed a good quantity of rum, he said to his crew: "Come, let us make a hell of our own, and try how long we can bear it." So, together with some of the others, he went down into the hold of the ship and, closing up all the hatches, he filled several pots full of brimstone and other combustibles and set them on fire. They continued in the acrid fumes and smoke until they nearly suffocated, when the men cried out for air. At length they opened the hatches and Blackbeard was able to boast that he had held out the longest.

After the capture of this pirate's vessel, his journal, or rather a small portion of it, was discovered, in which the following entry was found, written in a dry, laconic manner: "Such a day, rum all out — our company somewhat sober. A damn'd confusion amongst

us. Rogues a-plotting. Great talk of separation—so I looked sharp for a prize. Such a day took one, with a great deal of liquor on board, so kept the company hot, damned hot; then all went well again."

One wonders if the joke was all on their side. Some of his crew who were taken alive related that once, on a cruise, they found out that they had a man aboard more than their crew. For several days he was seen amongst them, sometimes on deck, again below. Yet no man on the vessel had any knowledge of him or how he came on board, and he disappeared as mysteriously as he had come, sometime before they reached land. Many of the crew believed it was the devil. There is no doubt, if it was he, he couldn't have found more congenial company.

NEW DUBLIN HARBOUR MASTER



Capt. H. Walsh, newly appointed Dublin Harbour Master. Captain Walsh was formerly Deputy Harbour Master and Assistant Harbour Master at Dublin.



FLEET NEWS



"IRISH FIR".

"ROSE" AND "FIR" SOLD

The "Irish Rose" and "Irish Fir" have been sold to Greek owners and were handed over on the 23rd and 22nd January respectively.

Both vessels were built in 1956; the "Irish Rose" by Ailsa Shipbuilding Company, Troon, Scotland, while the "Irish Fir" was built by Liffey Dockyard in Dublin.

The "Irish Rose" was the third vessel of the Company to bear the name, and she had a deadweight tonnage of 1,971 tons. The previous "Irish Rose" was built in 1948 by William Gray, West Hartlepool, and was sold in 1954 to the Finland Steamship Company Limited, who renamed the vessel "Leo". The first "Irish Rose" was an Estonian vessel chartered by the Company in 1942, and built in 1894. She was originally called the "Mall", and was redelivered to the Tallman Shipping Company of Estonia in 1946, and was renamed the "Flamenco".

The "Irish Fir" was the second Company vessel to bear the name, the first being a Chilean vessel built in 1920 and originally named "Margara", which was bought by the Company in 1941 and subsequently was sold

in 1949 to Dublin and Silloth Steamship Company, and was renamed "Delgany".

The "Irish Fir" was the second Irish Shipping vessel to be built by Liffey Dockyard Limited, the first being the "Irish Fern" built in 1954.

"POPLAR" FOR AUSTRALIA

The "Irish Poplar" which has been on the North Atlantic Liner Service for several years has been chartered to Messageries Maritime of Paris and will be delivered to the company at Hamburg on the 10th February.

The vessel under the command of Captain M. O'Dwyer will leave for Australian Ports after loading cargo at London, Rotterdam, Antwerp and Le Havre.

"IRISH WILLOW"

This vessel is on the run between St. John, New Brunswick, and Ilo, Peru, with ammonium nitrate. She is due in Ilo about February 25th, and will load a cargo of copper blisters for the return voyage to either New York, or Baltimore.

It will be recalled that last year the "Irish Fir" was on a similar charter. With the regular visits to Peruvian ports of the "Irish Ash" and "Irish Alder", and the regular calls at

Ilo of the "Irish Fir" last year, the Irish Shipping Flag will be a familiar sight to Peruvian dockworkers. It will be recalled that the "Irish Sycamore" also did a run last year to Peruvian ports.

"IRISH SPRUCE"

The "Spruce" sailed from Dublin on February 6th for New York, where she is due to arrive about February 15th.

The Dublin cargo includes a full consignment of frozen meat, together with general cargo. The vessel will also call at Wilmington, Baltimore, Norfolk and New York, before returning to Dublin and Manchester.

Mr. J. Brady, Junior Engineer, is at present on sick leave from this vessel, and we wish him a speedy recovery.

"IRISH ROWAN" AT CORK

The "Irish Rowan" recently paid her first visit to her home port of Cork for drydocking on January 22nd and sailed for Antwerp on February the 3rd.

The crew joined the vessel at Cork on February 1st and the "Rowan" is at present loading at Bremen before going on to Hamburg, London and Le Havre to complete her cargo for South African Ports.

The ship has been chartered to South African Marine Corporation for the voyage to South Africa, and her first port of call will be Capetown. Other ports on her present itinerary are East London, Durban, Lourenco Marques and Beira.

Captain M. T. Byrne is Master of the "Irish Rowan" and her Chief Engineer is Mr. P. Loughran.

"ELM" AT JAPANESE PORTS

The "Irish Elm" arrived at Hiroshima on February the 5th from Portland, Oregon, having made the voyage in ballast to load a cargo of Japanese motor cars at Hiroshima, Nagoya and Yokosuka.

It is expected that loading will be completed on February 13th when the vessel will sail for her discharge port of Hango in Finland. The "Elm" will be due in Finland about the end of March.

"IRISH ALDER"

This vessel which is on charter to the Peruvian State Line is at present on her way from Chimbote to Panama en route to her discharge port, which will be either Antwerp or Hamburg.

The "Alder" is carrying a full cargo of fish meal and has been trading between Peruvian

Ports and Gulf of Mexico Ports for the past several months. She is expected to arrive at her European discharge port about February 27th.

"IRISH PLANE IN SOUTH AMERICA

This vessel loaded a cargo of coal at Hampton Roads at the end of January for discharge at Las Ventanas in Chile, and is expected to load copper at other Chilean ports for the United States.

The vessel is expected to sail from Chile about February 21st and will be due back at her discharge port in the United States about March 6th.

"IRISH CEDAR"

This vessel was in drydock at Barry, Wales from February the 1st to February the 7th, when she sailed for Casablanca to load a full cargo of phosphates for discharge at Dublin. The vessel is due in Dublin about February 15th.

"IRISH ASH"

The "Ash" is at present on her way from Tumaco in Columbia to Wilmington, North Carolina with a cargo of lumber. She will be due at Wilmington about February the 11th, and she will then proceed to Baltimore, where she will discharge a cargo of copper before completing discharge of her lumber cargo at Halifax, Nova Scotia.

Under the command of Captain M. McMahon the "Ash" is also on charter to the Peruvian State Line, and is expected to be redelivered in March.



Captain J. D. McPolin, Master "Irish Cedar", points out details of his ship to Cork Port Chaplain, Rev. Father Lennon, O.P. and Miss Mary Lynch, Receptionist, during a visit to Anchor House, Cork. Looking on is our Cork Office Manager, Mr. P. J. Crowley. Anchor House is the recently established Seaman's Club, at South Terrace, Cork, founded by Father Lennon, and Captain McPolin is the first Master Mariner to visit the House.
(Courtesy Cork Examiner).

"SYCAMORE" FOR SOUTH AFRICA

This vessel paid a surprise visit to Dublin for minor repairs while on her way to Cape-town, South Africa where she arrived on February 7th. She is also visiting Port Elizabeth, East London, Durban, Beira and Lourenco Margues before sailing finally for Continental Ports.

While the vessel was at Liverpool in early January, a group of World Ship Society Members from Merseyside visited the ship and we have received a very nice letter of thanks from the Society's Secretary, Mr. J. C. Griffiths. He asks us to convey the group's expression of appreciation to the ship's Company for the hospitality and kindness his members were shown on board.

The following poem, dating from ancient times, was contributed by Mr. M. Kelly, Chief Officer of Youghal, Co. Cork and we are grateful to him for it.

MO LONG

Beannaigh an long-sa, a Chríost cháidh
An tsíon, an tonn-sa, 's an tír;
Bíod t'aingil 'na gcléith dár gcóir
Is róinn mar sgeith ndaingin din.

Maith mo churach aithbhseach úr,
Taidhbhseach a tura's a taobh
Long ghéagach bhonnógach bhuan,
Stuagh theadach chroinógach choamh.

Slíos fadúir foileimneach trean
Roin címhneach mar dhragún ndúr
Breachlong na srólbhratach saor,
Taobh creatlom órshlatach úr.

MY SHIP

Bless our good ship, O Lord of Heavenly Hosts.
Save us from winds from waves and dangerous
coasts;

Let thy celestial angels spread their shields
And guard us safely through these azure fields.

Stout is my well built ship the storm to bear
Aloft her masts and cordage rise in air
While her proud bulk frowns awful as the main
And seems the fortress of the liquid plain.

Her stately side a glossy polish shows,
And gunnel bright with golden lustre glows;
Her speckled bosom in the deep she laves
And high in air her curling ensign waves.

ANON

Birthday Greetings

To **Thomas J. O'Keefe**, Engineer Cadet,
"Irish Rowan": Greetings and best wishes to
you on your 21st birthday on February 17th
From Daddy, Mammy, brothers and sisters.

To **Donal Gabriel**, Engineer Cadet, "Irish
Poplar": Congratulations and best wishes on
the occasion of your 21st birthday on January
19th. From Mam and brother John Joseph.

To **Raymond Whelan**, 2nd Cook: Love
and best wishes for a very happy birthday,
Raymond. From Mam, Dad, Patricia, Lorna,
Desmond and Sean, also from Jimmy and
Derick.

To **Nial Murrells**, Deck Dept., "Irish
Sycamore": Greetings and best wishes on
your birthday, January 11th. From Mam,
Dad, Cindy and Jimmy.

To **Gordon Moore**, Deck Dept., "Irish
Sycamore": Greetings and best wishes for a
happy 18th birthday on March 7th. From
Daddy, Mammy, sisters Margaret and
Maureen, and brothers Robert and John.

To **Harry Johnson**, formerly Deck Dept.,
"Irish Rose": Happy birthday, Harry, on
24th birthday. From Mam, Dad, brothers
Richard and Jack, sisters Catherine and Olive,
and the twelve lads in Parnell Street.

To **P. B. Gordon**, Third Officer, "Irish
Willow": Birthday greetings on your 23rd
birthday, which takes place on 8th February.
Hope you are enjoying the sun. Love, Mam
and Dad.

To **Ronnie Kealy**, Deck Dept., "Irish
Alder": Happy 19th birthday and hoping
to see you very soon. From Mam, Dad,
sister and brothers, Granny, Blanche, John
and children.

To **Donald Brien**, Engineer Cadet,
"Irish Sycamore," greetings and best wishes
on your 21st birthday. From Mum, Dad, Alan,
Betty, and Ian. Hoping to see you soon.

To **Dermot McLoughlin**, Catering Dept.,
"Irish Willow": Love and best wishes on
your 18th birthday on March 15th, from Mam,
Seamus, Patricia, Terry and children.

CADET

At Crawford Technical Institute

The Cadets at the Crawford Technical Institute, Cork have paid a number of visits to local firms including the Ford Car Assembly Plant and the Marino Power Station. They also paid a visit to the Verolme Cork Dockyard where the "Irish Rowan" was in dry-dock and visited the ship's engineroom.

The Cadets Soccer Team have fared well in recent matches, beating a team from a Russian ship by 6 goals to nil and on the following day defeating a team from an Italian ship by 7 goals to three. Both matches were arranged through the Anchor House Club, which is run by Father Lennon.

In the Indoor Soccer Competition which has now been reduced to the last sixteen teams out of over one hundred entries, the third year Cadets are the only representatives of our engineering students left in the competition. On Sunday, 2nd February, they played a team from Roches Stores and won by 3 goals to 2.

The students at Crawford Institute are endeavouring to organise a seven aside Soccer competition at present and they hope to choose teams from amongst the 40 students who have indicated their wish to take part.

First year students who recently joined Slua Mhuire are Cadets M. McCann, M. O'Gorman, P. McCarthy, J. O'Meara and P. McGlade. As the minimum period for signing on in the Slua Mhuire is five years, it is only a practical proposition for first year students.



Cadet E. Kealy and partner.



Cadet O. Prunty and partner.

NEWS

At the Intercontinental Hotel, Cork, on December, 16th. Our Engineer Cadets held their Annual Dinner Dance which proved most enjoyable.

Among those present were Rev. Fr. Lennon, O.P., Mr. L. St. J. Devlin, Director I.S.L. and Mrs. Devlin, Mr. J. P. Roche, Principal Crawford Technical Institute and Mrs. Roche, Mr. S. P. Roche, Head of Dept. of Engineering, Crawford Technical Institute and Mrs. Roche as well as representatives of Head Office and Cork Office.



Cadets M. O'Gorman and E. Burke.



At the Engineer Cadets Dinner Dance were Mrs. J. Scott, Mr. and Mrs. J. Molloy and Mr. J. Scott, Second Engineer.



Cadet T. Redmond and Mrs. Redmond with Cadet W. Lettis and partner.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH ELM": Master: W. G. Garvey. Deck Officers: J. P. Kelly, F. Henderson, J. Tallon. Deck Cadets: J. Robinson, I. Connellan, D. Mundow. Engineer Officers: M. J. Byrne, W. F. Fleming, M. J. Kennedy, W. P. Quigley, J. B. Cronin, D. Corrinan. Engineer Cadets: P. A. Collins, A. Byrne. Electrical Engineer: J. Dunn. Chief Steward: B. Dorgan. Radio Officer: P. J. Behan. G.P.R.'s: P. Balmaine, T. Barry, T. Daly, D. Fox, O. Murphy, N. Murphy, B. Mulready, D. Ahearne, B. Polley, B. Kerrigan, W. Russell, D. Slevin, T. Hughes, T. Wrafter. Catering Department: T. Mason, D. Meagher, L. McCarthy, T. O. McGuinness, J. Doyle, P. Doyle, P. Doyle, E. Kenny.

"IRISH SYCAMORE": Master: I. A. Shiel. Deck Officers: J. S. Mitchell, P. V. Flynn, S. Elton, J. A. Cotter, F. W. Perrin. Deck Cadet: R. Donohue. Engineer Officers: G. Rowe, D. J. Knott, B. Larkin, C. A. Currvan, C. Walsh, J. Shelly, T. Maxwell. Electrical Engineer: P. O'Toole. Engineer Cadets: W. Borrmann, D. O'Brien. Chief Steward: E. Fricker. Radio Officer: M. O'Laughlin. Deck Dept.: M. Leonard, J. Ryder, T. Grannell, P. Carr, D. O'Sullivan, N. Farrell, R. Barrett, J. Seery, P. McDonnell, G. Moore, J. Robinson. Engine Dept.: T. Kinsella, J. Rossiter, A. McCormick, A. O'Keeffe. Catering Dept.: B. Rogan, P. O'Reilly, P. McClean, A. Harris, T. Caffrey, C. O'Dowd.

"IRISH ALDER": Master: 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, D. Rogan, R. Movnihan, P. Beggs, P. Kelly, P. Craine, A. O'Leary, 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, E. Mulready, G. Saurin, G. O'Toole.

"IRISH ASH": Master: M. McMahon. Deck Officers: P. Kelly, N. Hearne, M. J. Brophy, J. A. Murphy. Deck Cadets: J. M. Darcy, P. Hughes. Engineer Officers: J. Movnihan, 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. Bermingham, P. Douglas, I. Murphy, C. Chamberlain, M. Lynch, J. Cunningham, P. Molloy, B. Quigley, J. Fagan, D. Brown, T. Mahony. Engine Dept.: B. Malone, P. Moore, J. Kelleher, R. Shields. Catering Dept.: P. Walsh, R. Byrne, K. Wickham, S. Quid, C. Malone, H. Corrigan.

"IRISH PLANE": Master: J. A. Caird. Deck Officers: F. H. Leigh, M. J. Doyle, J. A. Desmond, B. Farrell. Deck Cadets: P. Finnegan, J. P. N. O'Dowd. Engineer Officers: S. Jolley, J. A. Lee, M. Punch, S. O'Sullivan, I. Curtain, T. J. Coogan, P. C. Mooney. Engineer Cadets: D. Walsh, P. Dowling. Electrical Engineer: K. H. Ramsey. Chief Steward: T. O'Connell. Radio Officer: N. Fitzpatrick. Deck Dept.: J. Hall, C. Leuth, M. Kavanagh, A. Loughlin, P. Furlong, J. Donnelly, J. Anpleby, D. Clarke, M. Kelly, J. Wilde, D. McDonald, T. Dove. Engine Dept.: J. Grace, A. Myler, C. Coyne, M. Daly. Catering Dept.: G. Zachert, J. Chaney, G. McGovern, J. Farrell, J. Keane, J. Mackey.

"IRISH WILLOW": Master: T. A. Hughes. Deck Officers: F. B. Kelly, P. Kehoe, P. Gordon. Engineer Officers: G. Cunningham, P. Cullen, D. McLoughlin, M. Duggan. Electrical Engineer: M. O'Regan. Radio Officer: P. Rasmussen. Deck Dept.: P. Edwards, E. Frampton, M. Murphy, G. Derham, N. Reynolds, J. Tyndall. Engine Dept.: T. Maguire. Catering Dept.: J. Reddy, D. McLoughlin, M. Moody, J. Sargent.

"IRISH ROWAN": Master: T. Byrne. Deck Officers: H. B. Fidler, G. M. Kyne, J. J. Whyte, G. J. Waldron, F. W. Kirk, D. P. Hopkins. Deck Cadets: P. Richardson, Engineer Officers: T. Loughran, W. D. McCarthy, P. V. Carroll, T. G. Duff, J. Leahy, J. Hoey, F. P. J. Fenlon. Engineer Cadets: F. O'Beirne, T. J. O'Keeffe, J. Pryme. Electrical Engineer: M. Wogan. Chief Steward: H. Bond. Radio Officer: T. Foley. Deck Dept.: K. Maher, M. Byrne, V. Murphy, F. McCarthy, J. Beausang, P. Rice, J. Smith, G. MacNeil, M. Brennan, D. Nyhan, J. Smith, B. Muldoon. Engine Dept.: M. McCabe, J. Ryan, J. Keogh, T. Maloney. Catering Dept.: D. Murphy, P. Farrelly, E. Murphy, P. Orange, J. Butler, R. O'Reilly.

"IRISH SPRUCE": Master: E. C. G. Horne. Deck Officers: M. Devine, P. Noonan, M. A. Byrne, J. M. Kennedy. Deck Cadets: A. Davis, Wm. Twomey. Engineer Officers: J. Johnson, T. O'Sullivan, A. Hall, J. G. Nolan, M. Mulligan, P. Higgins, T. Ryan. Engineer Cadet: W. Malone. Electrical Engineer: P. Moran. Chief Steward: R. Heapes. Radio Officer: Patrick O'Shea. Deck Dept.: T. Frawley, P. Byrne, P. Cogle, M. Lennon, R. Gilligan, P. Bradshaw, J. Bradley, P. Ballard, R. Martin, V. Mallin, J. Gaughan. Engine Dept.: J. Gaffney, C. Cavanagh, P. Freeman, R. Proctor, L. Brennan. Catering Dept.: P. Murphy, T. Byrne, J. Kane, M. Curedale, L. Culligan, G. Meade.

"IRISH POPLAR": Master: M. G. O'Dwyer. Deck Officers: E. Greevy, M. Coleman, F. Healy, D. O'Brien, C. Stockdale. Deck Cadets: J. Kenny, B. R. Coburn. Engineer Officers: I. T. Morgan, J. F. McGonnell, S. McGarry, J. O'Rourke, R. Brown, D. McGrath. Engineer Cadets: A. Barry, J. Reilly. Electrical Engineer: J. Kelly. Chief Steward: J. Rogan. Radio Officer: K. Andrews. Deck Dept.: J. Byrne, P. McDonnell, T. Perle, T. Rowan, C. Maguire, J. Collins, B. Warren, M. King, D. McNamara, P. Colgan, T. Kane, J. McGran. Engine Dept.: M. Thuillier, P. Proctor, J. Ryan, D. O'Sullivan, P. Walsh. Catering Dept.: L. Kennedy, R. Dunne, P. Fanning, W. Lewis, R. Wright.

"IRISH CEDAR": Master: J. D. McPolin. Deck Officers: J. J. Martin, L. McLoughlin, D. Murphy. Deck Cadet: J. Richardson. Engineer Officers: M. Whooley, J. J. Hennessy, J. J. Gaul, E. Currvan, D. O. Barry. Engineer Cadets: K. J. Branagan, D. O'Brien, J. A. O'Toole. Chief Steward: Thos. Forde. Radio Officer: T. O'Callaghan. Deck Dept.: E. Swan, P. Duffy, J. Byrne, C. Fox, H. Kent, D. Healy, E. Hensey, J. Lynch, M. Bouzioukas, M. Walsh, J. Roice, W. Martin. Engine Dept.: J. O'Leary, M. Cogan, J. Hannah, P. O'Brien. Catering Dept.: N. Curran, J. Rourke, U. Maher, J. Carroll, P. Dalton, J. Edwards.