

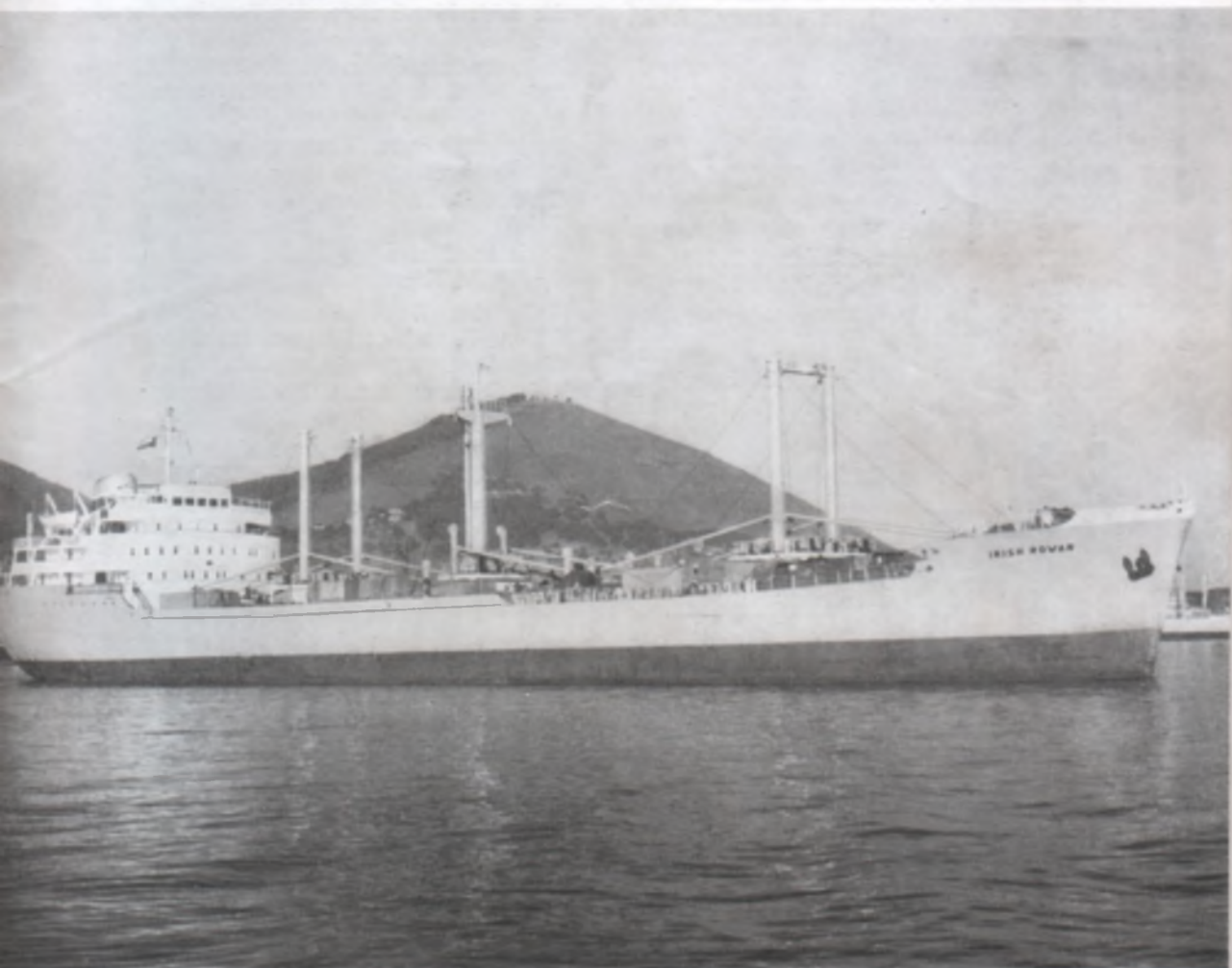
SIGNAL

VOLUME 7

No. 2

MAY/JUNE

1969



M.V. "IRISH ROWAN"
15,000 d.w.t. Bulk Carrier

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

OFFICERS ASHORE

Masters: Captains J. Poole, T. Byrne, J. Flanagan, W. G. Garvey, J. A. Gleeson, I. A. Shiel, C. Mahon, M. McMahon, J. Onions.

Chief Officers: M. Devine, M. Doyle, E. Greevy, P. Kelly, K. McKenzie.

Second Officers: J. A. Byrne, M. Coleman, H. Courtney, N. Foley, R. Gordon, N. Hearne, F. Henderson, P. Keane, B. Kehoe, W. A. Kirwan, P. Noonan, J. P. O'Leary, T. A. O'Brien.

Third Officers: M. J. Brophy, P. A. Cowman, F. Healy, J. M. Kennedy, D. O. Kirk, P. J. O. Malone.

Deck Cadets: J. Kenny, D. O'Brien, M. O'Callaghan, J. A. Cotter, J. A. Moynihan, J. Ryder, T. Brennan, M. Cronin, E. Cowman, J. M. Darcy, P. Farnan, J. Hickey, P. Hughes, P. Kenny, L. A. Kinsella, P. McNulty, D. Mundow, T. A. O'Connor, J. J. Reilly, M. Reilly, W. Twomey.

Chief Engineers: M. Curley, T. Loughran, J. Moynihan, P. Otter, P. Walker, M. Whooley, S. Jolley.

Second Engineers: P. Cullen, J. J. Fahey, W. Cleary, D. Falvey, W. F. Fleming, T. O'Sullivan, A. O'Toole, J. P. Ward.

Third Engineers: E. Doyle, M. N. Hayes, M. J. Kennedy, D. J. W. Knott, B. Larkin, J. J. Gaul, S. McGarry, D. McLoughlin, J. S. Masterson, W. F. O'Toole, J. Waters, D. O. Barry, D. Buckley, C. A. Currivan, M. Kearney, D. P. Kelleher, M. A. O'Sullivan, S. O'Sullivan.

Junior Engineers: K. Barry, A. Byrne, T. Hanrahan, P. Higgins, P. Kirby, J. A. O'Neill, C. Walsh.

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

Electrical Engineers: J. Kelly, M. Lawlor, F. Morgan.

Chief Stewards: J. Rogan, H. Bond, J. Doran, E. Fricker.

COURSES

A number of courses have been held at the Irish Naval Base, Haulbowline, for the purpose of instructing Merchant Ship Officers in defence procedure. The most recent Course, and the ninth to be held, was attended by Irish Shipping personnel, both Deck and Engineer Officers. Those taking part in the Course were:

Captain R. McMahon, Captain W. Garvey, Chief Engineer, Mr. J. J. Reid; Second Engineer, Mr. L. O'Toole; Second Officer, Mr. P. McKenna.

Captain J. Walsh and Captain M. O'Connell, took part in a recent three week's Work Study Appreciation Course at Slough. This Course was run under the auspices of J. J. Denholms.

Guests of Denholms at a three day course on G. P. Manning at East Kilbride, near Glasgow, were Captain M. Langran and Chief Officer, Mr. M. Doyle. This Course was attended by a number of shipping representatives from Britain.

At a Merchant Navy Petty Officers Course, held at Westcliff-on-Sea, Essex, recently were: Bosuns Mr. P. Harris, Mr. M. McCarthy, Mr. M. Russell, and Mr. K. Maher. Also attending this Course was Donkeyman Greaser, Mr. S. McCarthy.

Attending Catering Courses recently were Chief Cook, Mr. T. Mason, who attended an Advanced Catering Course and Chief Cook, Mr. P. Walsh, who attended a Cook's Course at Liverpool. Also attending the Cook's Course was Second Cook, Mr. J. P. Rourke while Catering Boy, Mr. A. Doyle, attending a Second Cook's Course, also at Liverpool.

Contributions and correspondence for 'SIGNAL' should be sent to the Editor at

IRISH SHIPPING LTD., 19/21 ASTON QUAY, DUBLIN 2.

Editor: JOHN HIGGINS

Trading Surplus Over £1 Million

At the Annual General Meeting of the Company, held on June 4th, the Chairman, Mr. P. H. Greer, in his statement, said that the results for the year ended March 31st, showed a trading surplus of £1,049,162, and a net profit of £315,596, after all charges had been made and after providing for depreciation and future repairs.

It was subsequently stated that the net profit exceeded the profit target for last year by £115,000.



Pictured at the Annual General Meeting of the Company on June 4th, were, L. to R. Mr. M. A. Hayes, Asst. Secretary Dept. Transport and Power, Mr. P. H. Greer and Mr. J. C. Byrnes, Deputy Asst. Secretary, Dept. of Finance.

Mr. Greer said that the improvement in profit, which was the highest in twelve years, had been achieved against a background of falling freight rates. This made the results all the more encouraging and reflected success in our search for profitable employment for our ships, greater operating efficiency, tight cost control, the elimination of uneconomic

vessels from the fleet and the benefits flowing from intensive planning over the past few years.

COMPANY'S ROLE IN THE ECONOMY

Referring to the nature of the Company's role in the national economy, Mr. Greer said that Irish Shipping Ltd. was, in fact, an export

industry and that the freight earnings of our ships, amounting to some £3 million per year were equivalent to direct physical exports. We have been able to give a large volume of work to Irish shipyards in building and maintaining our fleet. The "Irish Rowan" was the first shipbuilding order received by Verolme Cork Dockyard, to be followed in later years by three other Irish Shipping Ltd. orders. During this period we gave work totalling over £7 million to the Cork Yard..

Mr. Greer said our North Atlantic Freight Liner Services between Ireland, the United States and Canada, cater for the needs of Irish exporters and importers of general cargoes and, as such, play a significant role in the country's export drive. In recent years we had commenced virtually a new activity, the carrying of bulk cargoes, which constitute the raw material for Irish Industry. Over each of the last two years we had transported more than half a million tons of Phosphate, from Casablanca to Dublin and Cork, for Gouldings. The Company was prepared to consider building specialist ships which might be required to meet particular needs of Irish Industry.

THE FLEET

During the year, we sold four of our older ships and ordered two new bulk carriers, each of approximately 29,200 d.w.t. When we have received delivery of these two ships, during the current year, our total carrying capacity will exceed 200,000 deadweight tons, the highest ever recorded in the history of the Company. The average size of our ships had risen from 7,800 deadweight tons in 1959/60, to 17,000 deadweight tons in 1969/70.

The trend towards bigger ships arose from the fact that, as a general rule, economics favoured the larger vessels and, except for the more specialised trades, were the type which met the demands of Charterers for the carriage of bulk cargoes.

"In terms of number of units in the fleet", said Mr. Greer, "there is a point below which we must not drop, for on the one hand we must, when building, keep the carrying capacity sufficiently high to ensure profitable operation; on the other hand, we must have, in physical numbers, sufficient ships to maintain and, indeed, increase our employment levels and continuing efficiency of operation of our shore based services".

The Company has no intention of seeking

additional Government finance in the form of share capital although new and bigger ships are obviously more expensive than their smaller predecessors.

Mr. Greer referred to our links with the Scandinavian Companies Star Bulk Carriers of Bergen and Wallenius of Sweden and said that this was a matter of some satisfaction to us, in view of the enviable reputation as very efficient operators in the shipping business, which the Scandinavians enjoyed. Wallenius have already expressed satisfaction with the operation of the "Irish Elm" and the performance of her crew.

GOOD INDUSTRIAL RELATIONS

Mr. Greer said it was pleasant to be able to pay tribute to our ships' officers and seamen and the Unions representing them, at a time when one heard so much of industrial disputes. "They know, as we know," said Mr. Greer, "that the expansion of the Irish merchant marine will be in direct proportion to its efficiency. I have no hesitation in saying that but for the intelligent co-operation which we have received from all our seagoing staff and their Unions, we would not have been able to bring about the changes which have made our operation start on the road of profitability, and which have enabled us to embark on a programme of expansion which will be of benefit to them as well as to the Company".

LINER & FERRY SERVICES

Because the volume of traffic on the North Atlantic, to and from Ireland, was not alone sufficient to ensure the profitable operation of an adequate service, we had linked up with Manchester Liners Ltd. in a joint operation and the results were most encouraging. Mr. Greer said that the Company was hopeful that we would be able to maintain a direct Irish service, when many others had switched over to transhipment at U.K. terminals. The major container battle on the North Atlantic was only beginning and, whilst we were striving to keep our place and our service to Ireland intact, we were conscious that, in this area particularly, we must watch developments and proceed with caution. The Company was particularly happy in the relationship with Manchester Liners Ltd. and the links between the two companies were indeed on a very high level of mutual regard.

The Ferry Service had been successful in its first year of operation and, because of this,

the Government had approved our becoming full partners, in every sense, in the trading group known as Normandy Ferries. This gave us, amongst other opportunities, the right to provide an Irish Shipping vessel for the consortium. This we hoped to do in the course of the next few years.

Mr. Greer said he welcomed the initiative of the Departments of Education and Transport and Power in setting up a Survey Team to investigate the desirability of establishing a centralised residential Nautical College.

THE FUTURE

"Last year I suggested that we had begun to move in the right direction" said Mr. Greer. "This year we certainly have made a forward stride. We expect to maintain our course and will endeavour to increase our speed.

We must have vision and aspirations if we are to continue to make progress as a Nation and when we reflect that Norway, with a population very similar to ours, has a Merchant Fleet of some thirty million gross registered tons, we in Irish Shipping realise that it is no idle dream that Ireland can aspire, as a not too distant goal, to having a profitable fleet of, say, one million tons.

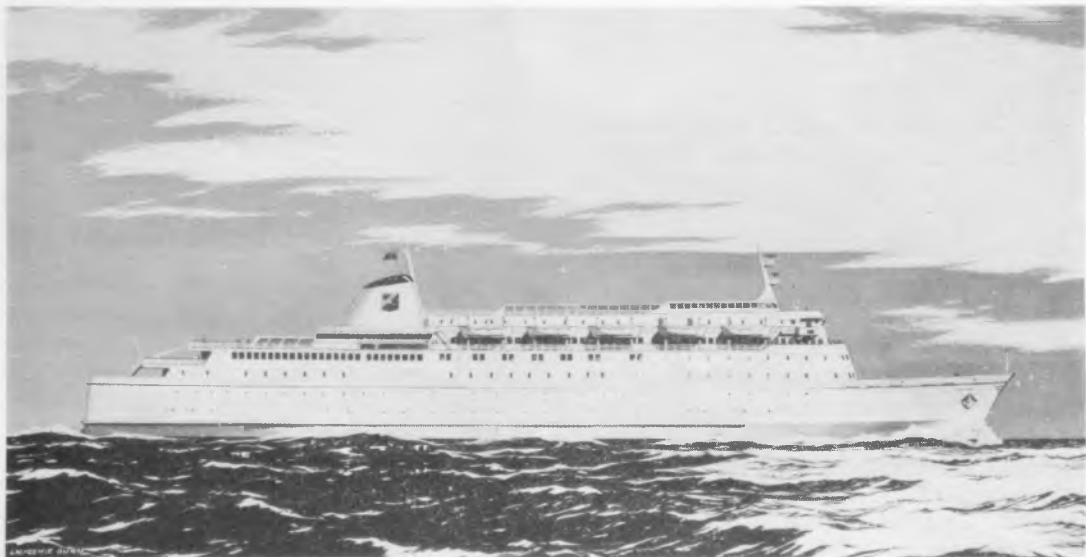
In Irish Shipping Ltd., we believe it can come to pass and we continue our single-minded specialisation and effort to this end.

Our Masters, Officers, and the men who man our ships, our Management team and the shore staff thoroughly deserve the appreciation that we, on the Board, have for their endeavours and I am happy to thank all concerned and repeat that they have our full confidence and regard".

PROFIT & LOSS ACCOUNT

		£
Operating Surplus on voyages and miscellaneous activities, less all expenses	...	883,610
Add: Investment Income	...	216,288
		<hr/>
Less:	£	1,099,898
Directors' Fees & Travelling Expenses	3,653	
Auditors' Fees & Travelling Expenses	1,285	
Training Scheme Costs	43,980	
Amounts Written off Furniture, etc.	1,818	50,736
		<hr/>
TRADING SURPLUS:		1,049,162
Provision for Future Repairs	66,400	
Fleet Depreciation	667,166	733,566
		<hr/>
NET PROFIT:		£315,596
		<hr/>

New Luxury Ferry For Normandy Ferries



An artist's impression of the new "NF3" car ferry.

Normandy Ferries, the International Shipping Consortium in which IRISH SHIPPING LIMITED, are partners, have ordered a 10,000 tons deadweight luxury car ferry which is scheduled for delivery in the Spring of 1971, and will cost some £5 million.

The new vessel which is at present known as the "NF3" is being built at the yard of Dubigeon—Normandie of Nantes. Twenty shipyards in six European countries were invited to tender for the "NF3" but the French Yard's tender proved the most acceptable in terms both of delivery and price.

The "NF3" will have a design speed of 23 knots, and has been designed initially for the Southampton/Lisbon route during the Summer season. The ship could also be used for Carribean cruises.

She will be the first roll on/roll off vessel serving U.K. and Irish ports to be built to Method 1 Fire Protection Standard, and will comply with the regulations of all principal maritime countries including the United States Coastguard Department.

The new vessel will have 225 cabins with a

total passenger capacity of 750, and will be capable of carrying 270 cars. Each cabin will have its own shower, toilet, washbasin compartments, and provision for an internal telephone. All public rooms will offer equally high standards; the cinema will accommodate 330 the restaurant 310 (minimum) and the cafeteria will be capable of catering for a minimum of 225 people. The night club will be situated low down in the ship so that sleeping passengers will not be disturbed.

Other facilities on board will include two lifts, a swimming pool, television sets, 5 shops and 2 hairdressing salons. The "NF3" will have two independent stabilising systems—fins and an activated tank. Air conditioning will be to full tropical standards, enabling the ship to cruise in any part of the world.

The decision to order this new large ferry was taken against the background of Normandy Ferries very successful Winter service to Lisbon and Casablanca where an 85% load factor was obtained, coupled with the increasing popularity of Portugal and Morocco as holiday centres.

The Cargo Cult

By E. O'Regan

In one of the South Sea groups of islands a strange phenomenon which has become known as "The Cargo Cult" has evolved in recent times. The natives of this particular country have a strange religion indeed. They have a totem which consists of a rude timber replica of an aeroplane, and it is believed that one fine day, in the time appointed, their god will arrive in a great aircraft and distribute to every member of the tribe his heart's desire—cotton dresses, Philippino shirts, looking-glasses, a couple of spare wives—you name it and the deity will provide.

Now a little study will show that this odd religion is not as unique as the travellers will have us believe. Of course there are variations, peculiarities due to climate, and social and ethnographical backgrounds. A modern European version of the cult is slowly and mysteriously developing, not around an aeroplane, but rather around the common box. Of course the box has its own strange origins, and a strange mythology too. Remember Pandora? Jupiter gave her a present of a box, but it wasn't filled with treasure. All the other gods had vied with each other in bestowing gifts upon her; Venus gave her beauty, the Graces the art of charming men, Apollo taught her to sing, Mercury provided the gift of eloquence—but Jupiter gave her a box. And what a box! You mightn't know that Prometheus smelled a rat and refused to marry her, although she was the first woman. But his brother took a chance and got the female and the box. And when the box was opened—why, everything you ever disliked from bad porter to Income Tax flew out, and the plagues of the world all can be traced to it.

DOWN THE HATCH

However, as time went on, the box became respectable, and you come across it in the Merchant of Venice, where Bassanio has to choose between three of them to win Portia. Literature made fair use of the symbol, but Commerce, dull maid, satisfied herself with putting cargo into it, nailing down the top, banding it and heaving it into the lower hold for transport to China and Peru. And Commerce has done this, unimaginatively and solidly, since Noah built his Ark, which, in a way, was a kind of box, too.

Until these adventurous years. For lo and

behold, it fell to the Goddess of Shipping to rediscover the box, which she did, suddenly and magnificently, and quite a box it is—20' × 8' × 8' with variations on the theme of that module. And presto, the modern Cargo Cult is upon us. Here it becomes difficult to keep up the parallel with mythology, and anyway mythology, like history, doesn't repeat itself. So what the future holds for this particular box is anybody's guess, though many shipping companies must be praying hard that the outcome of the twentieth-century wonder will have no analogy to the direful fable.

One of the marvels of our box is its extraordinary capacity for multiplying expenditure. Once upon a time you built a ship, manned it, provisioned it, bunkered it and sent it to sail the seven seas knowing, more or less, where your expenses would end. But once you put your hand to the new marvel all that simple arithmetic becomes as out of date as the penny catechism. Like compound interest the investment spins itself out as a spider exudes his endless web. A million or two for a terminal at each end, three or four million for the ship, (and *that* only one ship) and another million for your 1500 boxes and your'e launched—or are you? Not only have you to recover your six or seven million with a profit but you have to allow now for depreciation on your boxes, and nobody yet knows what life is to be allowed for this great imponderable.

STEADY AS SHE GOES

So there is the phenomenon of the companies, lemming-like, leaping into this bottomless pit of millions as if a new El Dorado had suddenly appeared on the horizon and was there for the taking. The prudent speculator

must be considering that if 2% to 3% was an average shipping return on capital based on conventional ships, and as the growth rate of cargo movements isn't mushrooming to anything like the degree of the boxes into which it is now proposed to put it—then, by a logical process, there's going to be a great drop in the number of carriers. But not before a fierce battle, such as a cut-throat rate war, has eradicated many of those with the smaller purses. It is rather like the supermarket versus the small grocer. And happily the small grocer is still with us and is likely to be for a long time yet. He is obstinately refusing to be bludgeoned to death and seems to be gathering many friends amongst the housewives, who are growing sick of the anonymity and the coldness of the big store.

The poker game goes on. And if the chips are mounting beside the big operators so also are the IOU's. The modern "Cargo Cult" is as wonderful, in its way, as the South Sea one, and it will be salutary to await the day of revelation, to see who will be left of the tribe to collect the hand-outs of the particular deity to whom they look for that glorious recompence due their simple faith.

No doubt, when that time arrives, Pandora will be standing, smiling Sphinx-like in the wings, as one who has seen it before, and is, as we know, rather an expert on boxes.



This photograph was taken recently in New York of the "Irish Spruce" discharging cargo. (L. to R.) M. Devine, Chief Officer, "Irish Spruce" S. M. Clery, Operations Department I.S.L., Captain J. Flanagan, I.S.L., Captain Spiro of Pier 30, Captain James Connor, Furness Withy, and Mr. R. Charillo.

Meeting of U.S. Agents in Dublin

A number of Irish Shipping and Manchester Liners U.S. agents were in Dublin recently to attend a meeting which was held on June, 24th at the Intercontinental Hotel.

Representing Furness, Withy of New York were Mr. T. A. Drumgoole, President and Mr. John Dowers, Vice-President.

Mr. Drumgoole, whose parents hail from Co. Louth, is on holiday in Ireland and is accompanied on the trip by his wife. Mrs. Drumgoole's forbears came from Co. Cavan, we understand, so no doubt both will be particularly interested in visiting both the counties involved. Mr. Dowers is a native of London. Furness Withy are agents for the North Atlantic Liner Service in the United States. Also attending the meeting were representatives of Hansen & Tidemann, New York, Mr. Dick Paddon, Vice-President and Mr. C. Dicks, Traffic Manager. Hansen & Tidemann are Port agents for the Liner Service at New York and also, of course, General Agents for Irish Shipping in the U.S.

Mr. C. A. Skelton, Operations Manager, Manchester Liners, was at the meeting and as a keen cricket fan must have felt that our Irish climate does not help the spread of the game over here. However, we understand that it has also been known to rain in Manchester!

Irish Shipping representatives at the meeting were Mr. L. S. Furlong, General Manager; Mr. W. A. O'Neill, Assistant General Manager; Mr. B. W. Lynch, Operations Manager; Mr. C. P. Kinsella, Liner Manager, and Mr. S. M. Clery, Operations Assistant.

The visitors were taken on a tour of Dublin's dockland where they were able to see the berthing and loading facilities available in the port. Future plans for the Liner Service were discussed at the meeting and the new container operation from Dublin to New York, which is due to begin soon, was among the matters on the agenda. We shall be dealing with this new innovation in greater detail in the next edition of 'Signal'.

Birthday Greetings

To **Jim Whyte**, Third Officer, "Irish Rowan": Happy Birthday, Jim, on June 16th, from Mom, Joan and Joe.

To **Cathal Melinn**, Catering Dept., "Irish Alder": Greetings for your 17th Birthday, which took place on 14th May last, with best wishes from your Mother and Father, brothers, Gerry and Seamus, and sisters, Mary, Siobhan, Eileen and Una.

To **Edward A. Keane**, Deck Officer Cadet, "Irish Alder": Best wishes and good luck on your 20th birthday, Eddie, which took place on June 7th, with love from Mom, Dad, Jack and Nora.

To **Patrick Colgan**, Deck Dept., "Irish Poplar": Greetings and best wishes on your 21st Birthday, June 15th from Mom, Dad, sisters and brother.

To **Eamon Swan**, Deck Dept., "Irish Cedar": Best wishes for a happy Birthday on July 20th with love from Joyce, Adrienne and all at 152 Glasanaon Road; also from Mom, Dad, and all at 36 Clanronald Road.

To **James Kenny**, Deck Officer Cadet, "Irish Poplar": Love and best wishes for a very happy Birthday on July 1st, from Mom, Dad, Jane and Winifred.

To **Liam Moloney**, Catering Dept., "Irish Plane": Congratulations and best wishes on your Birthday, which took place on May 17th, from Dad, Mom, brothers and sister.

To **Ronan Dunne**, Catering Dept., "Irish Poplar": Love and best wishes for your birthday, May 25th from Mom, Dad, Aedamar, Ciaran and Darina.

To **Edward Griffin**, Electrical Engineer, "Irish Alder": Greetings and best wishes for your birthday, from Mum, Dad, and all your sisters.

To **John Ryan**, Engine Dept., "Irish Rowan": Birthday Greetings to my dearest husband on May 31st and also my love and wishes on our Wedding Anniversary, June 12th. Looking forward to your homecoming soon, P.G. Love from Nell, Jim, Bert, and "Junior", also from Da and Ma Ryan.



C. Melinn, Catering Department, "Irish Alder".

To **Sammy McGarry**, Third Engineer, "Irish Poplar": Happy Birthday on June 15th, Sammy, from Mary and all the McGovern family. Also love and best wishes from Mom, Phil and all the gang at home.

To **Vincent Murphy**, Deck Dept., "Irish Rowan". Every good wish on your birthday, Vincent, on July 29th. From Mam, Dad, Anne, Sean, Dolores and Carmel. Hope to see you soon.

To **Joe Sargent**, Catering Dept., "Irish Willow": Greetings on your 19th birthday with many happy returns and love from Mam, Dad and brothers and all at home.

To **George McCrum**, Deck Officer Cadet, "Irish Sycamore": Best wishes for a happy 21st on June 17th. Love from Mam, Dad, Geraldine and brothers.

To **R. Cox**, Catering Dept., "Irish Cedar": Happy 20th birthday on July 14th, with love and best wishes from Mammy, Daddy, the boys and Marian, Nanny and Granda.

The Kind Of 'Signal' You Want

We got a very good response to our questionnaire on the kind of "Signal" our readers prefer, although we would like to have had a more representative return from our sea-going staff members. One of the main points stressed by readers was the need for more news of our ships' personnel; a suggestion which found favour also with our office staff members. We shall try to encourage our colleagues on the ships to contribute more often and, in this respect, we are very pleased to be able to feature in the current issue a very interesting contribution from Colm Stockdale, on the recent voyage of the "Poplar". Of course, we always welcome any news of the men on the ships and if Officers figure in "Signal" very frequently, it is because we tend to get more information about Officers. Perhaps relatives could help us out in the matter, by giving us more news of Deck, Engine, and Catering Personnel. A word of advice, however, on this matter. While we like to get news of weddings of staff members, after they are "hitched", we let the Minister for Social Welfare and the Revenue Commissioners, look after them, in other words, we do not publish details of "new arrivals". As we are not in a position to give full lists of "arrivals", we feel it is better to omit them altogether.

THOSE CRITICS

In our last issue, we published a letter from "5 Stars/Brains Dept." which was extremely critical of the series we ran on various office departments. These articles were written by the heads of the respective departments. Of course, it was hoped that the features concerned would give our readers, outside the office, an idea of what the various departments do and how they do it. As well as the actual details of departmental routine, we also published photographs of the personnel involved, together with pen pictures, where possible. While the style of writing may not have been exactly "racy of the soil", it would indeed be most ungracious to condemn the articles on this score. The people who wrote them are extremely busy men and we were grateful to them for giving of their limited spare moments to tell of their activities. We would only add that if more people would go and do likewise, our job would be made a

lot easier.

We follow up the preceding remarks very quickly by quoting from one of the returned questionnaires, the following suggestions for the improvement of "Signal":

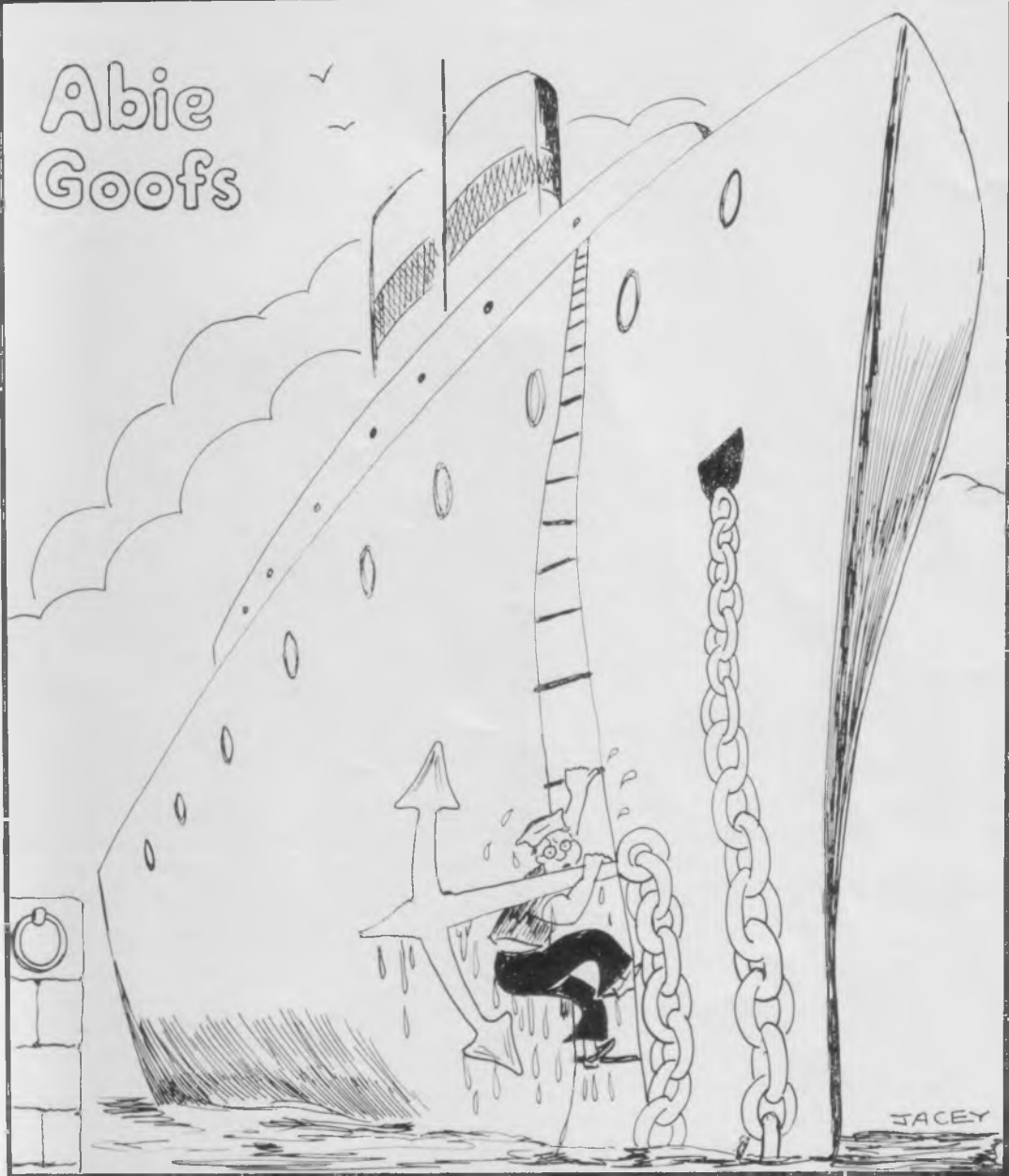
1. *Please cut out the departments racket.*
2. *If possible, bring the back page up to date and correct.*
3. *To gain a point, do not exaggerate or soft soap.*
4. *Encourage the healthy use of cartoons.*

Constructive criticism is a most desirable thing, e.g. G. P. Manning must have just one little draw-back, even a very, very small one? We have heard so much in it's praise that it amazes me that people did not think of it aeons ago, surely the objectors should be allowed a line or two; at least it lends to the issue a little democracy.

While the questionnaire was not signed, we believe that this omission was a genuine mistake and, of course, if it was obviously anonymous, we would not deem it worthy of comment. However, it does raise some very interesting questions and makes some very specific suggestions. Regarding the "departments racket", we take it that the gentleman refers to the aforementioned articles. Perhaps he will pardon us the use of a small application of "hard soap" if we suggest that the articles concerned should have some small interest for him, as a non-office member, with a definite prospect of having to deal with these departments. We are still not aware of being given to exaggeration or soft-soap but, if we are, we are, and all we can say is 'a fat lot of good it has done us'. We agree with our friend on the matter of cartoons and, in this issue, we publish a few which we hope our readers will like. On the question of the "Fleet Personnel", or back page, we regret that it is virtually impossible to have all the information therein absolutely accurate as changes occur between the time of going to press and the time of issue. We also know we have "boobed" on occasions and, since we are modest enough to admit this, we know our correspondent will be generous enough to forgive us. The suggestion that we have received letters criticising the G. P. Manning experiment and deliberately withheld them

Continued Page Twenty

Abie Goofs



It's ALWAYS "O.K. ABIE, HAUL UP THE ANCHOR" - YOU'D THINK
HE'D TELL SOMEONE ELSE FOR A CHANCE!

FLEET NEWS



On Wednesday, May 7, representatives of all Steel Importers in the Cork area, attended a Conference on board the "Irish Cedar", at Cork, on the invitation of Irish Shipping Ltd. Prior to the Conference, the group were entertained to lunch by the Master of the vessel, Captain J. D. McPolin, and Chief Steward, Mr. T. Forde. This photograph was taken on board and includes, L. to R. Mr. C. O'Connor, Dwyer & Co. Ltd., Mr. D. Whitehouse, I.S.L., Mr. B. Marron, Buckley Stores Ltd., Mr. D. Donoghue, Cork Iron & Hardware Ltd., Mr. P. J. Crowley, I.S.L., Mr. M. Hennessy, Dwyer & Co. Ltd., Mr. J. Casey, Heiton McFarren Ltd., Captain J. McPolin, Master "Irish Cedar", Mr. H. Brown, Irish International Trading Corporation, Mr. J. McCarthy, Templemichael Mills Ltd., Mr. F. Hennessy, Brooks, Haughtons Ltd., Mr. F. A. Hayes, Palgrave Murphy Ltd., Mr. J. Lovell, Templemichael Mills Ltd., and Mr. M. de Mangeat, I.S.L.

"CEDAR" AT U.S. GULF

After discharging a cargo of Phosphate at Caronte, in France, the "Cedar" went in ballast to Tampa, in Florida, to land a cargo of Fertilizer, for Spanish Mediterranean ports. The vessel is expected at Tampa on June 21st and should sail from there four days later, arriving in Spain about July 10th.

"ALDER'S" CARIBBEAN VOYAGE

After loading a general cargo at Halifax,

Nova Scotia, the "Alder" arrived at Bermuda, on June 6th, and sailed for Bridgetown, in the Barbados, where she arrived on June 11th. She then went to Port of Spain, in Trinidad, arriving there on June 13th, and is expected to sail on June 16th, for Georgetown, Jamaica, where she is expected on June 18th.

The "Alder" is on timecharter to Saguenay Shipping Co. and is due back in Montreal early in July, with a cargo of Ore.

Mr. W. McCann, Carpenter, left the vessel at Montreal, prior to the commencement of the voyage, and is now home on sick leave. We send him our best wishes for a speedy recovery.

We would also like to convey our expression of sympathy to Mr. G. Nolan, Engine Dept., whose father died recently.

"IRISH WILLOW"

This vessel is expected at Ilo, in Peru, on June 19th, with a cargo of Ammonium Nitrate, from Rimouski, which is on the eastern bank of the lower St. Lawrence River.

The "Willow" has been on this trade for several months and, on completion of loading her Copper cargo at Ilo, she returns to Baltimore or New York.

"IRISH SPRUCE"

The "Spruce" arrived at New York on June 15th, from Dublin and Manchester, with a full Frozen Meat cargo, together with a large consignment of Sugar, from Dublin, as well as Tractors from Manchester, and a wide variety of general cargo. The vessel will also visit Wilmington, N.C., Philadelphia, Baltimore and Blount Island, near Jacksonville, before returning to New York, from where she is expected to sail for Dublin on July 3rd.

Mr. J. Johnson, Chief Engineer, relieved Mr. S. Moynihan, at Dublin, on the present trip.

"IRISH PLANE"

Mr. T. Cunningham, Chief Engineer, relieved Mr. F. Jolley, at Savannah, where the



Present at the loading of Sugar on the "Irish Spruce" were a number of officials of the Irish Sugar Company. Pictured here are, L. to R. Mr. W. Murphy, Irish Sugar Co.; Captain E. C. G. Horne, Master "Irish Spruce", Mr. D. Connell, Irish Sugar Co., Mr. L. S. Furlong, Mr. S. M. Clery, Mr. B. T. Daly, General Manager, Irish Sugar Co., Mr. F. Jordan, Irish Sugar Co., and Mr. C. P. Kinsella.

vessel arrived from Mobile, on June 23rd, after bringing a cargo of Fish Meal, from Peruvian ports.

The "Irish Plane" is expected to arrive in Morehead City, North Carolina, on July 4th.

SECOND "ELM" CALL TO JAPAN

The "Elm" is at present loading Grain at Destrehan, in the U.S. Gulf, for discharge at Japanese ports. The vessel arrived at Destrehan from Savannah, where she had unloaded Motor Cars, from Antwerp. She is due at her Japanese port of discharge about July 9th.

On her voyage from Antwerp to Savannah, the "Irish Elm" was diverted to Falmouth, where Mr. P. Balmaine, Bosun, was landed, due to illness, and he is now at home convalescing. We wish Mr. Balmaine a speedy recovery.

The Master of the "Irish Elm" is Captain B. Reilly and her Chief Engineer is Mr. N. Whitfield.

"POPLAR" BACK ON NORTH ATLANTIC

Back from her voyaging in the South Seas, the "Irish Poplar" is, once again, trading on the North Atlantic Liner service. The story of the ship's visits to Tahiti and New Zealand is told elsewhere in this issue, by Mr. Colm Stockdale.

Captain P. F. O'Shea, has taken over command of the vessel from Captain J. Poole. Mr. F. Raftery has relieved Mr. E. Greevy, as Chief Officer, and Electrical Engineer, Mr. P. Morgan, has taken over from Mr. E. Walsh. Chief Steward, Mr. J. Murphy, replaced Mr.

J. Rogan. We would like to express our congratulations and best wishes to Mr. F. Raftery on his recent marriage.

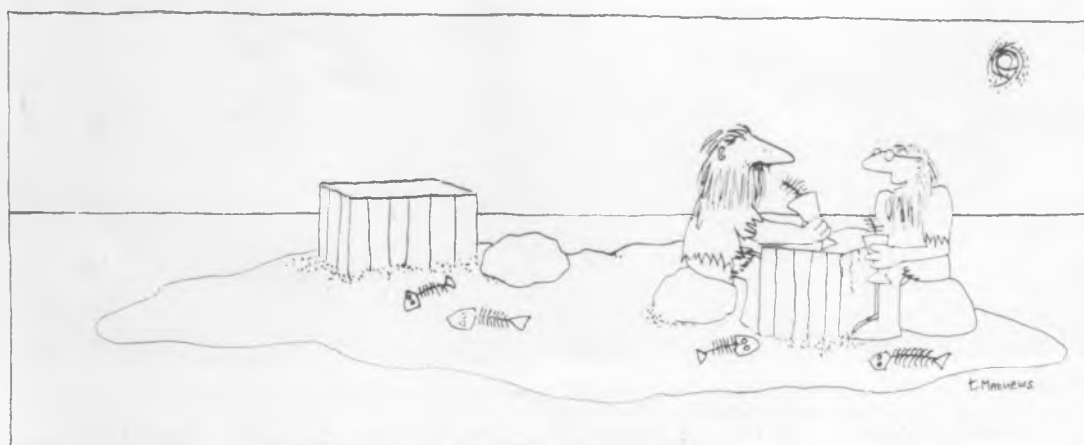
The "Poplar" is at present loading cargo at Manchester and is expected to arrive in Dublin on June 19th and will sail about June 23rd, for New York, where she is estimated to arrive about July 2nd. At Dublin, the vessel will load Frozen Meat and General Cargo and, on her return, she will go into drydock.

"IRISH ROWAN"

This vessel is at present loading Grain at Port Arthur, for discharge at Belfast. Loading is expected to be completed about June 13th, when the vessel will sail and her arrival at Belfast is scheduled for June 29th. Discharging is expected to take about ten days and the crew will be paid off at Belfast on the vessel's return. The next voyage is not fixed at the time of going to press.

Captain J. J. Walsh, and Chief Engineer, Mr. J. J. Reed, joined the vessel at Montreal, relieving Captain T. Byrne, and Chief Engineer, Mr. T. Loughran.

While the "Irish Rowan" was in South Africa, members of the crew played a football match against a team from the Norwegian vessel "Thorstream". The match, which was played at Durban, on April 23rd, resulted in a victory for the "Rowan" team, by four goals to two, after they had been in arrears by two goals to nil at half time. We understand that the showery weather which prevailed at Durban during the game, may have been of assistance to the Irish players.



"TOMORROW WE'LL HAVE DINNER AT MY PLACE."

"ASH" FOR DRYDOCK

The "IRISH ASH", which visited a number of South African ports, sailed from Beira in Mozambique on June 8th. Beira is the chief port of entry and exit for Rhodesia and Nyasaland. The "ASH" is going in ballast to a Continental port, which has not yet been named and she will drydock on arrival, about the end of June.

Mr. J. Doyle, of the Deck Department, sustained an injury while the vessel was in South Africa, and is now home recuperating after his mishap. At Beira, Mr. J. Masterson, Third Engineer, was hospitalised, suffering from appendicitis. We wish both men a speedy recovery.

When the vessel goes into drydock, the crew will pay off and, no doubt, they will be glad to take a well earned holiday after their sojourn in South and North America and in South Africa.

We understand that Mr. R. McGuirk, who was on sick leave from the vessel, is now fully recovered and has joined the "IRISH SPRUCE", on the North Atlantic Liner run.



This picture of Jackie Donohoe was taken on the occasion of his First Holy Communion on May 17th. Jackie sends his love and best wishes to his Daddy, Mr. Patrick Donohoe, Second Officer, "Irish Ash". Also good wishes come from Mr. Donohoe's other children, Liam, Annette, Brian and Seamus and his wife Phyllis.

"SYCAMORE'S" KOREAN VOYAGE

The "Irish Sycamore" is at present on her way to Pusan, in South Korea, where she is expected to arrive on July 2nd. The vessel, which loaded a cargo of Scrap Iron at Philadelphia, will be discharging at the South Korean port until July 16th.

We understand that this will be the first visit by an Irish Shipping vessel to the Republic of Korea, which has a population of, approximately, 30 million people.

The Master of the "Irish Sycamore" is Captain F. Kirk, and Mr. J. Rowe, is Chief Engineer.



Mr. J. Broderick, Engine Department. "Irish Ash" will be pleased to see this photograph of his grandchildren, Adrienne and Jimmie McCarthy. Jimmie has just received his First Holy Communion and the children send their best wishes to their grandfather.

"POPLAR" OFF THE BEAT

Due to the longshoremen's strike in the United States we were chartered to the French company, Messageries Maritimes, for a four to five months trip to the South Pacific Islands, Tahiti and New Caledonia. The ports we have visited and these include some that have never been visited by an Irish ship before, are Papeete and Napier, and others which have an occasional visit from Irish ships are Noumea and Port Lyttleton.

Let me start the story on the 22nd March 1969, for this was when I caught my first sight of Tahiti. The sun was sitting on top of the volcanic mountains, Tahiti being a volcanic island, and was about to descend behind them. The view one had then was like something out of a book. The contrast in colours of the mountains suddenly clashing with the green surrounding landscape and this, in turn, with the silvery sands. The small lights flickering along the coast added to its beauty and, in one sense, gave it a look of enchantment and mystery.

We docked on the following morning and tied up to a small but very tidy wharf, about five minutes walk from a small beach. The houses were mostly white and on the small stretch of land beside the water there were some thatched cottages which were selling small souvenirs, such as necklaces made of shells, and flower hats, each of different colours and each with a touch of beauty about it.

As you went along the town, all you could see were people wearing floral coloured clothes, with flowers in their hair. Alas! flower power has taken over from the famous and beautiful grass skirt. The people there are very happy and take their time about everything, including work. Tribal dances were held at the Tahiti Hotel and the dances showed something of the forgotten culture of Polynesia. All in all, we enjoyed our stay, although the land of the "Bounty", Bligh and Christian, grass skirts and all, was a big let down to everyone. Maybe it was because we expected too much.

NEW CALEDONIA

Farewell Tahiti and next stop New Caledonia. Noumea, the capital, is a great tourist attraction for Australians and New Zealanders. Why, I fail to understand as we

By

COLM STOCKDALE



all thought it was a very expensive place. I know the pound was devalued but 4/- for a small glass of beer is a bit much—that was typical of everything else. As regards postage, it only went to Europe once a week and we still do not know how much it was to post a letter, as everyone was charged a different price. After all that, something good had to turn up, then, to the delight of all, good news at last, when we heard that we were to return to civilisation once again and were going to New Zealand to load Meat and Wool, for the Continent and England.

The first port was Napier, which was a little bit quiet for us, as there were very few Irish there but just to hear English spoken again was certainly a relief. Being able to buy ten glasses of beer for 9/- really made us happy, as the dollar is worth about 9/- and three packets of cigarettes for the same dollar was as much as any man could ask for.

As we were the first Irish ship ever to visit the port of Napier, Captain Poole had the pleasure of being given a quarter hour long interview on the local radio station, talking about the "old country".

Our next and last port was Lyttleton, the port for Christchurch. No sooner had we arrived there than the Secretary of the Christchurch Irish National Society, Mrs. M. Shaughnessy, was there to greet us and arrange a party for us in the Irish Club. The Society arranged transport and nearly all hands attended. And boy! What a night! We had Mr. John Ryan at the piano, who had a shortage of fingers and we had some surprises from the ship's company, giving us tremendous performances.

CEAD MILE FAILTE

Sunday was an open day on the ship, as we had told the people that if they came to the ship they would find a 'Cead Mile Failte' awaiting them. Well, it was like an invasion, their children came one and all and everyone did their best to be the perfect host. I am sure the children really enjoyed themselves, as did their parents, as it was the first time on a ship for most of them. We had a lot of enquiries about the crew of the

"Maple", when she was there in 1964, for they certainly left a good name behind them. We were lucky to have two who were on the "Maple" at that time there, Peter McDonnell and Ronnie Dunne. It was a happy occasion for them to meet some of their old friends again. We all made quite a lot of friends, too numerous to mention, but we would like to thank them one and all for their very kind hospitality.

So much happened, so much to see, that I have to gloss over the rest of our stay in Napier. Mass was celebrated on board on the Tuesday evening, by an Irish priest, Father Gibbons. He said it was the first Mass he had ever celebrated on a ship and it was fitting and right that it should be an Irish ship. Ten Irish Sisters from the Holy Faith Order also visited us with him. After Mass, they were dined and entertained by Captain Poole and Officers, and the Sisters commented that it had been a long time since they enjoyed themselves so much.



The Saloon on the "Irish Poplar".

On Monday evening, a presentation was made to the Irish Society of an Oil Painting of the "Poplar" donated by Leo Kennedy, Second Steward. The Chief Engineer, Mr. J. Morgan, made the presentation on behalf of the Master, Officers and Crew. The Society, in return, presented the ship with a Kiwi bird and Maori painting. Alas! we came to the time when we had to say good-bye. There was to be Irish dancing on the quay wall but it rained, so it had to be held in the smoke-room and it was very enjoyable to see it, so far away from home.

HURLEYS WANTED

There were a lot of wet eyes when we sailed and I don't think it was all rain. The Quay was jammed tight with cars and you would not see the likes of it at the sailing of the "Queen Mary". As we pulled up the gangway, they showered us with ticker tapes and started singing Irish songs. Captain Poole gave them three blasts on the whistle and they replied by blowing their motor horns, to a sound that would nearly deafen you.

G.A.A. sports have nearly died out in Christchurch, as the men say they are getting a bit old for running about. Mr. Barney Scullion, of the Club, has told us that if they had a set of children's hurleys, they would be able to start all over again, so how about it I.S.L. or G.A.A.—Can you help out?

The Society would like a copy of "Signal" every time it is printed, just so that they can keep track of us all, so please do your best to oblige, Mr. Editor.

EDITORS NOTE: We'll send out 'Signal' and we pass on the request for hurleys to one of our regular readers, Mr. Jimmy Gray, Chairman of the Dublin County Board, G.A.A.

PITCH & PUTT

The annual I.S.L. Pitch & Putt competition was held this year at the Ierne Club on Saturday, June 21st and a big gathering of staff members took part. The winner was J. McQueirns with a score of 56 off scratch. Runner-up was D. Hodgins with 58 off 12 and he just pipped D. Talbot who returned a similar score off scratch but had a greater total over the second nine holes.

The Ladies prize went to Miss G. Reilly who returned a 67 off 2, while former staff member, B. O'Gorman carried off the visitor's

prize with the best nett score of the competition, at 55 off 3.

The tennis tournament held at Clarinda Park, Dun Laoghaire on June 7th, was won by M. Lawler, Electrical Engineer, in partnership with Miss B. O'Kelly. They emerged winners after a very closely contested match against Miss O'Kelly's sister, also Miss B. O'Kelly and K. Bray.

GOLF

For the second year in succession B. W. Lynch won the Captain's Prize at the Irish Steampacket Association Golfing Society outing held at Royal Dublin on Monday, June 16th in very bad weather conditions.

Other players from I.S.L. who figured prominently amongst the prizewinners were J. N. McGovern and D. A. Talbot.

G.A.A.

John Wright, who had been a very successful member of the Dublin Senior Football team up to the time he had to sit for his important law examinations, has his colours in Gaelic Football for Dublin University.

I.S.L. SPORTS ROUNDUP

I.S.L., Dublin: 5 I.S.L., Cork: 3

The match arranged between Head Office and our Cork colleagues took place at Santry Stadium on Saturday, May 3rd before a wildly enthusiastic attendance.

Unfortunately, our regular sporting correspondent was unable to attend but from the report supplied it would appear that Cork took an early lead when Harry Marson scored after D. O'Neill had miskicked. Since the lists of teams show that Harry was Cork's centre-half back and we know the standard of miskicking Derry is capable of we can well imagine the kind of match it was. However, the report goes on to say that the Dublin side 'fought' back well with two well-taken goals by John McQueirns and a third by Frank Carey. This would appear to give Head Office a two goals lead at the interval.

In the second half we're reliably informed that "Cork came back with a bang when Tom Redmond crashed the ball to the back of the Dublin net". However, when a Cork defender handled the ball Sean Clancy scored from the resultant penalty. Mark Byrne, best for Cork, then scored after a brilliant solo effort and Frank Carey completed the scoring by getting Dublin's fifth goal on the call of time.

AH! FOR ACCOUNTS

In the letter from '5 Star-Brains Dept.', which appeared in our last issue we were asked how many staff members read the Company's Annual Report and Accounts. Subsequently one good lady reader made the suggestion that we "cut down on items about annual general meetings, accounts, etc."

However, we feel that most people who concern themselves with the hard facts of life at least want to know whether or not we made a profit. Undoubtedly the detailed account of Company activities which must be covered in the Chairman's report makes fairly heavy reading for the majority of people. What to do?

One of our 'way-out' friends suggested that the Chairman who recorded his efforts in the pop medium and got his fellow directors to provide the backing would be assured of an audience. This might be all right for a Chairman in the entertainment business but our friend's second suggestion on the use of verse, and incorporating some frank comment, we quote for what it's worth. We hasten to add that the imaginary company involved is a strictly family business.

The Chairman's Report to the Annual General Meeting of Adam Crook & Sons

Dear fellow-directors and gents,
You all know the reason we're here,
To review in pounds, shillings and
pence,
The results of our trading last year.

I'm a straight shooting chairman, at
heart
And to me it only makes sense
To get down to brass tacks from the
start
And to cut out the shillings and pence.

Now our profits are greatly increased
Mainly due, as a matter of fact,
To the two new machines that we
leased
And the twenty-five clerks that we
sacked.

Our profits could be much more
If our workers had all done their bit
But that crowd on the factory floor
Wouldn't do a day's work in a fit.

To show you, my friends, what they're
like
And what their contribution has meant
For the three months that they were on
strike
Our output went up ten per cent.

I believe we'd do well to remember
That our business was going to pot
Until Clarence, my son, last
September
Took over control of the lot.

What a change for the better he made,
By appointing my other son, Clive,
To replace that old bungler, McDaid,
Our Accountant since nineteen nought
five.

Clive has brains as well as good looks
And a genius for cloaking the facts
By just keeping two sets of books
He saved us a packet in tax.

Our production costs Clarence reduced
His solution was simple enough
He replaced the materials we used
With a much more inferior stuff.

Clarence then turned his attention
to our overhead costs, which he
pruned,
They had reached an alarming
dimension
Which soon would have had us all
ruined.

The time for the tea break he changed
Making quite a big cut in expense
Now for seven a.m. it's arranged
That's an hour before work must
commence.

Our fuel costs he claims he can master
And still keep the staff in good form
He says if they work a bit faster
They can easily keep themselves warm.

Ideas such as this can provide us
With much bigger profits 'tis clear
And with Clarence and Clive there to
guide us
We should make a bundle next year.

Our retiring director, John Doe,
Has been a good sort all his life
And his place on the Board will now
go
To Prudence, my very good wife.

She will bring to the Board in great
measure
Both wisdom and charm, I can tell
And it now gives me very great
pleasure
To co-opt Clive and Clarence as well.

A team such as this will take beating
And its worth commenting upon
That the Annual General Meeting
Can be held in our house from now on.

THE KIND OF 'SIGNAL' YOU WANT

(continued from page 10)

from the columns of "Signal" is incorrect. Indeed, if the crew members of the "Elm" are queried, and they were the men involved, they will tell you that they were repeatedly asked for their complaints regarding the system. Their only qualification was to say that for the success of G. P. Manning, it was necessary that there should be a spirit of co-operation from all personnel on board. However, whether or not there are faults in this system, the fact is that we published what we were told concerning the experiment and as to why it was not thought of aeons ago, we can only say we do not know.

OUR THANKS

While it would, obviously, be impossible to comment on all the suggestions received, we do assure readers that we have fully studied them and we hope we are now in a position to know what you want, even if we cannot always meet your exact requirements. We are very grateful to all those who returned the

questionnaires and very much appreciate the many kind references made to the magazine.

Finally, we would like to invite readers to write to us at any time they feel they have a worthwhile contribution or suggestion to make.

TOP APPRENTICE AWARD

Mr. Tony Lavelle of our Head Office is to be congratulated on the outstanding performance of his son, John, in gaining first prize in the City and Guilds of London Institute Advanced Craft (Final) Certificate. The award is the highest possible in the plumbing craft and was won in competition with students from technical colleges throughout the British Commonwealth and Ireland.

CONDOLENCE

We extend our sympathy to Deck Officer Cadet J. A. Cotter on the recent death of his father. The late Mr. Cotter was also father of Mr. Richard Cotter who was formerly a member of our Head Office Accounts Department.

Cadet News

PLYMOUTH

The Deck Officer Cadets, at present studying at Plymouth, will leave for their summer vacation on July 19. We offer our congratulations to Cadets J. Reilly, E. Cowman, T. Brennan, T. O'Connor and L. Kinsella, on obtaining their Lifeboat and Efficient Deck Hand Certificates.

Cadet J. Cotter, who has been acting Third Officer for six weeks, on the cable ship, "John W. MacKay", will be leaving the vessel in mid-June to sit for his Second Mate's Certificate. While the ship was in Plymouth recently, he showed I.S.L. Cadets over the vessel.

Cadets T. Brennan, J. D'Arcy and P. Hughes, are due to take part in a 25 miles sailing race, between Plymouth and Fowey, on the 21st June.

ENGINEER CADETS ON COURSE

From 15th to 28th June, eleven Engineer Cadets are attending the second special course at Plymouth, dealing with modern developments in shipping. Matters covered in the Course will be Marine Engineering, World Shipping Developments and Personnel Leadership Training. Also included will be a fire-fighting and survival course. The eleven Cadets taking part in the Course are T. Redmond, J. Doran, M. Byrne, W. Sherringham, W. Lettis, A. McGrath, W. Dalton, D. Lennon, E. McGillicuddy, J. Geary, and P. O'Halloran. Also attending the Course will be an Engineer Cadet from Denholms.

During the Engineer Cadets' visit to Plymouth, they will combine with our Deck Cadets at the College, to play football against a team drawn from Shell Tanker Cadets.

SYMPATHY

We wish to convey our sympathy to Deck Officer Cadet T. Brennan, whose father died recently.

CRAWFORD TECHNICAL INSTITUTE

The Engineer Cadets at present studying at the Crawford Technical Institute, Cork, will break up for the summer recess on 12th June. Subsequently, Sixth Year and Third Year Cadets will be going to sea, whilst the First and Second Year Cadets will start a six weeks Workshop Practice Course.

We are pleased to report that Deck Officer

Cadet M. O'Callaghan, who left the "Irish Cedar" at Marseilles, and was flown home with an injured hand, is now making a speedy recovery.

CAREER GUIDANCE EXHIBITION

During the month of May, Irish Shipping took part in a Career Guidance Exhibition, which was held at the Vocational Schools, Tuam, and was presented by the combined Christian Brothers Schools, St. Jarlath's College, and the Mercy and Presentation Convents in Tuam. Captain M. D. Langran, our Personnel Assistant/Training, together with Cadet F. Perrin, and Deck Boy, D. McGuirk, visited the Exhibition and were very impressed by the standard of presentation, which was organised entirely by the students themselves, under the guidance of their teachers.

Captain Langran also asked us to express his appreciation to the Organisers of the Exhibition, for the manner in which it was conducted and, in particular, the excellent way in which the facts concerning Deck and Engineer Cadetships, with the Company, were presented.



At the Career Guidance Exhibition held at the Clogher Road, Vocational Schools, last April, a very interested visitor to the Irish Shipping stand was Rev. Father O'Sullivan, who was a cadet with Irish Shipping in the Company's early days. Father O'Sullivan, in fact, began his sea-faring with Palgrave Murphy Limited, and became a cadet with Irish Shipping on the establishment of our Company. Perhaps some of our longer serving colleagues may remember Father O'Sullivan from this picture which shows him being welcomed by Brendan Coburn, Deck Officer Cadet.

SCENE ON THE SPRUCE



D. Burnett, Catering Dept., "Irish Spruce".



At work on board the "Irish Spruce" we photographed A. Bolster, Fourth Engineer (left), and H. Stears, Electrical Engineer.



(ABOVE) Preparing Dinner on the 'Spruce', D. O'Neill and Thomas Byrne.



(RIGHT) Chief Cook, P. Murphy.

FLEET PERSONNEL

Deck and Engineer Officers in Order of Rank

"IRISH ALDER": Captain M. C. O'Dwyer. Deck Officers: M. Kelly, L. McLoughlin, M. J. Larkin. Deck Cadets: E. A. P. 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 Engineers: E. F. Griffin, T. Torpey. Radio Officer: A. Ansell. Chief Steward: J. Bennett. Deck Dept.: M. Leonard, 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, G. Nolan, A. Vaughey. Catering Dept.: L. Robinson, 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. Gilmartin, 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. Sheerin. Deck Dept.: K. Forde, J. Tallon, 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 CEDAR": Captain J. D. McPolin. Deck Officers: P. V. Buckley, P. J. Tyrrell, B. Stockdale. Deck Cadets: A. Davis, B. Dawson, W. Reid. Engineer Officers: M. J. Byrne, T. O'Driscoll, J. E. Maher, F. B. Cronin, F. Fenlon, T. Walsh, R. Broderick. Engineer Cadets: D. Brien, P. Sinnott. Electrical Engineer: P. O'Connor. Chief Steward: T. Forde. Radio Officer: T. O'Callaghan. Deck Dept.: E. Swan, P. Harris, J. Byrne, C. Fox, W. Kavanagh, R. Moynihan, D. Ahearne, J. Bradley, P. McDonnell, D. Brown, M. Walsh, 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 ELM": Captain B. Reilly. Supernumery-Captain M. O'Connell. Deck Officers: J. F. Kelly, J. Tallon, J. A. Desmond. Deck Cadets: E. Curry, R. Donohue, J. A. Murphy. Engineer Officers: N. Whitfield, L. J. O'Toole, K. Edwards, W. P. Quigley, L. Robinson, D. Corrigan. Engineer Cadet: F. O'Beirne. Electrical Engineers: W. Cadogan, J. Dunne. Chief Steward: C. O'Donovan. Radio Officer: F. McNally. Deck Dept.: P. Redmond, R. Stacey, P. E. O'Connor, G. Byrne, J. Appleby, W. Davis, M. O'Rourke, J. Murphy, J. Driscoll, T. Murrin, R. Martin. Engine Dept.: S. McCarthy. Catering Dept.: R. Egan, R. Byrne, V. Joyce, B. Cullen, J. Kane, T. Caffrey, A. C. Glavin, E. Kenny.

"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: G. Cunningham, J. A. Lee, M. Punch, T. S. Nolan, J. Shelly, J. J. Kenny, P. C. Mooney. Engineer Cadet: D. Walsh. Electrical Engineer: K. H. Ramsey. Chief Steward: T. O'Connell. Radio Officer: J. G. McDonnell. Deck Dept.: W. Byrne, J. Byrne, P. Craine, C. Guiden, H. Johnson, E. Hensey, A. Ennis, L. Maloney, A. J. Byrne, H. Corrigan, P. J. Kenneally, P. Boyle. Engine Dept.: P. Cantwell, M. A. Byrne, J. Collins, J. Lattimour. Catering Dept.: E. Byrne, J. M. Molloy, H. Bradshaw, C. Fox, A. M. Stanley.

"IRISH POPLAR": Captain P. F. O'Shea. Deck Officers: F. G. Raftery, T. P. McKenna, S. Elton. Deck Cadets: J. P. N. O'Dowd, J. Robinson, I. Connellan, C. Stockdale. Engineer Officers: J. T. Morgan, J. F. McGonnell, J. J. Hennessy, P. Shortall, J. O'Rourke, R. Brown, D. McGrath, C. P. Kelly. Engineer Cadets: W. Malone, J. Reilly. Electrical Engineer: E. Walsh. Chief Steward: J. Murphy. Radio Officer: H. F. Harley. Deck Dept.: P. Shelton, M. Russell, W. Carroll, W. O'Connor, A. Loughlin, E. McLoughlin, J. McGrath, B. Polley, D. McNamara, T. Kane, J. McGran. Engine Dept.: M. Thullier. P. Proctor, T. Farrelly, D. O'Sullivan, A. Clarke. Catering Dept.: L. Kennedy, R. Dunne, P. Walsh, W. Lewis, R. Wright, P. Dooner.

"IRISH ROWAN": Captain J. J. Walsh. Deck Officers: H. B. Fidler, H. R. Forrester, J. J. Whyte. Deck Cadets: G. J. Waldron, D. P. Hopkins, J. Richardson. Engineer Officers: J. J. Reed, W. D. McCarthy, P. V. Carroll, T. G. Duff, J. Leahy, J. Hoey. Engineer Cadets: T. J. O'Keeffe, J. Pryme. Electrical Engineer: M. Wogan. Chief Steward: J. Moynihan. 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.

"IRISH SPRUCE": Captain E. C. G. Horne. Deck Officers: J. J. Martin, G. M. Kyne, M. A. Byrne. Deck Cadets: J. Daly, M. D'Arcy, D. Corrigan, F. W. Perrin. Engineer Officers: J. Johnson, M. Dillon, A. Hall, A. F. Bolster, M. Mulligan, J. J. Mooney, T. Ryan. Engineer Cadets: P. Dowling, T. O'Toole. Electrical Engineers: H. P. Stears, M. Kenny. Chief Steward: J. Clinton. Radio Officer: P. O'Shea. Deck Dept.: C. Louth, P. Byrne, P. Coyle, J. Fleming, M. Lennon, J. Donnelly, P. Carr, R. P. Hanrahan, N. McCoy, J. Fagan, D. McGuirk. Engine Dept.: J. Robinson, C. Cavanagh, J. Harford, J. Early, P. Walsh, J. Kelleher. Catering Dept.: T. Mason, T. Byrne, S. Power, G. Meade, D. O'Neill, D. Ralph.

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

"IRISH SYCAMORE": Captain F. W. Kirk. Deck Officers: J. S. Mitchell, J. P. O'Byrne, D. Kavanagh. Deck Cadets: G. MacCrum, D. Cox, J. Murphy. Engineer Officers: G. Rowe, A. Bolger, T. J. Wren, D. O'Connell, T. J. Coogan, T. Maxwell, M. J. Murphy. Engineer Cadet: D. Gerety. Electrical Engineer: P. O'Toole. Chief Steward: B. Dorgan. Radio Officer: W. A. Rooney. Deck Dept.: J. Heaney, M. McCarthy, T. Grannell, D. O'Sullivan, P. Molloy, C. Chamberlain, R. Barrett, P. Dunne, J. Seery, T. Hughes, R. Keogh, L. Byrne, T. Mahoney. Engine Dept.: J. Grace, T. Doyle, P. Moore, B. Malone. Catering Dept.: M. Curedale, K. Wickham, B. W. Rogan, D. Meagher, G. O'Toole, G. Maloney.