

# SIGNAL

VOLUME 7

No. 1

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1969



M.V. "IRISH STAR"  
going down the slipway.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# OFFICERS ASHORE

**Masters:** J. Flanagan, W. G. Garvey, J. A. Gleeson, F. W. Kirk, J. Lee, C. Mahon, M. O'Connell, J. Onions, P. F. O'Shea, J. J. Walsh.

**Chief Officers:** M. Doyle, P. Kelly, F. H. Leigh, J. G. St. John, J. J. Martin, K. McKenzie, F. G. Raftery, M. Willoughby.

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

**Third Officers:** D. P. Bell, M. J. Brophy, D. E. Collins, P. A. Cowman, J. A. Desmond, J. J. Goulding, D. Kavanagh, P. D. Kelly, D. O. Kirk, P. J. O. Malone, T. J. Rickard, J. Tallon.

**Fourth Officers:** B. Daly, P. J. Fennell, J. A. Moynihan, J. A. Murphy, C. O'Connell, J. Ryder, D. Clifford Okoro.

**Deck Cadets:** T. Brennan, M. Cronin, E. Cowman, J. M. Darcy, P. Farnan, J. Hickey, P. Hughes, P. Kenny, L. A. Kinsella, G. MacCrum, P. McNulty, T. A. O'Connor, J. J. Reilly, M. Reilly.

**Chief Stewards:** J. Clinton, B. Dorgan, R. Heapes, J. Moynihan, J. Murphy.

**Chief Engineers:** M. J. Byrne, M. Curley, M. Dillon, G. Cunningham, J. Johnson, M. O'Connell, P. Otter, W. Parslow, P. Walker, J. J. Reed.

**Second Engineers:** R. Broderick, W. Cleary, P. Cullen, D. Falvey, T. Flynn, J. J. Hennessy, A. O'Toole, J. Gilmartin.

**Third Engineers:** G. Dorgan, E. Doyle, K. Edwards, J. Hamilton, D. Harrington, 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:** D. O. Barry, J. P. Barry, A. F. Bolster, D. Buckley, J. Gallagher, M. Kearney, D. P. Kellegher, J. J. Neill, M. A. O'Sullivan, S. O'Sullivan, P. T. Walsh.

**Junior Engineers:** K. A. Barry, E. Burke,

F. B. Cronin, J. Crowley, J. Curtin, M. M. Dunleavy, I. O. Kershaw, P. Kirby, W. R. Matthews, J. A. O'Neill, J. J. Mooney, T. A. Ryan, T. Walsh, C. Walsh.

**Engineer Cadets:** M. Byrne, M. J. Cahalan, J. Doran, D. Gerety, T. J. Kenny, W. Lettis, D. J. Menzies, J. A. McGrath, O. Prunty, T. P. Redmond, E. Sweeney, W. Sheringham.

**Electrical Engineers:** W. Cadogan, J. Kelly, P. Morgan, F. O'Neill.

## CONGRATULATIONS

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

To **Mr. E. Connellan** on his appointment as Fourth Officer "Irish Ash".

To **Mr. R. Egan** on obtaining his Chief Cook's Certificate.

## ACKNOWLEDGEMENT

The parents, brothers and sisters of the late **Andrew Harris** wish to thank the **Management and Staff of Irish Shipping Limited**, both ashore and afloat, for the many **Mass Cards, Wreaths**, and messages of sympathy which they received on their tragic bereavement.

The **Harris family** express their special appreciation to the personnel of the "**Irish Sycamore**", "**Irish Rowan**" and "**Irish Cedar**" as well to **Mr. D. Mills, Personnel Department** for all the kindness and assistance which he extended to them during this time of particular grief for the family.

Contributions and Correspondence for 'Signal' should be sent to:

**THE EDITOR, J. HIGGINS, IRISH SHIPPING LTD.,**

**19/21 ASTON QUAY, DUBLIN 2**

# "IRISH STAR" IS LAUNCHED

"The launching of a new ship is always an important event in the life of a shipping company" said Mr. P. H. Greer, Chairman of Irish Shipping Ltd. at the lunch which followed the launching of the Company's latest vessel at Birkenhead on Thursday, 17th April, 1969. The Chairman's wife, Mrs. P. H. Greer, had earlier performed the traditional naming ceremony at the Yard of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd. Certainly the occasion held much significance for our Company as the first of two 29,000 tons bulk carriers went down the slipway and was towed to her fitting-out berth amid cheers and exploding fireworks.



Mrs. P. H. Greer about to break the traditional bottle on the bow of the "IRISH STAR". Beside Mrs. Greer stands Mr. G. Moss, Managing Director of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd.

The "Irish Star" is expected to be ready for service next October when she will commence her charter with Star Bulk Shipping Co. of Bergen for a minimum period of eight

years. The second of the sister ships is at present being built at Verolme Cork Dockyard and is scheduled for launching next December. She too, will go on a minimum

eight years charter to the Norwegian company.

It was very appropriate that the Irish Shipping party and their guests for the launch travelled to Liverpool aboard the new B & I car ferry 'Innisfallen', a very modern vessel with a staff who were most courteous and efficient. Among those who travelled from Dublin were twelve Sea Scouts under Commander C. Jackson and Rev. Fr. Kavanagh of Kilbride, Co. Wicklow. The Scouts formed a very smart Guard of Honour for the lady sponsor, Mrs. Greer, as she was escorted to the launch platform by the Managing Director of Cammell Laird, Mr. G. Moss. The actual launch was preceded by a joint Blessing of the new ship by Very Rev. Canon C. R. Hickey and Rev. Canon R. Daintith who represented the Roman Catholic Bishop of Shrewsbury and Anglican Bishop of Chester respectively.

### **SPEECHES**

Sir Leonard Owen, Chairman of Cammell Laird & Co. (Shipbuilders & Engineers) Ltd., and Lady Owen welcomed the guests on arrival at the Yard and Sir Leonard presided at the lunch which followed the launching ceremony. Speakers at the lunch were Sir Leonard, Mr. Greer and Mr. Moss.

In the course of his speech, Mr. Greer, referred to our Company's new association with Star Bulk Shipping Company and expressed the wish that our business relationship would prove mutually profitable for both companies. He also pointed out that the 'Irish Poplar' and 'Irish Spruce' had been built at Cammell Laird in 1956 and 1957, respectively and their present good condition was, in itself, a tribute to the excellent workmanship for which Cammell Laird were justly renowned. Mr. G. Moss paid tribute to the technical personnel of Irish Shipping for their assistance in the building of the new ship. He also assured Mr. Greer that Cammell Laird would do all they could to ensure that the 'Irish Star' would be ready for service on the date to which the Company was already committed.

### **THE SHIP**

The 'Irish Star' is an open bulk carrier with five clear rectangular holds specially constructed to facilitate the carriage of containers, various types of general cargoes and bulk cargoes. The Kvaerner hatch covers are hydraulically operated, fore and aft rolling,

and are the largest of their type. Each individual hatch cover weighs approximately seventy five tons. Two twenty-five tons capacity Munck Gantry cranes will be installed on the weather deck capable of adaption by the use of special fittings such as vacuum clamps, forks, magnets, grabs or the conventional cargo hooks for handling various types of cargo. The cranes run on tracks and serve all five holds.

The new vessel is of the most-up-to-date design and incorporates highly automated navigational equipment with bridge control of the ship's engines. The Ka Me Wa controllable pitch propeller will also be controlled from the ship's bridge. For precise manoeuvring the steering will be controlled by an automatic electronic pilot fitted in the wheelhouse.

An air-conditioned control room sited within the main engine room is fitted with extensive and sophisticated electronic gear for continuously scanning all the main equipment in the engine room and, when necessary, recording faults and giving alarm signals. The ship is entirely protected by a comprehensive system of automatic fire detection, alarm and extinguishing systems.

### **ACCOMMODATION**

Accommodation of a very high standard is provided for the ship's personnel with each man having his own cabin complete with washbasin and other facilities. All Officers are provided with their own private bathrooms. Each private and public room is fitted with individually controlled air conditioning. All ship's personnel will enjoy the facilities of bars, spacious recreation rooms, cinema shows, swimming pool and self-service cafeteria. Special attention has been given to the layout and decor of the accommodation and working spaces in order to achieve the most desirable environment on board in all climatic conditions.

### **MANNING**

As already indicated the success of the General Purpose experiment on the 'Irish Elm' ensured that this concept of ship manning would be applied to the two new vessels. When the 'Irish Star' comes into service in October under the command of Captain J. H. Onions she will have a G.P. crew and Chief Engineer P. J. Walker, who was Training Officer on the "ELM" has had considerable

experience of the new system. This special knowledge should greatly assist in making the general purpose concept a success on the "IRISH STAR". Mr. Michael Doyle has been appointed Chief Officer of the new ship.

#### **Further details of m.v. "IRISH STAR"**

Length Overall—564' 0".

Length B.P.—530' 0".

Depth to Upper Deck—48' 10".

Breadth—85' 0".

Deadweight—29,200 tons on 35' 4" draft.

Speed in Service—15 knots.

Port of Registry—Dublin.

Gross Tonnage—18,500 (approximately).

Nett Tonnage—10,300 (approximately).

Cubic Capacity—1,250,000 Cubic feet.

The "Irish Star" is the forty-third ship owned by Irish Shipping Ltd. since the Company was established in 1941.

She is the eleventh vessel of the Company's present Fleet and brings the Fleet Tonnage to a total deadweight of 175,940 tons. She is the third vessel built for Irish Shipping Ltd., by Cammell Laird; the "Irish Poplar" (1956) and "Irish Spruce" (1957) of the present Fleet were also built at the Yard.

The "Irish Star" is the first Irish Shipping vessel not to have the name of a tree incorporated in the ship's name. The name "Irish Star" has been given to the ship as a gesture to the Charterers—Star Bulk Shipping Co. of Bergen.

She is the second largest ship in the Company's fleet; the largest is the 38,000 d.w.t. "Irish Elm" launched at Verolme Cork Dockyard in September 1967.

#### **CAPTAIN J. ONIONS MASTER, "IRISH STAR"**

Captain J. H. Onions was born at Nobber, Co. Meath and educated at Preston School, Navan. At the age of sixteen years he joined the School Ship, "Conway", and served his apprenticeship with Ellerman's Hall Line of Liverpool. He obtained all grades of Deck Officer's certificates at Dublin and prior to the second World War he served as Junior Officer with Royal Fleet Auxiliary Tankers, Anglo-American Oil Co. and Bank Line as Third Officer on the tanker "Inverlee" he took part in the rescue of the crew of a Greek vessel, the "Mount Kyllene" in heavy weather in the North Atlantic in April, 1938. For his part in this rescue Captain Onions



**Captain J. H. Onions.**

was awarded a medal by the Greek Admiralty.

During the second World War he served as Second Officer and Chief Officer with Palgrave Murphy Ltd. on vessels trading to the Iberian Peninsula and West Africa. This service included a voyage to Sao Tome in the sixty-five years old "City of Dublin". Shortly after the War, Captain Onions served as Chief Officer on the first "Irish Ash" after which he served as Chief Officer with Limerick Steamship Co. Ltd. and Palgrave Murphy Ltd. On the establishment of Coastal Shipping in 1952 he took command of the company's first vessel, the "Dalkey Coast", which was on the Irish-Continental trade and following this he also held command of the company's second vessel, the "Killiney Coast". When Coastal Shipping was taken over by Palgrave Murphy Ltd. in 1955 he continued to serve as Master with the latter company.

In November 1957 Capt. Onions joined Irish Shipping Ltd. as Master of the "Irish Fern" which was engaged in trade between the Bristol Channel and Portuguese ports. Since then he has held command of the "Irish Oak", "Irish Ash", "Irish Alder", "Irish Pine", "Irish Fir", "Irish Spruce", "Irish Poplar" and the 18,000 tons tanker "Irish Blackthorn" which was sold in 1965.

Captain Onions, who is married with three grown-up sons, has his home near Nobber, where he owns a small farm to which he devotes his attention between voyages.



**Chief Engineer, P. J. WALKER**

Born in Dublin, Mr. Walker is a past pupil of North Brunswick St. Christian Brothers School. He served his apprenticeship with George Watt Ltd., Engineers and with Liffey Dockyard Ltd. before going to sea with Irish Shipping Ltd. in 1942. His war-time service included voyages on the "Irish Plane", "Irish Elm" and "Irish Willow". Mr. Walker continued his studies with the Poplar Marine Engineering College, Liverpool and was appointed Chief Engineer on the "Irish Rose" in 1959. Between voyages he served with the Local Security Forces during the war and found time to engage in varied sporting pursuits. He played hockey with St. James's Gate Club, Dublin and as a member of Clonliffe Harriers his chief interest was in cross country running. He also played soccer and handball.

He has served as Chief Engineer on the "Irish Alder", "Irish Plane" and "Irish Elm". On the latter vessel, he acted as Training Officer on her initial voyage while the

concept of General Purpose Manning was being introduced aboard an Irish ship for the first time. The success of the experiment was due in no small way to the efforts of Mr. Walker and subsequently he was paid high tribute for his work as Training Officer both by the ship's Officers and the General Purpose Personnel.

Mr. Walker is married with one son and his home is at Whitehall, Dublin.



**Chief Officer, MICHAEL DOYLE**

A native of Arklow, Co. Wicklow, Mr. Doyle was educated at Arklow and served on a number of British vessels before joining Irish Shipping Ltd. in 1956.

He was appointed Third Officer on the "Irish Willow" which was then trading to West African ports. He obtained his Master's Certificate in 1963 and later the same year was appointed Chief Officer on the "Irish Oak". He has since served as Chief Officer on the "Irish Cedar", "Irish Plane" and "Irish Poplar". He has taken part in Work Study training courses as applied to work aboard ship.

Mr. Doyle is married with three daughters and lives at Tallagh, Dublin.



# Birthday Greetings

To **Kevin Maher**, Deck Department, "Irish Rowan" greetings and best wishes for your birthday on May 24th. Love from Dad, Mam, brothers and sisters.

To **Desmond Maher**, "Irish Elm" best wishes for a happy birthday on April 26th. With love from Dad, Mam, brothers and sisters.

To **Joe Pryme**, Engineer Cadet, "Irish Rowan", many happy returns on your twentieth birthday Joe, from Mother, Dad and Patricia, at Portrane also fondest love from Sweetheart Bernadette and Mrs. Farrell and family; greetings also from Nana and Uncle Harold and old friends in Manchester; also from aunts, uncles and cousins in Raheny and Finglas. Best wishes also from Mother and Uncle Jim in Whitehall.

To **Patrick McDonnell**, Deck Department, "Irish Sycamore", greetings and best wishes for your birthday on St. Patrick's Day from Mam, Da, brothers and sisters.

To **John Molloy**, Catering Department, "Irish Plane", birthday greetings and best wishes for the 19th May from Mother, Father, brothers and sisters.

To **Gerry Waldron**, Fourth Officer, "Irish Rowan", love and best wishes on your 21st Birthday on May 2nd from all at home.

To **Thomas O'Donovan**, Deck Department, "Irish Alder". Greetings and best wishes to our dear son on your 21st Birthday, May 6th. From Mam, Dad, sisters Marie, Betty, Julie and brother Denis. Best wishes from Peter and Gladys and Pete also happy birthday from Margaret and Eddie. Greetings also from Eithne.

To **Michael Duffy**, Catering Department, "Irish Poplar", happy birthday Michael, on 27th March from Mam, Dad, brothers, sisters, Maria and Jimmy.

To **Conor Gilligan**, Deck Department, "Irish Ash" a very happy birthday Conor dear on April 1st, also a happy Easter and a big God Bless from Mam, Dad, Gerald, Gabrielle, John, Monica and Eilish, and all your pals in Tramore.



**P. V. Carroll, Third Engineer.  
"IRISH ROWAN"**

To **Paul V. Carroll**, Third Engineer, "Irish Rowan", birthday greetings and best wishes for April 15th, hoping to see you soon from Mum, Dad, Barie, Frank and Bob.

To **Patrick O'Toole**, Electrical Engineer, "Irish Sycamore" best wishes for a happy birthday on April 1st from all the family at Whitehills.

To **Tony Murran**, "Irish Elm", congratulations and best wishes on your twenty-first birthday, April 17th from Daddy, Mammy, Geraldine and brothers.

To **Jack Doran**, Chief Steward, "Irish Spruce", love and best wishes for a happy birthday on the 1st May, from Mum, Phil, Peter and Cindy.

# Ancient Mariners

By "Marcus"

Just getting about wasn't all that much fun in the Middle Ages. Footpads, robbers, beggars by the score, no policemen, no lights—you walked with your hand on your sword hilt if you were a gentleman—if you weren't you stayed at home till the sun came up. Every journey was an adventure and none more so than a sea-journey.

The growth of Mediterranean trade, the Crusades, and pilgrimages to the Holy Land gave a fillip to development, and, by the thirteenth century, three-masters of the Italian city-states were venturing north, and the design of the high, full-bodied and rounded hulls was quickly copied. These ships were of about two hundred tons with a rudder instead of the large steering-oar of the Norsemen. Incidentally, the term "starboard" derives from the Norse "stereboard", the righthand side of the vessel on which the great steering oar was lashed. The first attempts at cabins were light partitions which could be quickly erected and taken down. And as trade increased, piracy grew with it. So the convoy was evolved, and when the annual wine-fleet sailed from Bordeaux to England it was protected by armed vessels under the command of an admiral.

## SPANISH PILGRIMAGE

Fourteenth-century account of a pilgrimage to Spain to visit the shrine of Santiago de Compostella gives a lively account of the adventure of sea-going in that era. Among the crew are the boatswain, cook, carpenter and steward. They drank beer and ate bread and meats roasted or boiled; but the unfortunate sea-sick pilgrims stuck to hot malmsey wine and toast. The lot of these devout poor wretches, pitched and tossed on the heaving bosom of the dreaded Bay of Biscay, must have been the major part of their penance. When they could sleep they herded together on a sack of straw in rough cubicles knocked up by the ship's carpenter. For many centuries hygiene and comfort were the last things thought of in sea-travel, and the death-rate would start to mount when the ship was but a few days out to sea.

The Venetians had a stricter code, for the Republic had a great pride in its sea tradition, and regulations were carefully set out and rigidly adhered to. The commanding officer of a merchant galley was required to

be a patrician, and eight young noblemen were to travel on each craft to gain first-hand knowledge of ship-handling. These were the beginnings of the apprentice system. The passengers brought their own wine, food, firewood and cooking utensils, but drinking-water was provided by the ship. Salt meat, vegetables, cheese, onions, garlic, biscuits and vinegar were the recognised essentials of diet. The ship was not allowed to put to sea unless she fulfilled the statutory requirements relating to number of ropes and anchors, and she dared not be loaded beyond her marks, in this preceding by about five hundred years the English Merchant Shipping Act 1876 which, amongst other regulations, laid down the principle of the Plimsoll Line.

## ROUGH PASSAGES

Still, it wasn't all plain sailing. On the regular pilgrimages to the Holy Land, from the embarkation points of Venice, Genoa and Pisa, the passengers were in daily danger of attack from the ferocious Barbary pirates; the food went bad, the wine went sour, the drinking-water was musty, there was little shelter from the blazing sun, and they were completely in the hands of the master, who might, for his own reasons, abandon the intended voyage altogether and land the poor wretches hundreds of miles from their destination. And in this instance the old freight law that "Freight prepaid was not returnable, ship lost or not lost" was likewise applied to the passenger's fare. Often the hulls were leaky, and Columbus recorded that on his fourth voyage he set out "with the ship rotten, worm-eaten," and, "pierced with worm-holes, like a bee-hive." A further hazard was thievery, rampant everywhere, and even the ship's gear would be sold upon arrival in port. Anything that wasn't nailed down wasn't safe. Consider also the odoriferous perfumes from the horses, mules or oxen penned before the mizzen-mast. Many of the beasts would perish



from drought, sickness, or heat, before the voyage was out. It is not surprising that disease was the spectral passenger on every trip.

The Norsemen, in their long, low, clinker-built galleys, with a freeboard of about two feet, and the best sailors and navigators of their time in Europe, yet depended on the release of ravens which they carried on board to ascertain when land was near. To aid navigation they had the rising and setting of the sun and the pole star. These were rather uncertain methods at the best of times. Thorstein Ericson set out from Greenland bound for America but arrived in Iceland. Around about 1267 these hardy mariners were endeavouring to calculate the sun's altitude by observing where the shadow of the gunwale fell on a man lying athwartships, when the sun was in the south. The draft of the longboat was about seven to eight feet, and a sounding-lead was used in shallow waters.

### G. P. COOKS

Marvellous in design and execution as these wonderful craft were, none but the hardiest of men would have travelled in them. They were completely exposed to the elements, and coldness and wetness were the daily lot. Food they carried in casks, and as each man took his turn as ship's cook a dubious variety was added to the humdrum fare. When sail had to be lowered they took to the great oars, each man having about three and a half feet in which to work. The benches did not stretch across the vessel for this would have restricted the mobility of the fighting-men. The captain had a bed of sorts aft, and there were small raised decks at the bows and stern. At the head would be the picked warriors for defending the stern.

### THE CARRACK

The Carrack of the fifteenth century was the "big ship" of its time. She carried three masts, and as he had a comparatively high freeboard she was a good vessel in rough water. This ship was the forerunner of the galleon, that great artifact that was to open a new highway to the boundless wealth of the New World. The "Santa Maria" of Columbus was a carrack, similar to those that traded with Flanders laden with cloth or wine. It was common in these vessels to reward the first

man to sight land, thus ensuring that a sharp look-out was kept always. The lucky one would electrify the company with his sharp cry, "Land in sight! Largesse! Largesse!" And the relief of the crew and passengers can well be imagined. The cycle that shipping has taken can be measured now when we consider that in our day a sea-trip is often recommended for the benefit of one's health. In those tempestuous days the thing a traveller hazarded most was just that—his health.

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## TO OUR READERS

"Signal" was launched in January 1963 and, oddly enough, the naming ceremony did not take place until the following March when the magazine assumed the glossy appearance which it still retains. Now, six years, thirty six issues and three editors later "Signal" feels the need to take stock; to see itself as others see it. For that reason a questionnaire has been issued to staff members and relatives of our sea-going personnel with the current edition of "Signal". The questionnaire poses a few simple questions and it would assist us greatly if the readers concerned would fill in the answers and return the form to the Editor as soon as possible.

Essentially the magazine tries to provide a link between our ship-board personnel, their relatives at home and their colleagues throughout the fleet and on "terra firma". "Signal" is also distributed to our good friends at home and overseas, to our agents around the world and to the gentlemen of the Press. We hasten to add that we also regard those in the latter two categories as our good friends.

To staff members and relatives we try to bring Company news and items of personnel interest while to our general readership we endeavour mainly to present news of Company activities which might not otherwise be readily available.

Apart from his deep-rooted allergy to Company magazine editorials, the Editor will be pleased to receive any reasonable suggestions for the improvement of the magazine. Therefore, somewhat like a well-known land based Captain, recently encountering heavy weather, we ask our readers the question "What kind of Signal, if any, do you want?"

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## *Master Weds*



Our congratulations to Capt. Michael O'Connell on his recent wedding shown here with his bride cutting the cake after the reception.



Mr. Ibar Wyley of Cork Office, Customs Department, drinks a toast with his wife, formerly Miss Mary Barrett at their wedding which was held on the 8th March last.



Miss Dympha Donnelly our Typing Pool Supervisor whose engagement has been announced to Mr. Patrick Flynn. Dympha is a native of Longford and joined the Company in 1965.



Mr. Martin Donnelly of Accounts Dept., Head Office, with his bride, formerly Miss Maura Lambe, after their wedding on March 29th.

# GOLF, ANYONE?

A good question, and one which should have been asked of more people, judging by I.S.L.'s performance against Sutton Golf Club recently. The group chosen had all the exclusivity of a minor religious sect. However, despite the talent left untapped, hopes were high that the outcome would be successful and I.S.L.'s honour on the course untarnished.

The elements did not smile on the proceedings, and in earlier times greater men would have trembled at the ire of the gods. Sutton Golf Club is easy prey for the elements, and the sea practically waters the course out there.

Our reporter informed us that a few slightly deranged rabbits braved the wind and rain and could be seen by turn rolling helplessly in mirth, and blinking rapidly in incredulity at the antics of our ardent golfers. It was a brave fish indeed that would leap out of the Irish Sea that day to view the affair—his ultimate fate would be to grace the table of some Brahmin family with a golf ball in his mouth.

The rabbits did not venture to the Club House afterwards, though they had heard rumours of abundant lettuce. Our reporter believes the rabbits were a rather tender-hearted lot and couldn't bear to look at the stricken faces of our golfers as they gazed upon the fare.

However, Our Man at Sutton is happy to report that things improved after that. With a glass in one's hand, the world takes on a brighter look—in fact, towards morning, it positively glowed. Though defeated on the course our boys were unsurpassed in the Club House. The music was good, the drink overflowing and benevolence beamed from every face. The chat came fast and furious and latent wit was released, launching many a gem into the receptive air.

The feminine contingent was increased when a veritable bevy joined the party. Our reporter dimly remembers them being called the "Rockettes"—their vocal contributions being in drastic contrast to the oft-heard strains of "The Bould Thady Quill", "Catheri", etc., etc.!! Things went well until, inevitably, both sides came into competition, the result being such a cacophony as to wreak revenge on the gods for their previous inclemency.

The heady atmosphere was sustained to the end, due no doubt to the unbelievable generosity on the part of Sutton Golf Club in keeping the bar open until . . . . . our reporter is somewhat vague on this point.

All in all, no matter what could be said about the earlier part of the evening, there is no doubt that there was a hole-in-one at the 19th Green.

D. TEES

*Page Eleven*

# FLEET NEWS



Loading chocolate crumb from Urney Ltd., on the "Irish Spruce" for export to the United States.



Large Sections of Liebherr Cranes being placed on the deck of the "Irish Spruce" at Dublin.

## RECORD EXPORT CARGO FOR "SPRUCE"

When she sailed from Dublin on her present voyage the "Irish Spruce" loaded a record export cargo for United States Ports. On board there was a very varied general cargo including 1,500 tons of sugar, over 800 tons of frozen meat, 400 tons of steel nuts, 240 tons of crane parts, 300 tons of rope, 120 tons of wool, 19 head of livestock as well as large consignments of peat moss, food stuffs, confectionary, stout, spirits, machinery and yarn.

This noticeable increase in exports to North America is a very welcome development, and would seem to indicate that the vast market which is available for Irish goods in America is being explored by Irish exporters.

The "Spruce" arrived at New York on April 19th, and she also visits Wilmington, Delaware, Philadelphia, Baltimore, Norfolk and New York, for the second time, on this voyage. On her East-bound passage the "Spruce" will call at Belfast and Dublin before completing discharge at Manchester.

### **"IRISH SYCAMORE"**

We regret to record the death of Mr. Andrew Harris, Assistant Steward, at Capetown on March 20th following an accident in which the late Mr. Harris was struck by a railway car. A particularly sad feature of this tragedy was the extreme youth of the deceased man. On the day following his death he would have celebrated his twentieth birthday.

The late Mr. Harris was a son of Mr. P. Harris and a nephew of Mr. Val Harris, both of whom had considerable service on Irish Shipping vessels.

We wish to convey our sincere sympathy to his parents, brothers and sisters on their sad loss.

The "Irish Sycamore" has been on Time Charter to South African Marine Corporation, and is at present at Hamburg where she is discharging part cargo and on completion at that port the vessel proceeds to London where she completes discharge, and she will be re-delivered about April 30th at London.

Captain I. Shiel will be relieved by Captain F. W. Kirk, and Second Engineer, Mr. D. Knott, will be relieved by Mr. A. Bolger.

### **"IRISH ALDER" FOR TRINIDAD**

The present "Irish Alder" crew joined the vessel at Rotterdam on March 15th, and the vessel is now on a Caribbean round voyage under Time Charter to Saguenay Shipping Company.

The vessel is at present loading at Kingston, Jamaica, where she arrived from San Juan, Puerto Rico. She is loading a general cargo for discharge at La Guaira, Venezuela, Georgetown, British Guyana, and MacKenzie, also in British Guyana. After completing at MacKenzie at the end of April, the "Irish Alder" will load a cargo of ore at Chaguanas, Trinidad, for discharge at Port Alfred where she is due to arrive about May 8th.

Captain M. O'Dwyer is Master of the "Irish Alder" and her Chief Engineer is Mr. H. Mooney.

### **"IRISH ROWAN"**

This vessel is at present on Charter to South African Marine Corporation, and is loading a cargo of manganese for discharge at either Sydney, Nova Scotia or Montreal. Over the

past month the vessel has been visiting a number of South African ports where she arrived from Le Havre with a general cargo. She is due at her Canadian port of discharge about May 23rd.

### **"IRISH ASH" FOR SOUTH AFRICA**

Having spent some months trading to South America the "Ash" is at present on her way from Philadelphia to Capetown, South Africa. The vessel has been chartered by South African Marine Corporation, and the new crew joined the vessel at Halifax on March 12th. The "Ash" is under the command of Captain J. S. Kerr, who relieved Captain R. McMahon recently. The ship will also visit Port Elizabeth, East London, Durban, Beira, Lourenco Marques, and again returns to Durban, East London, Port Elizabeth and Capetown before sailing for Dublin where the vessel is expected to arrive in early July.

While the "Ash" was at Philadelphia Mr. M. Hayes, 3rd Engineer, Mr. M. Leonard, and Mr. R. McGuirk left the vessel on sick leave, and we trust that all three are now recovered.



T. O'Donovan, Deck Department "IRISH ALDER".

### **"IRISH CEDAR"**

Mr. P. Buckley, Chief Officer, recently relieved Mr. J. Martin while the vessel was at Dublin.

The "Cedar" is at present on voyage to Casablanca where she will load a full cargo of phosphate for Dublin. On her last voyage she discharged cargo at both Dublin and Cork.

Captain J. McPolin is in command of the "Irish Cedar" and her Chief Engineer is Mr. M. J. Whooley.



Chief Engineer, M. J. Whooley, "Irish Cedar".

### **"PLANE" CHARTER EXTENDED**

The "Irish Plane" Time Charter to Vigo Steamship Company has been extended for a further twelve months, and the vessel is now on voyage to San Vicente, Chile, with a cargo of coal from Norfolk, Virginia. The vessel is due at her discharge port on May 5th, and it is expected that she will load a cargo of ore for a West Coast United States Port.

A new crew joined the vessel at Baltimore on March 21st, with Captain J. Caird as Master and her Chief Engineer is Mr. S. Jolley.

### **"POPLAR" IN SOUTH PACIFIC**

In our last issue we incorrectly stated that the "Irish Poplar" was loading at European ports for Australia. Since then the vessel has called at Papeete, which is one of the two main ports in Tahiti. After discharge of part of her general cargo, the vessel went on to Noumea, the capital and only port of entry to the Island of New Caledonia. Both Tahiti and New Caledonia are French colonies, and the "Irish Poplar" is on charter to the French Company, Messageries Maritima for her present round voyage to Australasian ports.

The vessel arrived at Port Lyttleton near Christchurch, New Zealand, on April 18th, where she is at present loading a general cargo including frozen meat for European ports.

The "Irish Poplar," which is under the command of Captain J. Poole with Mr. J. Morgan, Chief Engineer, is expected back at her European ports of discharge about the end of May.

### **"IRISH WILLOW"**

On her present voyage from Baltimore to Ilo the "Irish Willow" made a call at Buenaventura, where she discharged part of her cargo of ammonium nitrate. She is due at Ilo on April 27th, where she will discharge the balance of her cargo before loading copper for either Baltimore or New York.

Chief Engineer Mr. R. Tennent has replaced Mr. G. Cunningham, and the ship's Master is Captain T. E. Hughes.

### **"ELM'S" SULPHUR CARGO**

After discharging her cargo of Japanese motor cars at the Finnish Port of Wallhamn, near Hango, the "Elm" loaded a cargo of European cars at Antwerp for Jacksonville and Houston.

The vessel then moved to Port Sulphur to load a full cargo of sulphur for discharge at Rotterdam, where she is due on May 4th. After discharge of her bulk cargo the "Elm" will load a further cargo of motor cars at Antwerp for a U.S. Gulf Port.

The "Irish Elm" is on a five years time charter to Wallenius of Stockholm.



**OUR CRITICS WRITE:** *The following letter was received too late for comment in this issue but we shall consider the points raised in our next edition.*

Dear Mr. Editor,

We, members of the Brains section of Irish Shipping, write to you as friends—as people who always read your excellently produced and well-written magazine. Please note that we underline the word “read”, because there is a wide difference between the number who receive “Signal” and those who actually read it consistently. You are of course acutely aware of the pains taken by all Editors to hold their customers, and you can be assured that your own particular task is well appreciated. “Signal” is distributed free to the staff; its success cannot be measured in terms of copies sold, as with commercial publications, while your general subject must always be the same—the Company plus the staff.

We would pose you a question: who reads what? How many people read for instance Mr. Haughey’s Budget speech **after** reading the sensation-seeking headlines about increased taxes? Who reads Lenten Pastorals? Or, to come near home, how many of our staff read the Company’s Annual Report? You Mr. Editor may guess at the answers, and perhaps your guesstimates may tally with ours.

Now staff magazines are notoriously difficult to compile and very difficult to “sell” to the people for whom they are intended. We would suggest that if even fifty per cent of staff read at least a quarter of the contents of a house magazine, the Editor would be achieving something—which brings us to the subject of our complaint.

We would beseech you for pity sake to spare us a repetition of the ghastly style of those articles on our “Departments”, which you saw fit to inflict on us at various times during the past 12 months. Mr. Editor Sir, please believe us that we your public are ordinary human types, that we sincerely believe moreover that the various departments of this Company are staffed by live people and not by bloodless beings. We, your readers, inter alia, court girls, or we wear minis; we marry, we park cars, pay fines, rates and curse our quota. We play bingo, golf, back horses; we drink, smoke and spend our spare time devising means of persuading the boss to increase our pay.

Some of us still believe in the hereafter. We watch TV, which keeps us stimulated and well informed on all the current emotional topics, as for instance the Eurovision Song Contest and supplement the mass of learning available in our public libraries we have the latest books of knowledge on offer at a mere 3/6d. per week, plus of course, the daily newspapers splashing us with Ministers’ speeches, warnings by Bank Governors and and economic forecasts by all types of experts.

Knowing all this, in competition with the whole circus, you Mr. Editor, in a bid to capture our attention feed us those dreary, souless and boring articles which purported to explain, respectively, the meaning, the very *raison d’etre*, of Operations, Work Study and Accounts.

While we welcome information which clarifies the working of these and any other dept., we are surely entitled to expect some leavening of humanity in the telling. You see we know that real people run these sections and we suspect that their blood contains just a little mixture of humour. They simply cannot tick-over like those automated moon-men depicted in your chilling articles. “Signal”, Mr. Editor is a staff magazine, not a mechanical specification.

You are usually at your best when you present us with pages emanating from our ships at sea. Over the years, your articles sent in by sea-going personnel have proved entertaining, and packed with interesting information—because these articles were written about people as people. Why in heaven’s name must you cloud your Head Office articles in a thick fog of dreariness.

Do the people in Operations ever laugh, tell a joke, make a mistake? We know they do all these terrible things and we are long convinced too that they even work an odd time, but we’d like to hear about their lighter moments along with those grisly stories about the daily briefing sessions.

And the Accounts. Everybody knows that every Accounts department in the world exists only to annoy people who slave for a living, so why not tell us precisely how the

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# Maritime Law Conference in Tokyo

The 28th Plenary Conference of the Comite Maritime International was held in Tokyo from March 30th to April 5th and Ireland was represented at the Conference by Mr. Justice Kenny and Mr. J. Niall McGovern, Administration Manager, Irish Shipping Ltd.

Two of the main matters for discussion at the Conference were the question of Civil Liability and Insurance arising out of oil pollution of the sea; and Combined Transport by sea and by road, or by rail, or by air, with particular reference to the carriage of containers..



General view of the platform at the Maritime Law Conference in Tokyo. Picture shows Mr. J. N. McGovern at back, second from left.

## **"TORREY CANYON"**

At the request of the British Government the "Torrey Canyon" disaster was studied by the Inter-governmental Maritime Consultative Organisation, which is a specialised agency of the United Nations Organisation and has its headquarters in London. I.M.C.O. formed a legal committee on which Mr. McGovern

was asked to represent the Irish Government and this committee dealt with the problems involved as they affect States at governmental level.

In dealing with matters of private law the Comite Maritime International was asked to assist and 30 States are affiliated to this body through the various National Maritime Law

Associations. In this connection Mr. Justice Kenny represented the Irish Maritime Law Association.

One of the main points put forward by the C.M.I. was that liability for oil pollution should rest on the registered owner of the vessel from which the oil comes. The Irish Maritime Law Association is of opinion that liability for oil pollution over and above that for which provision is made in the ordinary maritime law should be placed on the oil industry. The Irish delegation at Tokyo sought an amendment to this effect and although they got considerable support their proposal was narrowly defeated.

### COMBINED TRANSPORT

While there are uniform rules of law governing the carriage of goods by Sea, by Rail, by Road and by Air there are no uniform rules related to Combined Transport where goods move from an inland point of origin to an inland destination with a long sea voyage in between. The advent of containers and other forms of unit load has made necessary the adoption of a uniform system of law to cover combined transports. The C.M.I. set up an international sub-committee to examine this question and the Irish Maritime Law Association was represented on this sub-committee by Mr. McGovern. The results of the work of the sub-committee were considered at the Conference in Tokyo and certain proposals were put forward for consideration by Governments through the Brussels Diplomatic Conference on Maritime Law which is convened by the Belgian Government from time to time. Perhaps the most important point to emerge on this subject was the fact that if the C.M.I. proposals are adopted it will be possible for a Combined Transport Operator to issue a contract which will be a document of title and a negotiable instrument under which he will accept responsibility for the performance of the entire contract, whether he himself does the transportation or not. It will mean that the merchant shipping goods from an interior point in the United States by rail to New York, thence by sea to Rotterdam, thence by inland waterway, by road or by rail to Switzerland will be able to receive payment for the goods which he shipped when he parts with them at the railhead in the interior of America. It is the hope of the authors of this proposal that it will materially assist the growth of international commerce.

### EXCELLENT ORGANISATION

The 27th Plenary Conference of the C.M.I. was held in New York in 1965 and was the first such Conference held outside Europe. The 28th Plenary Conference in Tokyo was the first held in Asia and the organisation of this Conference by the Japanese Maritime Law Association was highly praised by all the delegates present. The success of the Conference was due in no small measure to the excellent facilities placed at the disposal of the Conference by the host nation.

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### VISITORS TO DURBAN

A very good friend of our Seagoing Personnel, Mr. J. Basil Sheedy, tells us that a new Irish Club is being formed in Durban and any of our readers calling at the port are most welcome to visit the club.

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ghouls enjoy it—the annoying bit—and then you could get them to do a regular feature on the best way to spend a million a day. Incidentally, do we still have an Accounts department. In that diabolical article you boast five times of new toy machines designed to eliminate work, so we can't help wondering if there is anything left.

Finally, Mr. Editor, Work Study. Really, we wish these men well and we recognise they are doing a valuable job, but next time you feature this department, would you start off on the premise that Work Study was brought to a very high level of appreciation in Ireland many centuries ago. It is old hat. The Irish peasant of old studied work, not closely, but very carefully at a safe distance and he decided, as the Gentry did, that he wanted no part of it. Hence came the phenomenon of mass emigration to Britain and North America. From the gentlemen peasants who remained at home, our fond Irish mothers inherited a laudable ambition which was to rear good sons imbued with a healthy dislike of work and filled with a desire to seek in life a "position" as distinct from "a job". Why a fellow could be taken home to his girl-friend's place and overhear the whisper "What does he do?"; and 'tis the proud girl who could pass on the information—"sure isn't he in Work Study".

Yours etc.,

5 Stars—Brains Dept.



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### AIDAN HAYES

A Corkman, Aidan was educated at Christian Brothers College, Cork and holds a B.A. Degree in French and English from University College, Dublin. He joined Normandy Ferries last January and takes a very keen interest in amateur dramatics. His most recent efforts in this sphere were in the directing of a French and an Irish play with the University College, Dublin, Dramatic Society.

Aidan deals with passenger bookings for the ferry service.

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During the winter months the "Leopard" was in service between Southampton, Portugal and Morocco. Our picture shows the vessel passing under the Salazar Bridge at Lisbon.



**FRANK CAREY**

Frank, who recently joined Normandy Ferries/Irish Continental line and was educated at O'Connell Schools, Dublin and was previously employed in the Engineering Industry. While at school he played hurling and won a Leinster schools championship Medal.

Frank, who was born in Wexford is at present playing Soccer in the Athletic Union League in Dublin. He is proficient in both French and German and is at present dealing with the fast developing freight traffic on the ferry service.

### **HEAVY BOOKINGS ON CAR FERRY**

Bookings on the Rosslare/Le Havre Ferry Service since January have exceeded the total number of passengers carried last year. This augurs well for the success of this year's operations which begin when the "Leopard" sails from Le Havre on May 16th. On board will be a party of French Travel Agents and journalists as well as a party of German Journalists. The latter group will be taking part in a special car rally around Ireland for the purpose of seeing places of interest for continental tourists. The rally has been organised jointly by Normandy Ferries—Irish Continental Line and Board Failte.

On her first visit of the new season the "Leopard" will be making an overnight stay

at Rosslare to give local journalists and Travel People an opportunity to see the vessel.

### **IRISH ASSOCIATION OF MASTER MARINERS**

A number of Master Mariners came together recently in Dublin to consider the possibility of forming an Association exclusive to the Nautical profession and restricted to qualified Master Mariners, foreign-going. It was agreed at the meeting that there was a strong case for such an Association in view of the fact that alone of all the professions, the nautical profession at its highest level has no such organisation to maintain its status. As a result of the discussion, the Irish Association of Master Mariners was formed and it was decided to invite Master Mariners of Ireland to become members. The first meeting of the new Association took place on March 18th and already over 50 members have joined the Association. Founder members of the Association and members of the Council are Honorary Secretary; Captain D. P. Fortune, 6 Greenlea Park, Terenure, Dublin 6; Honorary Treasurer; Captain D. Valencie, 37 Tritonville Road, Sandymount, Dublin 5 and Council members Captain Frank Dawson, Captain Vincent McEvitt and Captain R. D. McGuirk.

### **AIMS**

The Association is not a negotiating body and is non-political and non-sectarian. It will work to enhance the dignity and status of the nautical profession in Irish Society and will endeavour to assist aged or incapacitated Master Mariners as well as the widows of Master Mariners in the event of untimely death. The Association will endeavour to provide such aid and advice as lies within the scope of the Association and will be open to receive donations and bequests for a fund to aid seamen of whatever rank or rating who happen to be in distress. This fund will be administered at the discretion of the Council of the Association.

The Association says that it will sail with the times and with evolutionary processes in world shipping in general, particularly in Ireland which effect members and will inform and advise if necessary.

Any Master Mariners wishing to join the Association should write to the Honorary Secretary for further particulars.

# JOINT TRAINING COURSES

In association with B+I, the Company has introduced a training course for trainee deck and catering personnel. The first pre-sea induction course began on February 10th last, and to date four deck boys and twenty catering boys have taken the course. The subjects covered include ship board routine, manning, nautical terms, life saving and fire fighting equipment, elementary seamanship, cabin and public room cleaning, pantry and galley work, and related subjects. These courses will now form the basis of training for all boys joining both Irish Shipping and the B+I, and the courses are intended to be held at three-weekly

intervals. Part of the course is held at the Irish Nautical College, Dun Laoghaire, and part on the m.v. Munster.

Our Personnel Department wish to express their gratitude to Rev. Roberts of the Mission to Seamen for his assistance in connection with this project.

The Officers engaged in instructing the trainees are, Chief Officer P. Buckley, and Chief Steward P. O'Donovan of I.S.L.; Chief Steward A. Sweetman of B+I, and Mr. M. Forsyth of the Irish Nautical College, Dun Laoghaire.



Group taken at the initial training Course organised jointly by Irish Shipping Limited, and B. and I. Line. Shown with some of the trainee catering staff are left to right: Chief Steward, A. Sweetman (B. & I.); Mr. P. Coffey, Training Officer (B. & I.); Mr. W. Stacey (Seaman's Union of Ireland); Captain M. D. Langran, Personnel Assistant/Training (I.S.L.) and Chief Steward, P. O'Donovan (I.S.L.).



## THE "ASGARD"

On July 26th, 1914, the yacht "Asgard" arrived at Howth with 900 guns and 29,000 rounds of ammunition for the Irish Volunteers which the 28 tons vessel had loaded from a German tug off Ostend exactly two weeks previously. As the capacity of the yacht was only estimated at about 600 guns, the small craft was very much overloaded and the voyage from her point of loading in the North Sea to Howth was a particularly difficult one. In command of the yacht was her owner, the late Mr. Erskine Childers, and he was accompanied by Mrs. Childers, a Limerick woman named Mary Spring Rice and two Donegal fishermen, Patrick Nolan and Richard Duggan. Their hazardous voyage has since become known as "The Howth Gun Running" and the "Asgard" has earned a permanent place in the story of our country's fight for independence.

### TRAINING SHIP

The historic yacht was sold by Mrs. Childers in 1926 and subsequently had a number of different owners until the Irish Government bought the vessel in 1961. The "Asgard" then came under the control of the Naval Service and was in use by the Service for a number of years until it passed into the care of the Office of Public Works. Early in 1968 the Government decided that the yacht should be used for the training of young sailors and so, on March, 23rd the "Asgard" was commissioned for that purpose. At the formal ceremony which was performed by the Minister for Finance, Mr. C. J. Haughey, 'our long maritime tradition' was referred to by the Minister in his speech. A number of cruises have been arranged to give boys and girls who are interested in sailing an opportunity to learn the skills of seamanship. Unfortunately these plans have received a temporary setback as the yacht sustained some damage before the cruises got under way. Repairs are expected to be completed in time to ensure that the initial cruise commences without serious delay.

### THE YACHT

The "Asgard" was built at Narvik, Norway in 1905 and is still in very good condition. She has an overall length of 49 feet, a beam of 13 feet and a 7 feet 9 inches draft. The yacht is being completely modernised with new interior fittings and a new engine is

being installed. Up-to-date navigational aids, safety equipment and a radio-telephone are other features new to the sixty years old "Asgard"; a yacht with a historic past and an exciting future.



Trainee catering staff seen during training session aboard the m.v. "Munster", included are Left to Right: B. Kennedy, I.S.L.; A. Boland, B. and I.; J. Healy, I.S.L.; and T. Blake, B. and I.

### EASTER GREETINGS

To **H. O' Farrell**, Bosun, "Irish Alder", greetings and best wishes from your loving wife Kitty, and also from Ma and Dick.

To **Noel Fynes**, Deck Department, "Irish Ash" best wishes from your loving fiancée Mary Hughes, and also love and best wishes from all at No. 10.

To **Robert Carrick**, Deck Department, "Irish Alder", greetings and best wishes from Mary and Noel.

To **Thomas Hughes**, "Irish Elm" greetings and best wishes from Mum, Dad, sisters and brothers.

### COMPANY TIES

Staff members are advised that we now have a supply of Company ties in stock and these are obtainable at a slightly increased cost of 16 shillings each. Ties can be had from the Editor, "Signal", 19/21 Aston Quay, Dublin 2.

### CONDOLENCES

Our sympathy is extended to Cadet R. Donohue whose mother died recently and to Mr. J. Byrne on the recent death of his father.

# CADET NEWS

## *At Plymouth*

Once again the Deck Cadets of Irish Shipping studying at Plymouth organised a very successful St. Patrick's Day Dinner which was held at the Continental Hotel, Plymouth. At the function, which was covered by the local B.B.C. Television Service, the Cadets presented staff members with shamrock.

Guests at the dinner were Captain and Mrs. Hughes, Captain and Mrs. Hopwood, Captain and Mrs. Moreby, and Captain and Mrs. Kennerley all of the Plymouth College of Technology. Also present for the occasion was Captain M. D. Langran, Personnel Assistant Training of Irish Shipping Ltd. Nine of the Cadets at Plymouth will be going to sea

at the end of the present term, they are Cadets G. McCrum, A. Coghlan, M. O'Callaghan, E. Curry, W. Reid, D. Corrigan, B. Dawson, J. Murphy and M. D'Arcy.

Joining the College for the Summer term on relief course will be Cadets K. Darcy, P. Hughes and P. Farnan. A new head of the Cadet Department at Plymouth takes up duty in April, and he is Captain Nelson, who comes from Liverpool Regional College of Technology. The new thirteen storey residential block which forms a £1,000,000 extension to the College is expected to be ready next winter, and the five storey teaching block should be ready for occupation shortly after that.



These Deck Officer Cadets were photographed at Plymouth recently, they are L. to R. Cadets M. Cronin, M. Reilly, M. D'Arcy, P. Kenny, P. McNulty, P. Hickey, D. Cox, M. O'Callaghan, B. Dawson, P. Murphy, E. Curry, D. Corrigan. Front row L. to R. Cadets A. Coghlan, J. Reilly, L. Kinsella, T. O'Connor and T. Brennan.

## *Presenting Shamrock*



Picture shows Cadet T. O'Connor presenting shamrock to Mrs. D. Moreby, others included are Left to Right: Mrs. McKelvie, Captain M. D. Langran, Mrs. Hopwood, Captain Hughes, Mrs. Hughes, Captain Hopwood, Mr. McKelvie, Captain Moreby and Cadet A. Coghlan.

### **AT CRAWFORD TECHNICAL INSTITUTE**

The football teams representing the Engineer Cadets at Cork are continuing to meet with success in local competitions. A number of teams have been entered in a seven-a-side competition at Cork, and we understand the Cadets are doing very well in this competition. We also understand that a number of the Cadets will represent Cork Office in a match against Head Office on April 26th.

The swimming sessions which were so popular last year have been revived and renewed interest is being shown by the Cadets in this very worthwhile pastime.

A very interesting development for the Cadets at Crawford has been the arranging of trips on the passenger tenders at Cobh to meet the ocean going liners which are due to call at the port in the near future. These trips will enable the Engineer Cadets to get first hand experience working in the engine room of the tenders, and should prove helpful to them in their training courses. The liners which are associated with the proposed trips by the Cadets are the New Amsterdam, The United States, The Rotterdam, The Franconia, and the Queen Elizabeth II, which is due at Cobh on May 26th.

### **ATHEL LINE**

The Athel Line of London has three Cadets at the Crawford Technical Institute, and representatives of the Line visited the Institute last term and were very much impressed with the approach of the teaching staff, and the excellent spirit prevailing amongst the Cadets studying at the Institute. Engineer Cadets Flynn, Pyne and Barrett are attending Crawford from the Athel Line at present, and it is hoped that the Company will be sending additional Cadets to the Institute for the winter term.

It is of interest to note that three Irish Deck Cadets have also been accepted by the Athel Line.

### **SENIOR COURSES**

During the term commencing on September 2nd, senior courses for 1st and 2nd class Engineer Certificates will be held at the Crawford Technical Institute, Cork. Mr. S. P. Roche, head of the Department of Engineering at the Institute will be grateful if any of our readers who are interested in attending the course will contact him as soon as possible. The address to which correspondence should be sent is:—

Crawford Technical Institute,  
Sharman Crawford Street,  
Cork.

We are pleased to note that another former Irish Shipping Engineer Officer has joined the Crawford Institute in the person of Mr. D. C. Burke, who formerly served on the "Irish Cedar." Mr. C. McSwiney, already on the teaching staff, was of course a former Engineer Officer with our Company.

### **CAREERS EXHIBITION**

An exhibition, for the purpose of informing parents and students of the career opportunities available in different employments, was held at the Clogher Road, Crumlin Vocational Schools on Friday and Saturday March 7th and 8th. The Irish Shipping stand received a considerable amount of attention from visitors and the organisers of this venture were very pleased with the response of both exhibitors and visitors.

# FLEET PERSONNEL

## Deck and Engineer Officers in Order of Rank

**"IRISH ALDER":** Captain M. G. O'Dwyer. Deck Officers: M. Kelly, L. McLoughlin, M. J. Larkin. Deck Cadets: E. Keane, P. Richardson. Engineer Officers: H. Mooney, J. Nangle, P. Bardon, H. P. Briody, P. McDonnell, M. O'Riordan. Engineer Cadets: J. A. O'Toole, A. McCarthy. Electrical Engineer: E. F. Griffin, T. Torpey. Radio Officer: A. Ansell. Chief Steward: J. Bennett. Deck Dept.: W. McCann, H. O'Farrell, D. Rogan, P. Tallon, J. Byrne, R. Carrick, T. O'Donovan, M. Bougioukas, L. Beggs, T. Hanley, P. O'Connor, O. O'Flaherty. Engine Dept.: T. Kelly, E. Kinney, A. Vaughney, G. Nolan. Catering Dept.: V. Mayland, J. Smith, C. Cashin, J. Lloyd, D. Wilson, C. Melinn.

**"IRISH ASH":** Captain J. S. Kerr. Deck Officers: P. A. Murphy, P. Donohue, F. W. Kirk, E. Connellan. Deck Cadets: B. R. Coburn, M. Lydon. Engineer Officers: H. Dowdall, J. J. Scott, J. S. Masterson, P. Casey. Engineer Cadets: D. O'Brien, M. Egan, K. J. Branagan, D. Gabriel. Electrical Engineer: A. Murphy. Chief Steward: J. Dillon. Radio Officer: P. J. Sheering. Deck Dept.: K. Forde, J. Tallon, J. Doyle, W. Dowling, S. Smyth, P. Mullen, M. Doyle, N. Fynes, C. Gilligan, M. Murray, S. Ryan. Engine Dept.: P. Tierney, J. White, J. Broderick. Catering Dept.: J. Buckley, R. Whelan, H. Callan, H. Gaines, B. Kennedy, T. Healy.

**"IRISH POPLAR":** Captain J. Poole. Deck Officers: E. Greevy, M. Coleman, F. Healy. Deck Cadets: D. O'Brien, C. Stockdale, J. Kenny. Engineer Officers: J. T. Morgan, J. F. McGonnell, S. McGarry, J. O'Rourke, R. Brown, D. McGrath, C. F. Kelly. Engineer Cadets: A. Barry, J. Reilly. Electrical Engineer: E. Walsh. Chief Steward: J. Rogan. Radio Officer: H. F. Harley. Deck Dept.: P. McDonnell, M. Russell, T. Perle, T. Rowan, C. Maguire, A. Hearne, J. Collins, D. McNamara, P. Colgan, T. Kane, J. McGran. Engine Dept.: M. Thullier, P. Proctor, J. Ryan, D. O'Sullivan, A. Clarke. Catering Dept.: L. Kennedy, R. Dunne, P. Fanning, M. Duffy, W. Lewis, R. Wright.

**"IRISH WILLOW":** Captain T. A. Hughes. Deck Officers: F. B. Kelly, P. Kehoe, P. Gordon. Engineer Officers: R. Tennent, N. O'Neill, D. McLoughlin, M. Duggan. Radio Officer: P. Rasmussen. Deck Dept.: M. Murphy, J. Cahill, G. Derham, N. Reynolds, J. Tyndall, E. Frampoin. Engine Dept.: T. Maguire. Catering Dept.: J. Reddy, M. Moody, B. Delaney, J. Sargent.

**"IRISH ELM":** Captain B. Reilly. Deck Officers: J. F. Kelly, F. Henderson, J. M. Kennedy. Deck Cadets: I. Connellan, D. Munday. Engineer Officers: N. Whitfield, W. F. Fleming, M. J. Kennedy, W. P. Quigley, L. Robinson, D. Corrigan. Engineer Cadets: P. A. Collins. Electrical Engineers: M. Lawler, J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: F. McNally. Deck Dept.: P. Balmaine, P. Redmond, W. Fitzpatrick, P. E. O'Connor, M. O'Rourke, J. Murphy, J. Driscoll, R. Stacey, T. Murren, D. Fox, R. R. Martin. Engine Dept.: W. Russell, T. Wrafter, B. McHugh. Catering Dept.: R. Egan, J. Rourke, V. Joyce, B. Cullen, T. O. McGuinness, D. Swan, A. C. Glavin.

**"IRISH CEDAR":** Captain J. D. McPolin. Deck Officers: P. V. Buckley, P. J. Tyrrell, B. Stockdale. Deck Cadets: B. Dzwon, J. Daly, M. O'Callaghan. Engineer Officers: M. Whooley, T. O'Driscoll, J. J. Fahy, J. J. Gaul, E. Currihan, J. E. Maher, T. J. Hanrahan, J. Brady, F. B. Cronin. Electrical Engineers: M. Kenny, P. O'Connor. Engineer Cadet: P. Sinnott. Chief Steward: T. Forde. Radio Officer: T. O'Callaghan. Deck Dept.: E. Swan, P. Duffy, J. Byrne, M. Hurley, H. Kent, C. Fox, W. Kavanagh, R. Moynihan, D. Healy, M. Walsh, J. Roice, W. Martin. Engine Dept.: K. O'Malley, M. Sheehan, M. Cogan, J. Hannah. Catering Dept.: D. Gibbons, J. Edwards, U. Maher, J. Carroll, J. Kennedy, R. Cox.

**"IRISH PLANE":** Captain J. A. Caird. Deck Officers: M. Carey, M. J. Doyle, D. Murphy. Deck Cadets: B. Farrell, P. Finnegan, A. Coghlan. Engineer Officers: S. Jolley, J. A. Lee, M. Punch, T. S. Nolan, S. Shelly, J. J. Kenny, P. C. Mooney. Engineer Cadet: D. Walsh, P. Dowling. Electrical Engineer: K. H. Ramsey. Chief Steward: T. O'Connell. Deck Dept.: W. Byrne, J. Byrne, P. Craine, C. Guiden, H. Johnson, E. Hensey, A. Ennis, A. J. Byrne, H. Corrigan, P. J. Kenneally, P. Boyle. Engine Dept.: P. Cantwell, M. A. Byrne, J. Collins, J. Lattimore. Catering Dept.: E. Byrne, J. M. Molloy, H. Bradshaw, L. Maloney, C. Fox, A. M. Stanley.

**"IRISH SPRUCE":** Captain E. C. G. Horne. Deck Officers: M. Devine, P. Noonan, M. A. Byrne. Deck Cadets: D. Corrigan, M. D'Arcy, A. Davis, W. Twomey. Engineer Officers: J. Moynihan, T. O'Sullivan, A. Hall, J. G. Nolan, M. Mulligan, P. Higgins, T. Ryan. Engineer Cadets: W. Malone, T. O'Toole. Electrical Engineer: H. P. Stears. Chief Steward: J. Doran. Radio Officer: P. O'Shea. Deck Dept.: C. Lough, P. Byrne, J. Fleming, P. Coyle, M. Lennon, P. Bollard, R. P. Hanrahan, J. Fagan, N. McCoy, V. Mallin, J. Gaughan. Engine Dept.: C. Cavanagh, J. Harford, P. Freeman, R. Proctor, J. Early. Catering Dept.: P. Murphy, T. Byrne, J. Kane, D. Burnett, L. Culligan, G. Meade.

**"IRISH ROWAN":** Captain T. Byrne. Deck Officers: H. B. Fidler, H. R. Forrester, J. J. Whyte, G. J. Waldron. Deck Cadets: D. P. Hopkins, J. Richardson. Engineer Officers: T. Loughran, W. D. McCarthy, P. V. Carroll, T. G. Duff, J. Leahy, J. Hoey. Engineer Cadets: F. O'Beirne, T. J. O'Keefe, 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. MacNeill, M. Brennan, D. Nyhan, J. Smith, B. Muldoon. Engine Dept.: M. McCabe, J. Ryan, J. Keogh, J. Dowdall. Catering Dept.: D. Murphy, P. Farrelly, E. Murphy, P. Orange, J. Butler, R. O'Reilly.

We regret that we are unable to publish **"IRISH SYCAMORE"** personnel as this information is not available at time of going to press.