

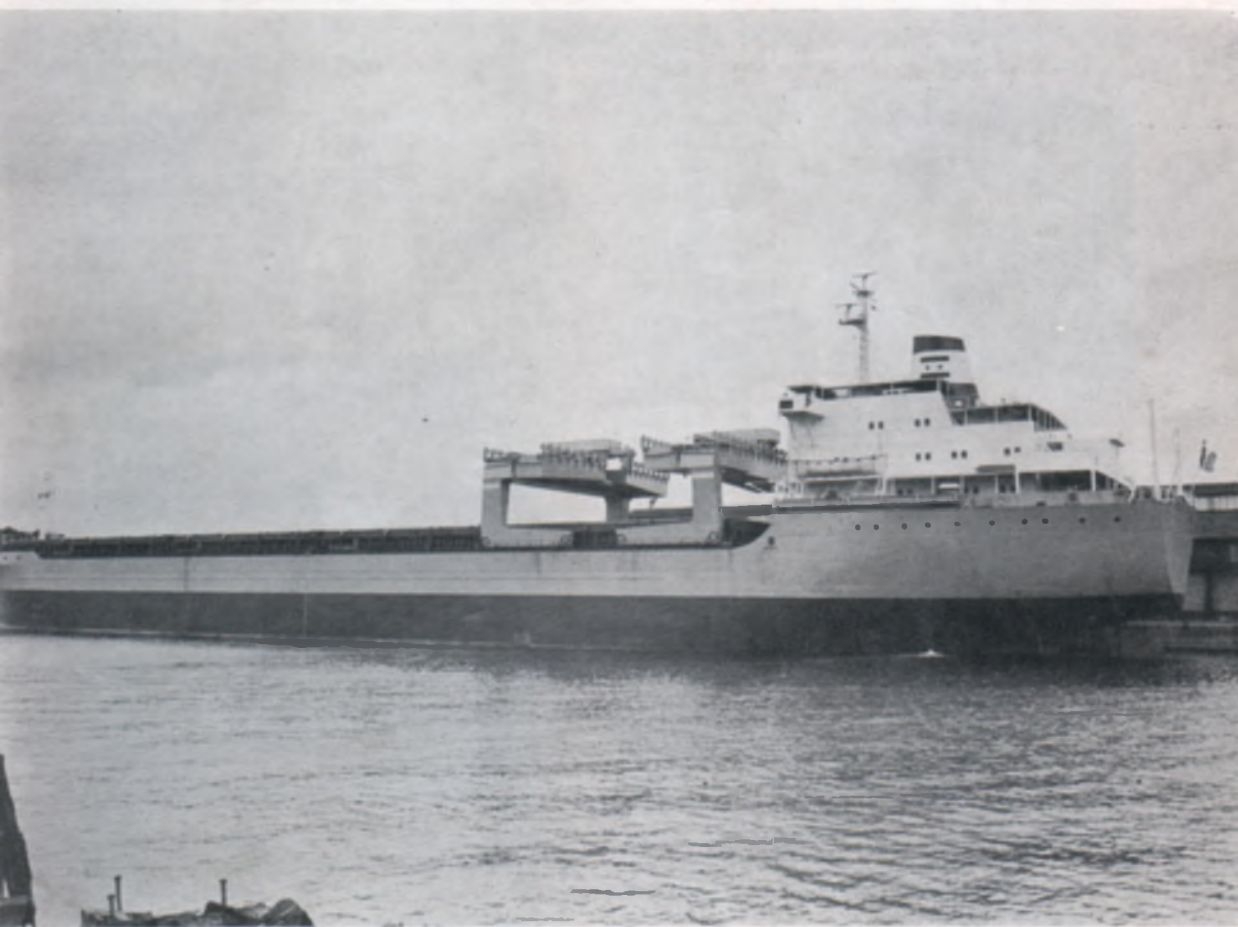
# SIGNAL

VOLUME 8

No. 3

JULY/AUGUST

1970



m.v. "Irish Star"  
29,200 d.w.t. at  
Leith.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# Officers Ashore

**Masters :** J. Flanagan, J. A. Gleeson, M. McMahon, P. F. O'Shea, B. Reilly, J. S. Kerr.

**Chief Officers :** M. Carey, M. Devine, F. B. Kelly, J. F. Kelly, C. Mahon.

**Second Officers :** M. Coleman, H. Courtney, M. J. Doyle, L. McLaughlin, P. J. Tyrell.

**Third Officers :** P. A. Cowman, F. Healy, F. W. Kirk, M. J. Larkin, T. Brennan.

**Deck Cadets :** W. Twomey, B. Coburn, M. Cronin, E. Curry, M. D'Arcy, B. Farrell, P. Finnegan, C. Graham, D. Hopkins, E. Keane, P. Kenny, M. Lydon, H. McGowan, J. Murphy, W. Reid, M. Reilly, J. Richardson, P. Richardson, C. Stockdale, J. O'Dowd.

**Chief Stewards :** B. Dorgan, E. Fricker, T. Forde.

**Chief Engineers :** M. J. Byrne, J. Johnson, H. Mooney, G. Rowe.

**Second Engineers :** W. Cleary, D. Falvey, J. Gilmartin, M. J. Kennedy, W. D. McCarthy, J. A. Lee, L. J. O'Toole.

**Third Engineers :** F. Fenlon, M. A. O'Sullivan, W. P. Quigley.

**Fourth Engineers :** A. F. Bolster, M. Egan, J. Leahy, W. Lettis, T. Maxwell, J. J. Mooney, D. Menzies, J. Walsh.

**Junior Engineers :** A. Barry, T. Coogan, D. Dalton, G. Dixon, D. Gerety, J. Kenny, D. Menzies, J. McGrath, C. O'Brien, T. O'Toole, J. O'Connor, J. Harrington, M. O'Riordan, D. Voyles.

**Electrical Engineers :** J. Dunn, P. O'Toole, M. O'Callaghan, R. Dunne.

## CONGRATULATIONS

To **T. O'Connor**, on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on the "Irish Spruce".

To **L. Kinsella**, on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on the "Irish Poplar".

To **F. Brennan**, on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on the "Irish Ash".

## SAILING TESTS

Our congratulations to Cadets J. Richardson and D. Hopkins, who have been selected to represent Ireland in the World 404 Sailing Championships in the Mediterranean later this summer.



Wedding photograph of Second Officer, Michael Coleman of Cobh and his bride, the former Miss Eileen Ryan, also of Cobh, to whom we extend our congratulations and best wishes.

Contributions and correspondence for "SIGNAL" should be sent to the Editor at  
IRISH SHIPPING LTD., 19/21 ASTON QUAY, DUBLIN 2  
Editor : JOHN HIGGINS

# Direct Container Service to Canada

At one of Irish Shipping's rare press conferences on the 21st August, details of the new direct container service between Dublin and Canada were announced. Representatives of the Press, Port & Docks Board officials, Mr. B. Love, President, Irish Exporters' Association, and Mr. Chris Skelton, General Manager of Manchester Liners Ltd., were guests on a visit to the "Sally Isle" which was loading containers at Ocean Pier. The "Sally Isle" is a cellular container vessel which has operated the service on an experimental basis since last May. The Master, Captain H. Goldschweer, and his wife, welcomed the guests on board.

At the Reception held afterwards, Mr. C. P. Kinsella, Liner Manager (Commercial) said that the service had been established on a regular basis as a result of the excellent response from Irish importers and exporters. Sailings from Dublin every three weeks will serve the port of Montreal, with feeder services to other Canadian destinations, and full container loads will be catered for as well as break-bulk cargo by groupage. Mr. Kinsella emphasised that the advantages of the direct service included the elimination of transshipment costs which formed part of the transport cost of containers shipped through British and Continental ports. He also pointed out that the direct service was not affected by the recent British docks strike.

Speaking on the subject of containers, Mr. Chris Skelton, Manchester Liners, said that the high cost of handling loose cargo on the North Atlantic made the operation of conventional vessels unprofitable. It was also important that vessels should get the quickest possible turn around in port and he paid tribute to the Dublin Port & Docks Board for providing the existing crane and clearing area for deep-sea container traffic. However, Mr. Skelton pointed out that the Dublin Port Authority would need to examine the question of more sophisticated facilities if the needs of the larger type of container-ship were to be met at the port of Dublin.

The Dublin Port & Docks Board General Manager, Mr. Denis Hegarty, pointed out that this new service was the first deep-sea container service operating directly out of the port of Dublin and the Board would have to await the development of this trade before making the large capital commitment required to provide facilities for the larger



Pictured on board the "Sally Isle" were Mrs. H. Goldschweer, Captain H. Goldschweer and Mr. C. Skelton, Manchester Liners.

container vessels. Mr. Hegarty went on to outline the facilities which had been provided at the port for the shorter sea routes and stated that some seventy per cent of cross-channel traffic was now being exported in containers and that 6,000 units were being handled at the port each month.

Mr. L. S. Furlong, General Manager, Irish Shipping Ltd., said that the Company was happy to be associated with Manchester Liners Limited in providing this new service which was the only overseas container service with direct sailings from Dublin. He assured Mr. Brian Love of the Irish Exporters Association that the Company would gladly provide refrigerated containers if the demand for this type of transport warranted the large capital investment entailed in such a service.

The "Sally Isle" loaded a cargo of chocolate crumb, milk powder, light machinery and shoes on her present voyage. She is a German flag vessel of over 2,000 d.w.t. on charter to Manchester Liners Limited. This vessel called to Dublin on her maiden voyage last February.

# MR. J. P. HAMILTON RETIRES

*Having completed his apprenticeship and technical studies at Glasgow in 1927, Mr. Hamilton joined Blue Star Line as Junior Engineer and worked his way through the ranks to become Chief Refrigeration Engineer, Chief Engineer and subsequently Assistant Superintendent. During the early 1930s he was engaged on new construction at Newcastle-on-Tyne and Belfast and on survey work in London. He went to Denmark for two years in 1937 where he was responsible for the building of new tonnage for Blue Star Line at Burmeister & Wain. In 1941 he went to Argentina as Superintendent in charge of repairs and refits at his company's workshops at Buenos Aires.*

Owing to serious depletion of the Blue Star fleet (all but eleven of the company's forty-two ships were lost through wartime action), Mr. Hamilton returned to the U.K. after a year and was seconded to the British Ministry of War Transport in the Middle East. He held the position of Senior Inspecting Officer for Repairs to Allied Merchant Ships at Alexandria and later at Suez. At the termination of this appointment in May, 1946, he returned to the U.K. and, in the following September, joined Irish Shipping.

It was at this time that the Company's new building programme was being considered and orders were placed with Red-heads of South Shields for the "Pine" and "Oak" with triple expansion engines and oil-fired Scotch boilers. These two ships were later converted to diesel main and auxiliary engines and electric cargo winches. In all



**It is exactly twenty-four years since Mr. J. Paul Hamilton joined Irish Shipping, and on 24th July last his many friends ashore and afloat sent their good wishes to our Technical Manager on his retirement. We echo the sentiments expressed in messages received from our ships around the globe by wishing Mr. and Mrs. Hamilton many more years of health and happiness.**

Mr. Hamilton has been responsible for the building of twenty-nine ships for the Company ranging from small coasters to tankers, cargo liners, bulk-carriers, bulk-carrier/car transporter and open hatch bulk-carriers. The machinery installations in the most recently built ships are fully automated with bridge control, features which are regarded by Mr. Hamilton as especially noteworthy developments in shipbuilding. He considers that one of his most interesting jobs was the conversion of the "Poplar" and "Spruce" for the carriage of refrigerated cargoes by insulating the 'tween decks and installing refrigeration machinery. Commenting on the achievements of I.S.L.'s Technical Department, Mr. Hamilton paid high tribute to the enthusiastic team which he headed and on whose co-operation and assistance he could always rely. That he himself contributed more than his share to the progress and technical



**1950 —**

**A unique picture taken on board the second "Irish Hazel" during the vessel's trials in 1950, showing Mr. Hamilton and the late Captain J. O'Neill.**

efficiency of the Company is readily acknowledged by all who have been pleased to know him as colleague and friend.



1960 —

The Tanaiste, Mr. E. Childers, being shown the control panel of the main engine on the "Irish Spruce" during a visit to the vessel by the former Minister for Transport and Power in 1960. Mr. Hamilton gives an explanation of the various instruments while in the background Mr. F. Robbins looks on.



1970 —

Mr. J. P. Hamilton, Technical Manager, Irish Shipping Ltd., signing at the take over of the "Irish Star" from Cammell Lairds, and watched by Captain J. Onions and the Cammell Laird Project Manager, Mr. A. B. Hotchkiss.

### CONGRATULATIONS

To **John Wright** on obtaining Honours in his Third Year B.L. Examinations and to **John McQueirns** on obtaining 5th place in the Chartered Shipbrokers Examinations.

## NEW TECHNICAL MANAGER



Mr. Don Hodgins has been appointed Technical Manager in succession to Mr. J. P. Hamilton, who retired last month.

Mr. Hodgins joined Irish Shipping Ltd., in 1953 and served on a number of the Company's vessels, including the "Hazel", "Plane", "Elm", "Holly" and "Oak". In May, 1955, he came ashore to take up the position of Assistant Superintendent.

A native of Arklow, Mr. Hodgins served with P. & O. Line, Andrew Weir, and Blue Star Line, prior to joining Irish Shipping Ltd. Now living in Terenure, Dublin, Mr. Hodgins is married with four children.

## Bells A-Ringing

Congratulations and best wishes to office staff members **Dympna Donnelly**, **Michael Stynes** and **Enda Mullally**, all of whom will be taking the big step in the near future.

Dympna will be marrying Mr. Patrick Flynn on 12th September, while Michael and Miss Louise Shiels will be wed on 16th September. On 19th September Enda Mullally will be married to Miss Helen Collier.

# NEWS FROM HOME



**HURLING**—Wexford and Cork have qualified to meet in the All-Ireland senior hurling final to be played on Sunday, 6th September, as a result of their semi-final wins over Galway and London respectively. While Cork easily outclassed London, Wexford got a severe fright in their game with Galway who led up to the closing stages of the match.

In the provincial finals Wexford beat Kilkenny while Cork accounted for Tipperary.

The All-Ireland minor hurling final will be contested by Cork and Galway.

## LATE NEWS

### ALL-IRELAND HURLING FINALS

#### Results :

Senior — Cork 6-21, Wexford 5-10.

Minor — Cork 5-19, Galway 2-9.

Attendance : 65,062.

**GAELIC FOOTBALL**—Derry, who came out of Ulster this year with high hopes of winning the All-Ireland Championship, went down badly to Kerry in the All-Ireland semi-final. Leading by two points at half time the Northerners looked all set for victory but a rampant Kerry over-ran the opposition in the closing stages of the game to win on the score of twenty three points to ten points. Kerry now meet Meath in the final. The latter overcame Galway in the All Ireland semi-final having previously beaten Offaly in the Leinster decider.

In the All Ireland minor football series the finalists are Kerry and Galway.

**RUGBY** — The Irish Rugby touring team left Dublin on the 24th August for the Argentine. The Irish team will play seven matches in Argentina and all but one of those will take place on a soccer pitch.

**SOCCER**—The League of Ireland Soccer season has already got under way with the President's Cup and Shield Competitions, and Cup Winners Bohemians have failed to win a match since the Soccer season opened. They played Gottwaldov of Czechoslovakia in the European Cup Winners Cup at Dalymount Park on 26th August with the score reading two goals to one in favour of the Czechs. In the Fairs Cup Competition Cork Hibernians will meet Valencia of Spain in Cork on the 16th September. The League of Ireland played the Scottish League at Parkhead, Glasgow, on 2nd September, and lost 2 - 1.

A new competition involving teams from the League of Ireland, Irish League, English League and Scottish League has been arranged, and League of Ireland teams taking part will be Limerick and Shamrock Rovers.

**SHOW JUMPING** — Ireland's International Show Jumping team were placed sixth out of seven competitors in the Nation's Cup which took place at the R.D.S. Horse Show, Ballsbridge, on 7th August. The trophy was won for the second year in succession by the British team, with Italy second and Germany third.



"Excuse me, Guard, did you by any chance see a tall lad with a cap going in?"



The Irish representatives at the Ladies World Show Jumping Championships in Copenhagen finished tenth after France had won the event.

**GOLF** — Christy O'Connor won the biggest golf prize ever presented when he came first in the John Player Classic at Hollinwell, Nottingham, on 6th September. His cheque for £25,000 brings his winnings for this season to over £30,000, with the Dunlop Masters and probably the Alcan at Portmarnock yet to come.

#### INCREASED POSTAL CHARGES —

The Department of Posts and Telegraphs made a shock announcement recently that postal rates for different types of mail were to increase sharply in the near future. The existing letter rate of 6d. is being increased to 9d., while the minimum air mail rate for overseas letters is being increased from 1/9d. for the first half oz. to 2/9d. Other types of mail will also be subject to substantial increases in postal charges. The main reason given for these increases was the effect of increased wage bills, and recently in Dublin the delivery of mail on Saturday has been discontinued.

**NORTHERN IRELAND** — A new political party has been established by a number of Opposition M.P.s at Stormont with Mr. Gerry Fitt as leader. Other M.P.s in the party are Messrs. Ivan Cooper, John Hume, Austin Curry, Patrick O'Hanlon and Patrick Devlin. The new party is called The Social Democratic and Labour Party and as a result of his action in helping to form the new party, Gerry Fitt was expelled by the Republican Labour Party of which he was leader from its foundation. The other Republican Labour M.P., Paddy Kennedy, expressed opposition to the new party and refused to join it. It is not known yet whether Miss Bernadette Devlin, who is at present serving a prison sentence in Armagh Jail, will join or not.

**BANK STRIKE** — The strike which has closed Irish banks for over four months is still unsettled and the main difference existing between the employers and the bank officials concerns the question of compensation for the period of the strike. Negotiations are at present in progress with a view to effecting a settlement.



With Mr. T. J. Garvey, General Manager, Coras Trachtala, are Mr. L. S. Furlong, General Manager, Irish Shipping Ltd., and our Chairman, Mr. P. H. Greer, following the formal opening of the new extension at Verolme Cork Dockyard recently.

**LAUNCH OF COASTER** — A new 550 ton coaster was launched on 17th July at Verolme Cork Dockyard for the owners, James Tyrrell Ltd., of Arklow.

Speaking on the occasion of the launch, Captain James S. Tyrrell, Director of the owning company, said: "I believe that at present there are only thirteen coasting vessels owned in the Irish Republic, of which nine are managed by Arklow Shipping Ltd., and to-day we have seen the first and last vessel launched for Arklow, unless we as a nation realise that freight carried in Irish vessels is worth twice its value to the Irish economy in its original payment and as a saving in foreign payments. Captain Tyrrell quoted the Chairman of Irish Shipping Ltd., Mr. P. H. Greer, who stated at the launch of the "Irish Stardust" last December, that "shipping on Irish vessels is like cutting your own wood to warm you twice". The non-availability of the necessary finance to Irish shipowners was referred to by Captain Tyrrell when he expressed regret that due to lack of finance, his company was unable to announce the placing of a further order at Verolme Cork Dockyard, as they had hoped to do.

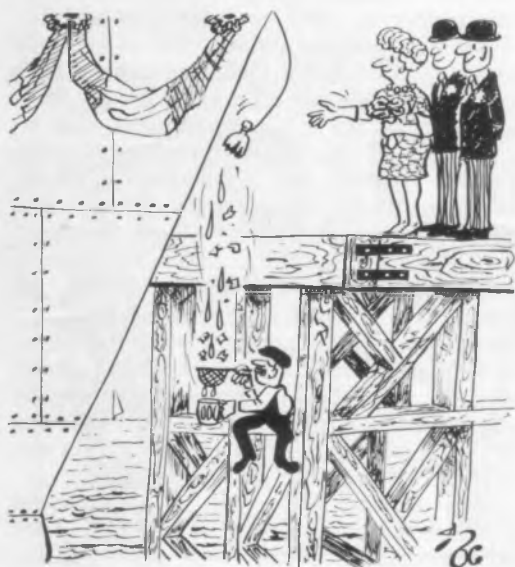
Mr. Finbarr Ronayne, Chairman of Verolme Cork Dockyard Ltd., said Irish exporters and importers were geared to the



The 550 d.w.t. coaster "Darell" prior to launching at Verolme Cork Dockyard on the 17th July last.

frequent movement of small cargoes and the scarcity of the smaller type of vessel under Irish registration meant that freight earnings on this type of vessel went to foreign owners and reflected adversely in our balance of payments.

The new vessel, which was named "Darrell", was launched by Mrs. Kathleen Tyrrell, wife of Captain Tyrrell.



## PITCH AND PUTT COMPETITION

The result of the staff Pitch and Putt competition which was held at the Ierne Club on 20th July was as follows :

*Winner :*

Brian Shepherd (best net — 57).

*Runner Up :*

John Wright (second best net — 59).

*Best Gross :*

John McQueirns (66).

*Ladies Prize :*

Eilish Morrissey (net — 62).

*Visitor's Prize :*

Kerry Bray (net — 55).



Pictured here are some of the items made by the First Year Engineering Cadets on this year's Workshop Course.



# FLEET NEWS

## "IRISH STAR" ENTERS SERVICE

In this issue we feature the new "Irish Star" on our front cover and the photographs on these pages show us a little of the ship itself and of the men who man her.

The "Star" which left Amagasaki, a suburb of Osaka, on the 23rd August is en route to Huasco, Chile, to load for Japan.

The vessel was delivered to the charterers, Star Bulk Shipping, Norway, on the 2nd July at Leith, Scotland, where she was also formally handed over to Irish Shipping by the builders, Cannell Laird. The "Star", like her sister-ship the "Stardust", is on an eight year charter.



Crew members of the "Irish Star" (left to right) front row : B. Flannery, N. Murphy, M. Moriarty and H. Hunter. Second row : A. Shiels, T. Kealy, W. Burnett, M. Murphy, P. Rossiter and S. Donnelly. Back row : J. Carroll, C. Fox and P. Cantwell.



Picture showing one of the Munck Loaders on the "Irish Star".



Master and officers of the "Irish Star" (left to right), front row: J. Ward, P. Walker, Captain J. Onions, M. Doyle and J. Rogan. Back row: D. Kavanagh, M. Lawler, F. Cronin, T. Duff and B. Stockdale.

### WEST INDIES INTERLUDE FOR "POPLAR"

To separate the sailing schedules of the "Spruce" and "Poplar" on the North Atlantic liner run the latter has been time-chartered to Furness Warren Line for whom she loaded a general cargo at Liverpool for discharge in the West Indies. The vessel sailed from Liverpool on the 19th August and is scheduled to make calls at Bermuda, Freeport and Nassau where she is expected to complete about the 10th September.

The "Poplar" will then return to her North Atlantic Liner schedule commencing at Savannah and also making calls at Charleston, Norfolk, Baltimore, New York and Halifax.

Our congratulations to Mr. J. A. Desmond on his promotion from Third Officer on the "Ash" to Second Officer on the "Poplar".

### "ASH" ON FINAL VOYAGE

The m.v. "Irish Ash" has made her final voyage as an Irish Shipping vessel and her Master was Captain R. McMahon who took over command from Captain M. O'Connell at Brest in early August. Her Chief Engineer, Mr. G. Rowe relieved Mr. J. J. Reed at the same time and the final voyage was on time charter with a cargo of phosphates from Dakar, in Senegal, to Immingham where she arrived on the 23rd August.

The officers and men of the m.v. "Irish Ash" are expected to sign off the vessel in early September.

### "IRISH ALDER"

This vessel continues on charter to the Peruvian State Line until the 9th October when it is expected that she will be re-delivered at Tampa.

At present the vessel is at New Orleans where she arrived on the 26th August and is loading for Vera Cruz or Venezuela. After discharge of her cargo she will return to the U.S. Gulf for redelivery. As we go to press we have no definite information regarding her further movements but it is likely that the vessel will load in the U.S. for a British or Continental port.

### "IRISH SYCAMORE" FOR GREAT LAKES

This vessel arrived at Noumea, capital of New Caledonia, on the 28th July and spent some three weeks at this Pacific island port before sailing on the 19th August for the small Japanese town of Saganoseki where she arrived on the 30th August, and is expected to sail again on the 4th September. She then goes on time charter to Federal Commerce and Navigation Company for whom she loads a cargo of steel and general cargo at other Japanese ports for discharge at Canadian Great Lakes ports.

### "IRISH ROWAN"

The "Rowan" sailed on the 24th August and is expected to transit the Panama Canal on the 18th and 19th September to arrive at Montreal about the 29th September. She will make further calls at Toronto, Cleveland and Detroit where she is expected to complete discharge on the 8th October.

We send our best wishes to Mr. H. Rice of the "Rowan's" Engine Department who was hospitalised at Yokohama and we hope that he will be well and fit again soon.

### "IRISH CEDAR"

This vessel sailed from San Vicente in Chile on the 23rd August and is at present loading barytes at Callao where she is expected to complete loading on the 3rd September. She will be due at Panama on the 7th September en route to her discharge port or ports in the U.S. Gulf.



Our congratulations to Noel Fynes and his bride, Miss Mary Hughes, who were married on the 17th June last. Both are natives of Lusk, Co. Dublin, and Noel has served on many of our ships including the "Irish Elm" and is now on the "Irish Poplar".

### "IRISH ELM" AT KOREA

The "Irish Elm" is at present unloading a cargo of phosphate at Chinhai in Southern Korea and on completion of discharge will proceed to Japanese ports where she will load motor cars for a European discharge port.

It is expected that the "Elm" will complete loading the motor cars about the 10th September and should transit the Panama Canal about the 28th September, thus arriving at her Continental discharge port about the 11th October.

### "IRISH STARDUST" IN SOUTH AMERICA

This vessel is expected to arrive at Rio de Janeiro on the 3rd September from Port of Spain, Trinidad. She will also call at Piacageura and either Vitoria or Tubarao where she completes loading for Poland. The "Stardust" will be due in Poland about the 6th October and will take approximately

ten days for discharge before going on to Langesund in Norway where she will have her Munck Loaders fitted.

### "IRISH SPRUCE"

Captain J. Poole took over command of this vessel from Captain P. O'Sheaghda at Dublin, and Chief Engineer, Mr. H. Dowdall relieved Mr. H. Mooney. At Manchester, Chief Officer, Mr. P. Kelly relieved Mr. C. Mahon while Mr. T. Wren, Second Engineer, took over from Mr. P. Shortall. The vessel changed articles at Manchester before proceeding to Dublin where she loaded export cargo for Philadelphia and other U.S. ports.

While navigating the Manchester Ship Canal the "Spruce" was involved in a slight collision with "Esso Purfleet" but was able to continue on her voyage as only minor damage was sustained.

The "Irish Spruce" arrived at Philadelphia on the 29th August and will make calls at Baltimore, Hampton Roads, New York and Halifax before sailing on her eastbound passage to Manchester. It is expected that the vessel will complete loading at Halifax about the 12th September and is expected to arrive at Manchester about the 20th September.



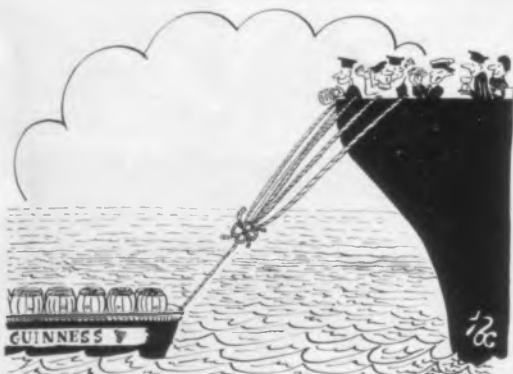
I.S.L. Cadet, I. Connellan pictured on board the "Jason" at Hong Kong, together with Ocean Fleet Cadet, J. T. Pryser. Cadet Connellan is now on the "Spruce".

## "IRISH PLANE"

The "Plane", which was off the regular Casablanca-Ireland run for some time is now back again on her regular Goulding charter.

She arrived at Amsterdam on the 27th August and having completed discharge she sailed for Casablanca to load a cargo of phosphates for Dublin. The vessel will be due at Dublin about the 9th September.

While the vessel was at Amsterdam she was joined by "Follow the Fleet" Essay Winner, Denis Looby and his mother who are making the trip to Casablanca and back to Dublin as the prize for winning the competition. Second Engineer, Mr. J. McGonnell and Ocean Fleet Cadet, P. Underwood also joined the "Plane" at Amsterdam.



"OK, O.K. I BELIEVE YOU — WE MUST HAVE FOULED ITS CABLE AS WE LEFT DUBLIN."

## STAFF SOCIAL COMMITTEE

The swimming sessions organised by the Staff Social Committee have been very well attended by staff members and the organisers anticipate an increase in support during the coming winter months.

Commencing on 8th September there will be one hour sessions from 6 to 7 p.m. every Tuesday and the arrangements provide a wonderful opportunity for parents to have their children instructed in swimming. The Committee stress that the facilities are available only to staff members, their families and immediate relatives. For staff members and their families, special six monthly rates are:

*Adult* : 14s. per month, or £4 4s. for 26 weeks.  
*Each child* :

7s. per month, or £2 2s. for 26 weeks.

Other special charges are available in the case of families of husband, wife and children, while the charges for relatives of staff members, other than immediate relatives, are slightly higher.

Application forms for intending participants in these swimming sessions can be had from Enda Mullally, who is the Hon. Secretary of the Staff Social Committee.

## GOLF OUTING

This year's Staff Golf Outing has again been fixed for the popular Cill Dara Course and the event will be held on Saturday, 26th September. The organisers intend to cater more on this occasion for those who do not play golf regularly and full details of the event will be available shortly.

## GALLEY GRUB

### OATMEAL MACKEREL (FOR SIX)

- \* 6 MEDIUM-SIZED MACKEREL
- \* 1/4 PINT MILK
- \* SALT AND PEPPER
- \* 4 OZ. OATMEAL
- \* DRIPPING OR BUTTER FOR FRYING.



- CUT THE HEADS AND FINS OFF THE MACKEREL • MAKE A SLIT ALONG THE BELLY OF EACH FISH • CLEAN AND GUT • OPEN FISH OUT ON A BOARD SKIN SIDE UP • PRESS ALONG BACKBONE AND EASE IT OUT • REMOVE ANY REMAINING SMALL BONES • DIP FISH IN MILK • COAT IN SEASONED OATMEAL • HEAT FAT • FRY FISH IN LIGHTLY GREASED PAN FOR ABOUT 15 MINUTES UNTIL COOKED THROUGH AND BROWN.
- ▲ SERVE ON LETTUCE WITH LEMON WEDGES

# RIVER HOLIDAY

BY E. O'REGAN

*There are many ways of travelling on water besides on tramps and liners, and while the thrills of Atlantic storms, tornadoes, whales, flying fish and such exotica may be missing, there is a compensation all its own in inland waters. Peace, tranquillity, "verdurous glooms and winding mossy ways" can iduce a lotus-eating contentment, different from the exhilaration of handling small boats on the open sea, different, and delightful. In the early years after the war, inland voyaging was very little known. Now its charms are being more and more discovered. Which brings to mind the recollection of a pleasant trip myself and a friend took on a tributary of the Shannon, the river Brosna, in Offaly. Intended as a Shannon trip, a mishap to the canoe left us browsing about on this pastoral stretch instead.*

There are advantages and disadvantages in picking out a thin blue line on a map and saying, "We start here", without knowing the first thing about the stream. The advantage is the novelty and the feeling of being the first to navigate some tiny trickle of water, which may lead nowhere. The disadvantages are obvious, the worst being that there might be no water at all there if the summer is dry.

We had determined to finish the Shannon, and to run Lough Derg; so we picked out the Brosna on our Ordnance map, and set off for Tullamore in fine sunny weather. But as a canoe trip it proved a failure, through a mischance. As a camping holiday it turned out to be the *piece-de-resistance*.

We commenced on the Tullamore river, a quiet pastoral little stream that meanders gently through the town, no one paying much attention to it; and then wanders aimlessly amongst the meadows, hillocks, the copses of the Irish central plain country. Here and there it got lost in a bog, but found its way out again. The weather was dry; a most fortunate dispensation; not warm, except in occasional splashes of sunshine, but equable and dry. We had passed under the Grand Canal, and had come but a few miles from Tullamore, when disaster struck. We had come on a diminutive weir about two feet high, over which the lazy Tullamore river tumbled in a half-hearted way. Deceived by this insouciance we forgot our usual caution, and instead of lifting "Minnie" carefully over the obstacle, we each took prow and stern painter and heaved her casually onto the lower level. Fellow-canoeists take warning.

Our fully-laden craft pitched sideways in the wash, and instantly shipped a large flow from the weir. I gave a great heave on the stern painter to lift her clear, when there was a horrible tearing noise as a foot or two of the covering fabric ripped off together with the metal stern strengthener. We instantly jumped into the river and with a tremendous effort hauled the now astonishingly heavy canoe onto the bank; taking care to spill as much water as possible out of her so as not to break her back.



"You and your economy fare cruise round the Greek Islands!"

The damage was bad; the rip had gone to within about two inches of the waterline. It was clear she was beyond lake-travel, especially on Lough Derg. It looked like the end of the trip before we had begun. Everything was soaking. Luckily the sun was shining, and we spread the blankets and clothing on the whins to dry. Benny again proved the good shipmate. Instead of wasting time and fraying tempers with useless recriminations, he satisfied himself with one long blue sentence of epithets, and then shut up and busied himself with dinner.

I decided we would have to do the running repairs and limit our explorations to the Brosna, as even the stretch of the Shannon from Shannon Harbour to Lough Derg would be dangerous in such a condition; for the Shannon can raise a popple in a wind. So I stitched the fabric with a curved upholstery needle and strong linen thread from the repair-kit, and over the stitching solutioned a large piece of single-ply repair fabric. It was a rough job, but it held for the trip, as no heavy water came into contact with it.

## PITCHED CAMP

My camera too, had been immersed in the river, and had to be thoroughly dried. But the shutters were slowly sealing with rust, and only two or three wretched over-exposed pictures remained to remind us of this pleasant little journey. In the evening we came into the midst of a bog, and as it was so still and quiet we pitched camp on a green patch beside the river. It proved to be a great haunt of snipe; they flew with a whirr from under one's feet, and circled high over our heads, their loud drumming echoing above the bleak bog. This drumming is done with the tail-feathers, but it sounds much more like the 'baa-ing' of a goat than a percussion instrument. Plover too, flopped lazily on the wing, their plaintive "pee-wit", "pee-wit" dripping like rain above our heads.

The Tullamore River joins the Clodiagh River below Rahan, and in a little while the joint streams run into the Brosna. Somewhere before this last meeting we ran into a little Saragossa Sea. The whole surface of the river was so covered with weed that the water was practically invisible, and we dragged ourselves along with the paddles with a great effort. This strenuous exercise

continued for about a mile, and when we joined the Brosna I discovered, to our dismay, that all our spinners and line had disappeared from the stern where they had been lying to dry. It looked as if we would end this trip with only the tent left.

The Brosna is a very pretty river. The banks are well wooded, and the country through which it flows is secluded and varied in scenery. We were told that it is a splendid fishing river, and again I felt the foolishness of travelling without a rod. We passed Ferbane next day and as a blazing sun was now beating down upon us, we drew ashore about a mile below the village and camped beside a little wood.

It transpired that we were to be blessed with a heat-wave which was to last for ten days, and the heat was so great that we put off further travelling from day to day until, before we knew it, the holidays were finished and this diminutive trip ended up as a sunbathing and swimming orgy.

We would rise at eight to find the camper's dream of a great blue sky and the long morning rays of the sun blazing across the trees. With such beneficence showing beneath "the eyelids of the morning", we started the day with a light heart.

We dined on enormous helpings of bacon, eggs and mushrooms, for in a field behind the wood we had discovered a larder of them. Benny maintained that there are about two hundred varieties of stools, and that about one hundred and ninety nine of them are poisonous; but we had no ill effects, and they were delicious.

## HUNTING

After breakfast I went hunting with the bow. The first morning out I bagged a sparrow-hawk in a tall pine tree. There were a great number of these hawks about, and I suppose I was doing some farmer a favour by reducing the breed by one. Rabbits too, were plentiful.

As the day lengthened we would lie on the river bank until we almost fried in the heat, and then plunge into the river to cool. I remember that after a few days of this, when we were bathing several times a day, the sting of the water on our sun-baked skins caused us to yell out in agony; and we could stay scarcely longer than a minute in the water because of the pain. As we wore only bathing-shorts the whole day through,



we developed a remarkable tan that lasted the entire summer.

There was a milkmaid who passed twice a day on the opposite bank. She was as plain-looking as a woman could be, and we would banter her across the river, she replying in a stentorian voice, punctuated with peals of horse laughter. Her we made the heroine of a ballad, and daily added verses until it grew to a prodigious length, like the "Cowboy's Lament". We sang it to a number of catches, but as the verses were of varying metres and lengths we achieved no unity. We would serenade her as she passed, while she howled epithets at us, as we sat on the bank strumming imaginary guitars; and the wild strains of the "Maid of Ferbane" disturbed the tranquil echoes of the woods.

Almost opposite our camp was a large field which a young farmer was engaged in ploughing throughout the heat of the day. He wore no shirt, and we could see the remarkable contrast between the high colour of his neck and forearms and the lily-white texture of his torso. As farmers do not usually go in for sunbathing, it looked as if this one was taking a leaf from our book. We lay on a hill above his field and watched him work. Anyone who has not so observed the industrious cannot truthfully say that they have tasted to the full the fruits of idleness. This feverish man plodded behind his steaming pair; now up the field, now down the field, now up again. It was a large field and there was a lot of ploughing in it. To look at him working was a delight, and we would pass admiring words on his strength, his stamina, his pertinacity, and above all, his resigned bearing under the burning sun, until we could find no tributes further to praise this transcendental man. Occasionally we would wave to him an encouragement to keep up the good work, and he, misinterpreting it, would wave resignedly back.

### A VISITOR

As we were singing rounds after tea one evening, a tall man came through a gap in the hedge above the tent and joined us. He asked us did we do any shooting and I showed him the bow. This seemed to be the last thing he expected, and he fondled it with wonder. We set off on a hunt with him, and he brought us far afield to some deserted land that was plentiful with rabbits. Wandering back in the still summer evening he



**"But George . . . I have a funny feeling  
Dad is watching."**

whispered that there would be good shooting the following evening, as he would bring us on a badger's earth. But he said, deprecatingly, "Them ould arrows would bounce off a badger's hide like raindrops off a duck. But I'll bring you something to hold him." And he smiled a secret smile.

Next evening he appeared again through the hedge, and approached us slowly, with one hand behind his back. I was agog to see the deadly weapon he had brought, which I imagined to be an arrow with a game-head of razor sharpness, if not with a poisoned barb. "Well, men, I think this'll bring ye a few badgers to hang outside yer tent." And he produced a yard-long piece of solid steel with a well-ground point and notch for the string, but naturally with no flight. I looked at it in dismay.

"I'm afraid we'll never fire that, friend," I said, disappointment evident in my tone. "Only a large crossbow would move that weapon any distance." He thought I was joking, so I took the "arrow", (which weighed about two pounds) and fitted it to the bow, drew a full string and fired. The "arrow" dropped about two feet away with a dull heavy sound. I had to explain that lightness was the essential characteristic, and that force was but the equation of lightness and

speed, the flight giving direction. He was a sorely disappointed hunter for he had spent hours choosing, grinding, and tempering his wonderful "arrow". I gave it back to him and told him to keep it; it might prove useful as a spear at close quarters. So we set off for the badger's den.

It was late in the evening when we arrived, picking our steps with the utmost caution, and moving in silence. The earth was a short distance from the river, at the foot of a hill, and was surrounded by trees. I took my post behind a bush about thirty yards from the burrows, and Benny and our visitor moved away below them. I waited, crouching, for a long time, fingering my arrows, and seeing that my sheath-knife was loose and ready, just in case of necessity. I had on only canvas shoes and shorts and a light shirt, and was under no illusions about the power of a badger's jaws. Badger-hunters are supposed to wear two pairs of trousers sewn together and filled between with cinders; for a badger, it is said, will not cease his bite until he hears the bone crunch.

I saw the first badger slowly poke his head out of a burrow and survey the land. Satisfied, he emerged, gave a low grunt, and was followed by another. I watched uneasily as two more followed until there were four, probably a family, moving quietly about under the trees, their white-barred heads showing faintly in the last light. I had not bargained for such a brood, although it was a wonderful opportunity to test the bow.

I fitted the best arrow and aimed at the largest of the group that was feeding at the hole of a chestnut tree. I drew back until the string passed my ear and could feel the strong pressure of the hemp through the

*(Continued on page 19)*

## CONDOLENCE

We extend our sympathy to the mother and family of the late Thomas P. Keane of Ballinaroone, Ballyduff, Waterford. Mr. Keane was a member of the Engine Room Dept., "Irish Alder", and was drowned following an accident while the vessel was at Port Wentworth, Savannah, on 13th August.

## BIRTHDAY GREETINGS

To **Stephen Edge**, Deck Department, "Irish Cedar". Happy Birthday, Stephen, on 23rd August and best wishes from Mam, Dad and all the family. Also from Sharon, Pauline and John.

To **William Burnett**, Catering Department, "Irish Star". Best wishes on your 21st birthday which took place on 20th August. From Mam, Dad and the family at 180 Edenmore Road, Cameron Estate, Coolock.

To **Colum Robinson**, Catering Department, "Irish Cedar", whose birthday falls on 25th August. Best wishes from Mother, brothers, sister, nephews and nieces, not forgetting Gladys and Aunt Brigid, Uncle Pat and Aunt Baby.

To Engineer Cadet **John English**, "Irish Cedar". Best wishes for a very happy birthday on August 5th and also congratulations and every good wish on your engagement to Miss Mary Hanley of Douglas Road, Cork. From Mammy, Daddy, sisters Regina and Teresa, grandfather and grandmother in Kerry and grandmother in Cobh, also from your aunt, Sister Mary Kevin.

To **Brian Cullen**, "Irish Stardust". Birthday greetings and best wishes on 27th July from Mam, Dad, Brendan and Enda (Sault San Marie).

To **J. Cummins**, Junior Engineer, "Irish Rowan". Happy birthday, Jack, on August from your loving sister Nancy, Jim and the children.

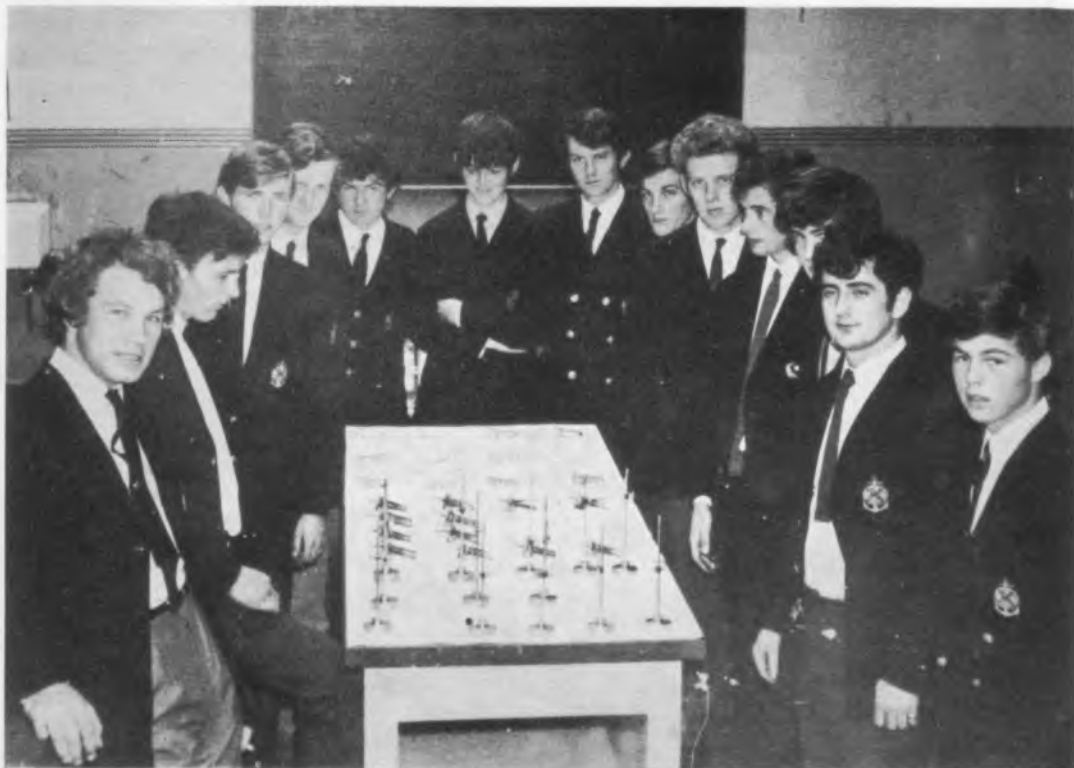
To **Jim Hanlon**, "Irish Spruce", who will be 21 on the 26th October. Best wishes from Mam, Alice, Marian, Noelle, Frank, Tony and Steve.

To **Larry Byrne**, "Irish Stardust", happy birthday, Larry, and good luck, God bless you. With all our love, Mum, Billy, Tony, Sally, Bebe, Daire, and all your friends and relations.

To **John F. Murphy**, Deck Cadet, "Irish Rowan". Best wishes for a happy birthday on the 21st September from Father, Mother and sisters.

To **Richard Egan**, Chief Cook, "Irish Stardust". Congratulations and best wishes for your 23rd birthday from all the family at home and Tommy and wife.

# CADET NEWS



Members of the First Year Engineering Cadets Class at the end of the academic year, (left to right) : D. Murphy, C. Townsend, K. Daly, D. Power, J. Denham, N. Polly, P. Herlihy, J. O'Leary, P. Murphy, D. Neil, P. O'Brien, F. Cotter and J. Garvey.

## CADETS AT SEA

Cadets M. D'Arcy, P. Richardson and P. Kenny were assigned to the ferry, mv. "Dragon", for some sea training recently. Accompanying these I.S.L. Cadets were two Ocean Fleet Cadets, D. Smith and P. Underwood.

On the "Asgard" at present are Irish Shipping Engineer Cadets M. McCann, E. Burke, C. Powell and P. McGlade, together with Deck Cadet P. Richardson. Cadet I. Connellan recently returned from a voyage to the Far East on the Ocean Fleet vessel, "Jason", and is now appointed to the "Irish Spruce". Other Irish Shipping Cadets have been exchanged with Ocean Fleets and H. McGowan and C. Graham are at present serving on the "Ixion" and "Patrocolus" respectively.

## CADETS SELECTED

The preliminary interviews for Cadetships with Irish Shipping Ltd., were held from 6th to 15th July and the practical aptitude tests and final interviews were carried out on the 18th, 19th and 20th August. A welcome guest at the interviews, as an observer, was Recruitment Manager of BP Tankers Ltd., Mr. Peter Ward, who was assisted by Mr. John Metcalf. Assisting Captain M. D. Langran, Training Superintendent, Irish Shipping Ltd., and Captain D. Moreby of the Plymouth School of Maritime Studies, were Chief Engineer, Mr. M. J. Byrne and Chief Officer, Mr. Frank Kelly. Also assisting with the organisation of the interviews and the aptitude tests were Cadets M. Lydon and M. D'Arcy.



Our congratulations to Engineer Cadet, S. McLoughlin, who was recently engaged, and is shown here with his fiancée, Miss Nell Joyce from Cork. Cadet McLoughlin hails from Kildare.

### PROMOTIONS TO CADET CAPTAIN

The following I.S.L. Cadets were promoted to Cadet Captain during the current year: at Plymouth, Cadets M. D'Arcy and P. McNulty; while at Cork, Cadets G. Corcoran, J. O'Keeffe, P. McGlade and E. Burke, were honoured.

## IRISH NAVAL CADETS ON TRAINING VOYAGE

Three members of the Irish Naval Service joined the "Irish Spruce" at Dublin on the 18th August for a round trip to the United States. They are Lieutenant J. J. M. Daly and Cadets Costello and Lynch.

This will be an instructional cruise for the Cadets and will afford them an opportunity for practical application of the technical knowledge they have obtained on their Cadet course. Particular emphasis will be placed on pilotage and astro navigation.

They will also study the working of cargo on the ship at sea and in port as well as taking part in bridge and engine room control, watch-keeping and cargo supervision.

## ON SPECIAL PLYMOUTH COURSE



From top: Engineer Cadets H. Teehan, E. Kealy, K. O'Brien, F. Mullin, E. Flynn (Athel Tankers), G. Davis, F. Hennessy, J. Kehoe, P. Caffrey and S. McLoughlin.



From top: Deck Cadets J. Kenny, D. Corrigan, P. Kelly, P. McNulty, H. McGowan, M. D'Orcy, T. Ruane, P. Richardson and C. Graham.

## RIVER HOLIDAY

(continued from page 16)

leather fingerguard. Things happened quickly. The "phutt" of the arrow was followed by a savage snarl and barks. The others ran back to the earth, but the victim had the arrow embedded in his back. He ran furiously around seeking his attacker. I instinctively rose to my feet, and started to back up the hill, fitting another arrow as I did so. He saw me, and growling in pain, commenced to scramble up the slope in pursuit. I fired again and missed, and as I hurriedly backed up the uneven ground, my foot slipped, and I pitched on my side. The infuriated animal was very near, when there was a loud roar and our visitor appeared at a run. The badger stopped, saw the new danger, and was apparently in doubt who to attack, when the two-pound "arrow" landed within an inch of him. He turned and bolted back down the slope, disappearing down the burrow.

We picked up the remains of my arrow from the mouth of the den, where it had broken off when the animal had charged in. I was fully convinced of the old tales of the toughness of their hide, and decided to give them a wide berth in the future, unless I had some proper game-arrows and a pair of good strong boots.

I haven't gone badger-hunting since, having found fishing a safer pastime. No trout ever tried to savage me since I became a devotee. Still, there are many interesting by-ways the amateur can explore on a river holiday, like archaeology, geology, and the like. Badgerology is for the experts.



## CONDITIONS OF EMPLOYMENT FOR OFFICE WORKERS IN 1872

*All employees fill lamps, clean chimneys and trim wicks, clean windows, before commencement of the day's work.*

*Bucket of water and scuttle of coal to be obtained by each employee before business commences each day.*

*Make your pens carefully, you may whittle pens to your individual taste.*

*Male clerks one evening off each week for courting purposes and they may have two evenings off each week for church going purposes.*

*After 13 hours work each day each employee may spend his remaining time reading the Bible or some other good book.*

*Each employee should set aside an amount of money each week for his own benefit during his declining years so that he will not become a burden on society.*

*Any employee who smokes Spanish cigars, uses liquor in any form, frequents pool or public halls or gets shaved in a barber's shop will give good reason to suspect his worth, intentions, integrity and honesty.*

*After 5 years of employment each employee will receive an increase in salary of 5 cents per day providing the profits from the business permit it.*

## NOW THEY "FOLLOW-THE-FLEET" IN SCOTLAND

We are pleased to learn that Denholms of Glasgow are shortly to introduce a Schools' Scheme similar to our own "Follow-the-Fleet" for the benefit of school-children in the Glasgow area.

Some time ago representatives of the Scottish company were in Dublin and were very impressed by the effectiveness of our own scheme. They hope to have their version of the project in operation within the next few months and we shall await the development of the idea in Scotland with much interest.

# FLEET PERSONNEL

As at 7th September 1970

## Deck and Engineer Officers in Order of Rank

**"IRISH POPLAR"**: Captain E. C. G. Horne, Deck Officers: P. A. Murphy, J. A. Desmond, L. A. Kinsella, G. Pell, Cadets: J. Kenny, P. McNulty, M. O'Callaghan, Engineer Officers: J. Cunningham, J. J. Fahey, C. P. Kelly, T. Ryan, T. J. Kenny, W. Malone, D. Walsh, O. Prunty, Engineer Cadets: F. Mullin, Electrical Engineer: H. P. Stears, Chief Steward: J. Dillon, Radio Officer: R. Drake, Deck Dept.: M. Leonard, W. Carroll, T. Grannel, E. Frampton, M. Russell, J. Bradley, R. Carrick, N. Fynes, N. Byrne, M. O'Connor, Engine Dept.: M. Thullier, T. Nolan, A. Clarke, A. Myler, M. Manson, Catering Dept.: P. Murphy, J. Allen, C. Cashin, D. Burnett, J. McGran, B. Bridgeman, J. Brady.

**"IRISH SPRUCE"**: Captain J. Poole, Deck Officers: P. Kelly, N. Hearne, T. A. O'Connor, Cadets: J. Hickey, I. Connellan, S. O'Byrne, Engineer Officers: H. Dowdall, T. J. Wren, G. Dorgan, M. Cahalan, J. Pryme, J. English, D. O'Halloran, Engineer Cadet: F. Hennessy, Electrical Engineer: T. Lyne, Chief Steward: J. Doran, Radio Officer: H. Harley, Deck Dept.: W. Byrne, P. Byrne, C. Maguire, T. Perle, L. Canavan, P. Murray, W. Kavanagh, O. Grace, J. Dillon, J. Finn, Engine Dept.: A. Vaughey, J. Ryan, B. Malone, J. Flynn, P. Walsh, J. Earley, Catering Dept.: M. Duffy, J. Kane, U. Maher, D. McClean, J. Hanlon, F. Bradley, J. Rourke.

**"IRISH ALDER"**: Captain J. J. Walsh, Deck Officers: H. B. Fidler, P. Kehoe, P. Gordon, Cadet: J. Robinson, Engineer Officers: J. Moynihan, P. Bardon, J. Waters, T. Hanrahan, B. O'Meara, M. Sliney, S. Shelly, Engineer Cadet: J. Carr, Electrical Engineer: P. Doyle, Chief Steward: F. Walsh, Radio Officer: J. Thompson, Deck Dept.: P. McDonnell, J. Hall, M. Kavanagh, L. Williams, J. Murphy, S. Smyth, J. Appleby, J. Knight, V. Kealy, R. Keegan, S. Lawless, Engine Dept.: J. White, R. Nugent, T. Ryan, Catering Dept.: R. Whelan, J. Edwards, H. Bradshaw, K. Oldroyd, J. Kane, W. Hendrick, J. Robinson.

**"IRISH PLANE"**: Captain I. A. Shiel, Deck Officers: J. J. Martin, W. Kirwan, A. Coughlan, Cadets: D. Corrigan, P. Kelly, Engineer Officers: A. Bolger, J. Nangle, J. F. McGonnell, M. Punch, J. Maher, O. Delaney, J. Geary, T. Rossiter, Engineer Cadets: C. Teehan, M. Kehoe, Electrical Engineer: T. Torpey, Chief Steward: H. Bond, Radio Officer: P. Clarke, Deck Dept.: A. Corlett, J. Byrne, G. Derham, C. Fox, D. Driscoll, R. Martin, J. Whitmore, J. Masterson, J. Sanderson, P. Brannigan, E. O'Rourke, P. Fitzpatrick, Engine Dept.: P. Proctor, P. O'Connor, J. Lattimour, T. Doyle, Catering Dept.: J. Reddy, P. Farrelly, M. Curedale, T. McGuinness, C. Guiden, H. De Coursey Daly, J. Howard.

**"IRISH CEDAR"**: Captain T. Hughes, Deck Officers: F. G. Raftery, T. O'Brien, J. A. Cotter, J. Daly, Cadets: T. Ruane, Engineer Officers: M. Curley, D. Buckley, P. Carroll, J. Doran, P. Dowling, A. McCarthy, P. Sinnott, Engineer Cadets: K. O'Brien, W. Davis, Electrical Engineer: F. O'Neill, Chief Steward: J. J. Moynihan, Radio Officer: B. Smith, Deck Dept.: E. Swan, K. Maher, P. Redmond, S. Edge, F. Jameson, W. Fitzpatrick, L. Maloney, G. Corr, H. Gaines, J. Smith, A. O'Brien, D. McDonnell, Engine Dept.: J. Hannah, M. Redmond, J. Dowdall, J. Byrne, Catering Dept.: D. Murphy, J. Moynihan, R. Dunne, J. Furlong, M. Dooley, J. Campion, J. Cooney.

**"IRISH ROWAN"**: Captain F. W. Kirk, Deck Officers: P. Donohue, T. P. McKeanna, E. Connellan, Cadets: J. Reilly, J. Darcy, J. Murphy, Engineer Officers: R. Tennent, B. Larkin, M. Hayes, E. Sweeney, M. Mulligan, D. Dunne, J. Cummins, Engineer Cadets: W. Dalton, E. McGillicuddy, Electrical Engineer: M. Kenny, Chief Steward: P. Fanning, Radio Officer: L. Kelly, Deck Dept.: C. Louth, P. Harris, P. Carr, H. Corrigan, N. Reynolds, D. O'Sullivan, P. Kealy, J. Willis, D. Brown, A. Ennis, J. Clarke, Engineer Dept.: J. Keoph, M. Cogan, P. Moore, Catering Dept.: T. Caffrey, K. Wickham, J. Butler, T. Mahony, M. Gaughraw, J. Roche.

**"IRISH ELM"**: Captain T. Byrne, Deck Officers: W. Garvey, F. Henderson, J. Ryder, Cadets: P. Hughes, L. Gavin, D. Bancroft, Engineer Officers: P. Otter, T. O'Sullivan, K. Edwards, T. O'Keefe, D. Lennon, P. Collins, J. Devitt, Engineer Cadets: S. McLoughlin, P. Caffrey, E. Kealy, Electrical Engineer: J. McCormick, Chief Steward: C. O'Donovan, Radio Officer: P. Behan, Deck Dept.: V. Murphy, M. Allen, M. Gilton, P. McDonnell, E. O'Brien, P. Coyle, A. Stanley, P. Lalor, O. Shiels, W. Kavanagh, Engineer Dept.: J. Farrelly, J. Grace, M. Bougioukas, Catering Dept.: T. Mason, T. Byrne, J. Lloyd, G. O'Toole, E. Maguire, B. Kennedy, T. Keegan.

**"IRISH SYCAMORE"**: Captain M. G. O'Dwyer, Deck Officers: P. Buckley, G. Kyne, J. A. Moynihan, Cadets: A. Davis, B. Desmond, J. Flanagan, Engineer Officers: J. T. Morgan, D. McLoughlin, N. O'Neill, M. Murphy, M. Byrne, D. Gabriel, J. Reilly, Engineer Cadet: D. Hayes, Electrical Engineer: T. Duggan, Chief Steward: J. Bennett, Radio Officer: G. Simpson, Deck Dept.: P. O'Neill, W. Boon, P. Rice, P. Craine, W. Davis, J. Hunter, P. O'Connor, J. Griffin, J. O'Hara, D. Murphy, J. Sexton, Engine Dept.: P. Corcoran, M. Byrne, P. Hannah, Catering Dept.: G. Zachart, P. Doyle, B. Muldoon, B. Delaney, T. Healy, T. Maguire, A. McCann.

**"IRISH STAR"**: Captain J. Onions, Deck Officers: M. Doyle, D. Kavanagh, B. Stockdale, Cadet: D. Mundow, Engineer Officers: E. Greevy, P. Walker, J. Ward, T. Duff, F. Cronin, K. Brannigan, F. O'Beirne, K. Barry, Electrical Engineer: M. Lawler, Chief Steward: J. Rogan, Radio Officer: J. Bastow, Deck Dept.: M. Murphy, N. Murphy, H. Hunter, B. Byrne, N. Moriarty, A. Shiels, J. Donnelly, Engine Dept.: P. Rossiter, P. Cantwell, C. Glavin, Catering Dept.: E. Byrne, J. Fricker, C. Fox, D. Flannery, W. Burnett, J. Carroll, T. Kealy.

**"IRISH STARDUST"**: Captain J. A. Caird, Deck Officers: I. S. Mitchell, J. Tallon, J. Whyte, Cadet: P. Farnan, Engineer Officers: M. Dillon, J. Hennessy, R. Broderick, D. O'Brien, W. Sherringham, J. A. O'Toole, A. Scanlon, Electrical Engineer: W. Cadogan, Chief Steward: J. Clinton, Radio Officer: H. Wilson, Deck Department: P. Duffy, B. Kerrigan, D. Ahearne, J. Beausang, L. Byrne, T. Hughes, Engine Dept.: T. O'Driscoll, T. Kelly, S. Ryan, T. Hanley, Catering: R. Egan, J. Smith, M. Moody, J. Cullen, R. Wright, L. Kiernan, J. Owens.