

# SIGNAL

VOLUME 8

No. 1

MARCH/APRIL

1970



"Irish Ash"  
passing Circular  
Quay, Sydney.

THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# OFFICERS ASHORE

As at 21st April, 1970

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**Chief Officers :** M. Devine, H. B. Fidler, E. Greevy, J. Kelly, P. Kelly, K. McKenzie, J. J. Martin, J. S. Mitchell, F. G. Raftery.

**Second Officers :** J. A. Byrne, J. P. O'Byrne, H. Courtney, N. Foley, N. Hearne, P. Keane, G. M. Kyne, B. Kehoe, P. Kehoe, L. McLaughlin, J. O'Leary, J. Tallon.

**Third Officers :** M. A. Byrne, M. J. Brophy, S. Elton, P. Gordon, F. Healy, F. W. Kirk, M. J. Larkin, P. J. Malone, J. Moynihan, D. Murphy, J. Murphy, B. Stockdale, J. Whyte.

**Deck Cadets :** T. Brennan, I. Connellan, D. Corrigan, D. Cox, J. Daly, M. D'Arcy, B. Dawson, P. Finnegan, C. Graham, E. Keane, P. Kelly, J. Kenny, D. Kirk, H. McGowan, P. McNulty, D. Mundow, F. Perrin, W. Reid, P. Richardson, J. Robinson, T. Ruane, D. O'Brien, J. O'Dowd, G. Waldron.

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**Second Engineers :** A. Bolger, W. Cleary, J. Hennessy, T. O'Driscoll, J. Fahey, D. Falvey, W. McCarthy, A. O'Toole, L. O'Toole, J. Ward.

**Third Engineers :** P. Bardon, R. Broderick, P. V. Carroll, P. Cullen, K. Edwards, A. Hall, M. Hayes, J. Maher, J. Masterson, W. O'Toole, W. Quigley, T. Wren.

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**Electrician Engineers :** M. Lawler, J. Mahon, P. Morgan, K. Ramsey, H. Stears.

**Engineer Cadet :** J. English.

**Chief Stewards :** J. Bennett, J. Clinton, E. Fricker, J. Moynihan, J. Murphy, J. Rogan, P. Walshe.

# CONGRATULATIONS

To **P. D. Gordon** on obtaining his Mate's Foreign-Going Certificate.

To **B. D. Stockdale** on obtaining his Mate's Foreign-Going Certificate.

To **J. Lee** on obtaining his First Class Motor Certificate.

To **T. O'Sullivan** on obtaining his First Class Combined Certificate.

# NEW FISHERY PROTECTION VESSEL

Irish Shipping has been requested by the Department of Defence to design, order and supervise the construction of a fishery patrol vessel on their behalf. It is intended that when the ship enters service late in 1971, she will replace the existing corvette "Maev", on fishery patrol duties around the coast. Already the detailed specifications have been circulated to interested builders in Ireland and Europe and, when the detailed quotations are received for the vessel's construction, an order will be placed.

# COMHGÁIRDEACHAS, A MHICHÍL !

Ba mhian linn comhghairdeachas a ghábhail le Mícheál Mac Seoín toisc gur ghnóthaigh sé an chéad áit i gcóir a bheartas taighde ar Muirloingeas Éireann Teo., i gcomórtas Gael-Linn "Sloghadh 70".

Is ball é Mícheál de Cumann Gasóga na h-Éireann agus tá sé sa bhuíon lán-Gaelach des na Gasóga Mara. Bhí sé ar an gárda onóra nuair a chéad-seoladh an "Irish Stardust", Mí na Nollag seo chaite.

Tá sé cúig bliana déag agus tá sé ag freastal ar Choláiste Mhuire, Cearnóg Parnell.

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

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

Editor : JOHN HIGGINS

# FLEET NEWS



## "ROWAN" FOR PERSIAN GULF

This vessel is at present on her way to Aden where she is expected to arrive on April 29th to discharge flour before going on to Basrah in the Persian Gulf and Karachi, Pakistan. She loaded at Baltimore and St. John, N.B. At St. John the Master, Captain F. W. Kirk, took over from Captain T. Byrne, Chief Engineer R. P. Tennent relieved M. Curley and Fourth Engineer E. Sweeney took over from J. Doran.

The "Irish Rowan" called at St. Vincent, Cape Verde, on 2nd April to take on bunkers.

She is expected to complete discharge and sail from Aden on 2nd May and will be due at Basrah on 7th May. The ship will complete discharge of her flour cargo at Basrah and will then go on to Karachi where she is expected to arrive on 16th May to discharge a cargo of steel rods.

## "IRISH PLANE"

We are pleased to report the return to duty on board the "Irish Plane" of P. Leonard, Engine Department, who was hospitalised at Philadelphia in April 1969 from the "Irish Ash". The "Irish Plane" will be due at Cork on 20th April from Casablanca and continues on the Casablanca/Ireland run on the three years charter to Gouldings.

Third Officer M. J. Larkin was relieved at Cork on 6th April by L. Kinsella.

## "IRISH CEDAR"

The "Cedar" will be due at Copenhagen on 20th April from New Orleans with soya beans. The vessel discharged a cargo of ore from Puerto Ordaz, Venezuela, at Mobile before going on to New Orleans to load her present cargo. She sailed from New Orleans on 2nd April and will probably call at Aarhus in Denmark to complete discharge. We understand that Chief Cook S. Chaney, who was hospitalised at Norfolk, Virginia, is now home, and we wish him a speedy recovery.

The "Irish Cedar" will sail from Denmark after completing discharge and will go in ballast to Detroit where she will load a cargo of scrap iron for Sweden.

## "IRISH ASH"

This vessel continues on her Peruvian charter and has recently called at Callao, Salaverry, Chimbote and Panama on her way to New Orleans where she is expected to arrive on 22nd April. On her present itinerary the vessel will call at Mobile after New Orleans and will then proceed to Corpus Christi, Houston, Galveston and return to New Orleans where she will be due on 5th May.

As indicated elsewhere the "Irish Ash" will be handed over to her new owners some time next August or September, when she completes her charter to Peruvian State Lines.

## "IRISH ALDER"

We received a very nice letter recently from Mr. R. G. Bunting, Marine Engineering Inc., of New Orleans, expressing thanks and appreciation for the hospitality extended to himself and Mrs. Bunting and family on the occasion of their visit to the "Irish Alder" at New Orleans last Christmas. Mr. Bunting, who originally came from Ireland, said in his letter that they were made to feel at home and were happy to join in an "Irish" sing-song on board. Mr. and Mrs. Bunting are especially anxious to convey their appreciation to the Master, Chief

Engineer and the entire personnel of the vessel. This is indeed a very nice tribute from far-off New Orleans. The "Alder" is calling at Peruvian ports where she is loading cargo for the Gulf of Mexico.

Like her sister ship the "Irish Ash", the "Alder" is on Time Charter to the Peruvian State Line and is expected to complete her charter next October.

#### ss. "IRISH SPRUCE"

This vessel will be due in Dublin on 17th April from Manchester, where she loaded a general cargo. The vessel has been held up at Manchester due to a port strike, and when she arrives in Dublin, she will load twenty cattle for New York, together with a large consignment of cranes and the final shipment of this year's sugar export quota for discharge at New York and Baltimore. Also in the cargo for the "Spruce" is a consignment of 100 tons of baler twine from Belfast for Baltimore. The vessel will be due at New York on 30th April.

Second Engineer, P. Shortall, replaced D. Falvey at Dublin on the eastbound voyage. The Master of the "Irish Spruce" is Captain M. O'Connell, and her Chief Engineer is Mr. H. Mooney.

#### ss. "IRISH POPLAR"

This vessel is expected to arrive at Dublin on 23rd April, with tobacco and general cargo from U.S. ports. On this voyage, the

vessel will make a special call at Swansea to discharge 5,000 tons of nickel which was loaded on the vessel at Halifax. After Swansea, the "Irish Poplar" will complete discharge of her general cargo and a large consignment of copper at Manchester, before loading for the westbound voyage.

Present Master of the "Irish Poplar" is Captain J. H. Onions and her Chief Engineer is Mr. J. Johnson.

#### "SYCAMORE" IN DRYDOCK

The "Irish Sycamore" which has been in drydock since last February is undergoing major engine repairs at Jarrow and is expected to sail from there on 5th May. At the time of going to press we have no definite information regarding her next voyage.

Standing-by the vessel in drydock are Chief Officer M. Devine, Second Engineer J. Nangle and Cook Steward P. Murphy.



The "Sally Isle", a new cellular container ship on charter to Manchester Liners Limited called to Dublin on her maiden voyage. Watching the vessel loading, left to right: Mr. Peter Rowan, Export Manager of Fafnirs of Lisburn, Mr. Ian Dickie of Hamilton & Co., Belfast, and Mr. P. Shanahan of Irish Shipping.



Popular member of Liner Department is Catherine Lawless.

## "IRISH ELM"

The "Irish Elm" is at present on her way from Tampa to Los Angeles and is expected to transit the Panama Canal on the 18th April. She loaded motor cars at Antwerp and sailed from there on 24th March for Savannah where she discharged some of the cars before going on to Tampa. The vessel loaded phosphates at Tampa, sailing from there on 14th April. She is due at Los Angeles on 27th April where she will unload part of her cargo of motor cars and will unload the remainder at San Francisco. After San Francisco the vessel will sail for Chinhae, South Korea, with the phosphate cargo and is expected at the Korean port on 17th May. On completing the discharge of phosphates she will sail in ballast for Japanese ports to load motor cars for the Continent.

The vessel changed articles at Antwerp on 21st March but most of the ship's personnel re-signed.



Chief Steward T. O'Connell, "Irish Ash".



D. Fox hoisting the Tricolour on the "Irish Elm".

## NEW SERIES

In this issue we introduce a new series of cartoon recipes which, we hope, will prove interesting to our lady readers and which will not offend to any great extent the taste of the writer of "Haute Cuisine and all that". Drawing and recipes are by "N.O'C".

## GALLEY GRUB

**"FLAPJACKS"**

- \* 3 TABLESPOONS GOLDEN SYRUP
- \* 3 OZS. BUTTER
- \* 8 OZS. ROLLED OATS
- \* VANILLA ESSENCE

HAVE WITH MORNING COFFEE OR AFTERNOON TEA.

MELT SYRUP AND BUTTER TOGETHER (DO NOT BOIL AS IT WILL TURN TO TOFFEE) IN A SAUCEPAN • ADD ROLLED OATS AND A FEW DROPS OF VANILLA ESSENCE • MIX THOROUGHLY AND PRESS INTO BAKING TIN 9"x6" WITH PALM OF HAND OR PALETTE KNIFE • BAKE NEAR TOP OF OVEN AT 35°F FOR 45 MINUTES • CUT INTO FINGERS • LEAVE UNTILL COLD

⊙ EXTRA → DIP ONE END OF EACH PIECE INTO CHOCOLATE WATER-ICING

PERSONAL - MAN WITH PIGEON HAT SHOULD KEEP MOUTH CLOSED



# HAUTE CUISINE *and all that!*

"Eat to live; don't live to eat" goes the old proverb but like most old proverbs it shouldn't be taken too seriously. Odd, indeed, is the character who has to be reminded of the need to eat and in this permissive age too much emphasis on the second admonition would only result in a lot of indignant protesters insisting on their civil right to eat until they burst. We could find ourselves with organised "eat-ins" on our hands not to mention the usual miscellaneous collection of odd-bods "marching on their stomachs" (Napoleonic like) and singing "We shall overeat". The terrible truth is that I should find myself marching with them — in spirit — for I have spent far too long ignoring the proverbial advice to do very much marching in the flesh. It's the bit about "eating to live" that I find repugnant to my constitution. To one who, from early youth, laid a solid foundation to his middle-age spread eating merely to survive would make survival intolerable. Mind you I'm not a glutton but I like my grub. And my grub is "honest-to-God", plain, home-grown and cooked Irish traditional fare. None of your "all kinds of everything" for me and I'm not in the least impressed by unpronounceable foreign palaver which might well be obscene for all I know. As a nation we have become slaves to international fashion in almost everything including the very important matter of food and when and how it should be eaten. It's the "in" thing these days to bore your audience with outlandish accounts of your travels abroad and the exotic dishes you have sampled.

Go to any of these ubiquitous receptions and you'll hear Geoffrey or Nigel or Reggie tell of the "absolutely divine Coq au Vin he had in Chez Jacques at Mist sur la Bog. They talk tediously of the delicate elegance and bouquet of the aristocratic hocks of Rheingau as if they were used to it. A fairly effective way to crush this type is to mention your own recollections of the time you strolled around the ornamental gardens of the Taj Mahal munching a crubeen and how you washed it down afterwards (the crubeen, not the Taj Mahal) with a bottle of "Johnny-Jump-Up".

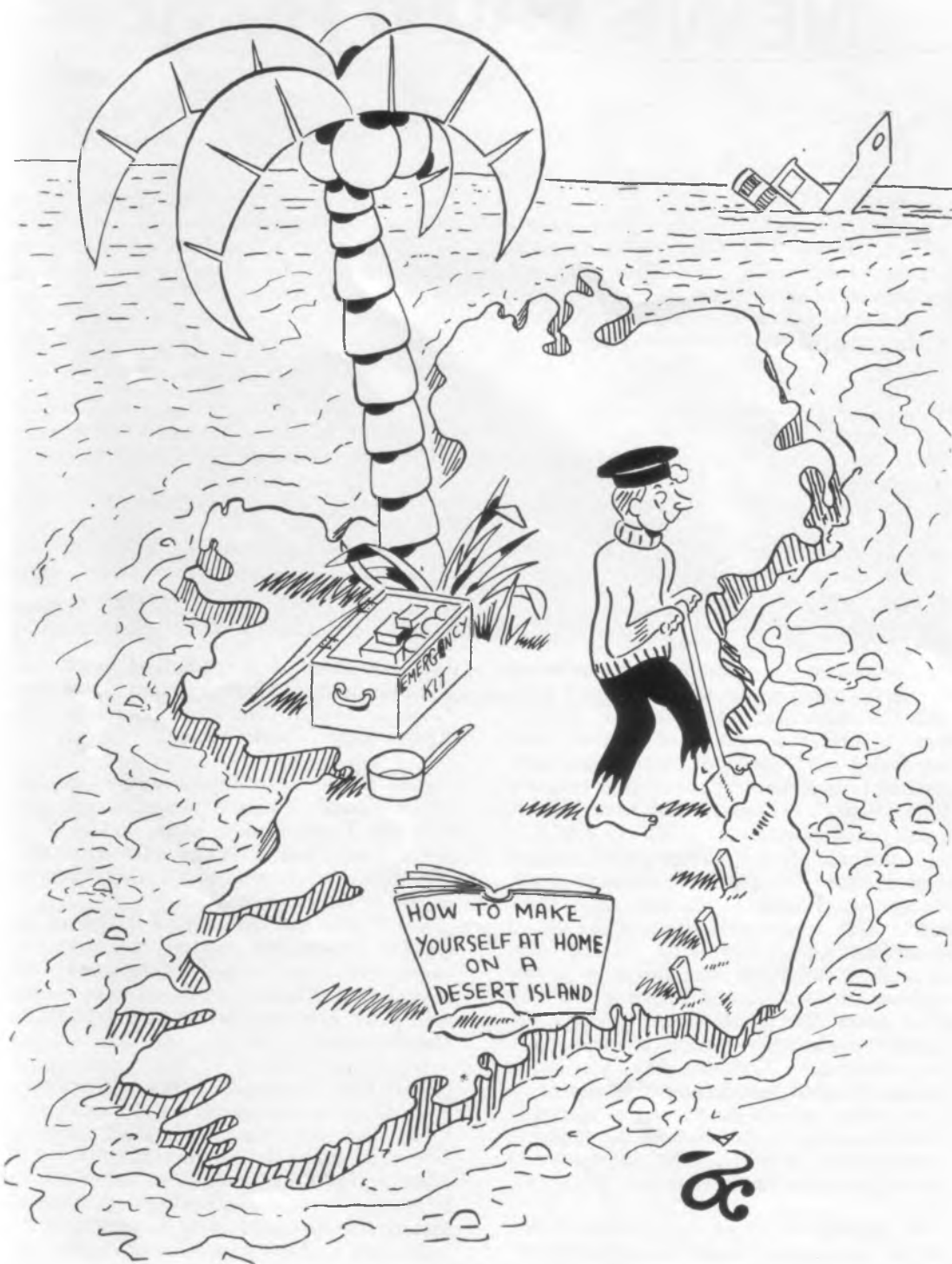
Of course I blame the newspapers, radio and "telly" for this phoney facade erected by our social climbers. The gossip columns are constantly oozing with claptrap about vintage wines and foreign fodder as if the stuff could come within an ass's roar of our own victuals. Where, in Dublin, will you find a menu which offers plain, unadulterated bacon and cabbage? Pigshead is unknown and if you ask a waiter for a "coddle" he's liable to ring for the Guards. 'Tis a sad state of affairs. After all, bacon and cabbage has been our national nourishment ever since Good Queen Vic. sent us the "fiver" which enabled us to change over from the butter-milk and "spuds".

I once knew an itinerant farm worker who had a very special regard for bacon and cabbage and his wanderings brought him to work for a rich but miserly widow on one occasion. To add to his misfortune she placed before him a huge helping of turnip and a tiny portion of beef for his dinner. Quickly he asked for more meat and got another small portion. When he asked the widow for a third helping she remarked as she gave it: "If you eat any more meat, Johnny, the bullock will be roaring in your stomach," "Well, Ma'am," replied Johnny, "if he roars it won't be for the want of turnips." Apparently Johnny didn't consider turnips worthy food for man or beast. I sometimes wonder what he would say on the subject of cheese and wine parties.

Now I have nothing personal against either cheese or wine but I see no reason why we should have this particular combination. Why not a crubeen and porter party? Or if we must have spirits why not Irish whiskey? A reliable source assures me that Holinshead, the Elizabethan chronicler, wrote of Irish whiskey in 1577: "*It keepeth the reason from stifling, the stomach from wambling and the heart from swelling, the bellie from wirtching, the guts from numbling, the hands from shivering and the sinews from shrinking, the veines from crumbling, the bones from aking and the marrow from soaking.*

*And trulie it is a soverieigne liquor if it be orderlie taken."*

The only snag is that I can't guarantee that crubeens will keep you slim, trim and brimful of energy!



# NEWS FROM HOME



**GAELIC FOOTBALL** — This year's National League semi-finalists were Mayo, Kildare, Down and Derry. The biggest surprise of the series to date has been the elimination of All-Ireland and League title holders, Kerry, who were beaten by Mayo in the play off for semi-final places. The resurgence of Down, together with the upsurge of Derry were features of the competition. Down have yet to meet Kildare and Derry lost to Mayo in the semi-final.

The provincial and All-Ireland championships have not yet got under way but the League results indicate that the championship is very open, with several possible contenders for Kerry's crown. The latter's tour of Australia does not appear to have been a resounding success, as attendances at matches were poor and G.A.A. Secretary, Seán O'Siochain, has stated on his return that if the tours of Australia are to continue, it will be necessary to establish direct links with the Australian Rules Football Authorities. A further worsening of relations with the G.A.A. in New York appears to have resulted from a difference of opinion between John "Kerry" O'Donnell and Kerry Chairman, Jim Brosnan.

At this year's G.A.A. Congress the delegates elected Pat Fanning of Waterford as Association President for the next three years. The recommendations of a special Committee set up to examine playing rules, and which proposed the abolition of the solo-run in football and allowing the ball to be picked directly off the ground by hand, together with other radical changes, were not accepted by Congress. However, many felt that the new recommendations should be given a trial and on the success or otherwise of the changes in practical demonstrations, that Congress should review the matter at the earliest possible opportunity.

**HURLING** — Last year's shock team, Offaly once again created a surprise in the current National League series by eliminating All-Ireland champions Kilkenny to reach

the semi-final. Other semi-finalists were Cork who defeated Tipperary by three points to gain a place in the final, and Limerick, who played Offaly in the second semi-final on 19th April. The result of the latter match was Limerick 4-15, Offaly 2-8, which leaves the final of the League between Cork and Limerick.

**SOCCER** — In the League of Ireland, champions Waterford retained their title this season but all of the fancied teams have been eliminated from the F.A.I. Cup. In the semi-finals of the competition, Bohemians beat Dundalk, while Sligo Rovers accounted for Cork Hibernians after a replay. In the final at Dalymount Park on 19th April, Bohs. and Sligo played a scoreless draw and also drew the replay.

In the drawn English Cup Final, Irish Internationals, Johnny Giles of Leeds and John Dempsey of Chelsea were in opposition. Chelsea's twelfth man was former Shamrock Rovers player, Paddy Mulligan.

**RACING** — Irish representatives in this year's Grand National swept the boards, with Pat Taaffe winning easily on Gay Trip, while Irish bred Vulture came in second. The first four horses in the race were all ridden by Irish jockeys.

Pat Taaffe had a successful outing at the famous Cheltenham meeting this year and came second in the Gold Cup on French Tan. First in the Gold Cup was Les Cargot ridden by Tommy Carbery and trained by Dan Moore.

**BOXING** — Ireland's "Boxer of the Year", Mick Dowling, is to spend about four months in the U.S. for training this year, commencing next June. He has been given leave of absence from his employers at Dublin's Gresham Hotel, and Dowling's purpose in getting this special training is to prepare for next year's European Championships in Madrid.

Former Irish Olympic boxer, Jim McCourt,





**Barry McGann** kicks Ireland's drop goal in their match against **Wales** at **Lansdowne Rd.** Irish players looking on are **Bill McBride** (with headband) and **Tom Kiernan (15)**.

has withdrawn from this year's Irish Senior Championships due to his inability to get sufficient training.

**RUGBY** — Ireland's international team finished the current series of matches with a resounding victory over Wales at Lansdowne Road. Victory for the Irish side was all the more sweet since Wales were bidding for the mythical Triple Crown and in last year's rough game at Cardiff, Wales trounced Ireland. In their match with Scotland Ireland also emerged triumphant at Lansdowne Road, and the result of both matches made it all the more regrettable that Ireland failed to master England in the opening game of the home countries championship.

In the final international of the season, France were defeated at Cardiff by Wales and subsequently the referee, Kevin Kelleher of Ireland came in for some severe criticism not only from French sports journalists, but also from the French President, M. Pompidou, who referred to the unfortunate

referee as an Anglo-Saxon. *Vive la France, s'il vous plaît!*

**PORT STRIKE** — The strike of clerical workers employed by the Dublin Port and Docks Board was settled on the 16th April when recommendations made by the Labour Court were accepted by the workers. The strike, which lasted for more than three weeks, had seriously affected the port by almost creating a close-down of the deep sea section. Approximately 900 of the 1,250 deep sea dockers were unemployed during the period of the strike. Crane men, pilots and tugboat men refused to pass the pickets and large vessels were diverted to other ports. Oil tankers too were unable to enter the port and the oil companies were warning that supplies of petrol and oil were running low.

**SPRING SHOW** — This year's R.D.S. Spring Show will commence on 5th May and 571 firms will participate in the indoor

and outdoor displays at the Show. It is estimated that some two million pounds worth of business will be conducted at the Show and this will be chiefly in the field of agriculture. A special feature of this year's Show will be the exhibitions designed to promote the theme of conservation.

**NEW HEALTH SERVICES**—A reorganisation of the Regional Health Service Administration will be put into force under the Health Act of 1970. The administration of the Health Services will be managed by eight Regional Health Boards, replacing the present twenty-seven local health authorities. The new Regional Boards will not be restricted by county borders and three Regional Hospital Boards, in Dublin, Cork and Galway will be responsible for the planning and development of hospital services. Under the new Act, patients will have a choice of doctor, except in those areas where such a choice is not feasible. Lower income group patients will go to the surgery of their doctor and will receive their medicines from retail chemists' shops. Chemists will be reimbursed for prescriptions they fill and their dispensing fees will be subject to negotiation with the Department of Health.

From the 5th January the new rate of social welfare contribution for men is £1 8s. 3d., with employers paying 15s. 5d. and the employee paying 12s. 10d. Previously the stamp was £1 4s. 5d., with the employee paying 11s. contribution.

**GARDA SHOT**—In a bank raid at Dublin's Arran Quay on 3rd April, bank raiders shot and killed Garda Richard Fallon, a native of Roscommon, a married man with a young family. The crime aroused great anger amongst the general public and huge crowds lined the streets of Dublin to pay tribute to the dead Garda as his funeral cortege made its way to the cemetery at Balgriffin. A number of men are being sought by the Gardai in connection with the crime but, so far, no arrests have been made.

**ROAD ACCIDENTS**—The figures published by the Garda Síochána for the three months ended 31st March showed that 103 persons were killed and 1,901 people injured, as against 98 killed and 1,811 injured for the same period last year. In the Dublin area 26 persons were killed, which is the same number as that for the first three months of 1969.

## VETERAN CAR RALLY



Pictured outside the Bow Street Distillery at a reception to announce details of the Dublin-Le Mans Veteran and Vintage Car Rally which will be sponsored jointly by Normandy Ferries, Esso Petroleum Company (Ireland) Ltd., and Oslanna Iompair Éireann Teo. From left: A. Cooke, Marketing Director, United Distillers; B. Martin, Marketing Director, Esso (Ireland) Ltd.; T. O'Neill, Irish Veteran and Vintage Car Club (owner of the 1907 International Harvester); Mary Foley, Normandy Ferries hostess and Rosemary Smith, the well known Rally driver. Thirty-five members of the Irish Veteran and Vintage Car Club accompanied by their wives will take part in the Rally which takes place from 16th to 19th May. Competitors will start from Bow Street, Dublin, on 16th May at 9 a.m. and will stay overnight in Rosslare. They will travel to Le Havre on the m.v. "Leopard" and on Monday, 18th May they will tour Le Havre and then will drive the 130 mile route to the outskirts of Le Mans on the following day. At a reception to be held in Le Mans by Powers Irish Whiskey a trophy will be presented to the winner of the Rally. The party will return from Le Havre by Normandy Ferries on 23rd May.

## EUROVISION WIN

Ireland came first in this year's Eurovision song contest in Amsterdam with a song called "All Kinds of Everything" sung by Dana from Derry (alias Rosemary Brown, daughter of Mr. and Mrs. Brown). The song was written by Dubliners Jackie Smith and Derry Lindsay.

**CEMENT STRIKE** — The strike of cement workers at the factories of Cement Ltd., in Drogheda and Limerick has now lasted for eleven weeks. A special Committee representing the building industry under the chairmanship of Mr. Dermot McDermott of the Labour Court, met representatives of the striking production workers in Dublin on 17th April, and the Committee are expected to meet representatives of the Company on 20th April.

**POLITICS**—The election of the Rev. Ian Paisley and his fellow Protestant Unionist, Rev. William Beattie, in the recent Bannside and South Antrim by-elections has created further difficulties for the Northern Ireland government. In two by-elections for Dáil Éireann, Fine Gael candidates were elected. These elections were in the Kildare constituency where the vacancy was created by the death of Mr. Gerald Sweetman, and in Longford-Westmeath following the death of Mr. P. J. Lenehan, Fianna Fáil.

In Kildare Senator Patrick Malone won the seat while Mr. Patrick Cooney was returned in the Longford-Westmeath election. The results leave the strength of the various parties in the Dáil at 75 for Fianna Fáil, 51 for Fine Gael and 17 for Labour and 1 Independent.

## THE BUDGET

The one extra tax imposed in this year's budget introduced into the Dáil on 22nd April is an increase in Turnover Tax from 2½% to 5% from 1st May. While this looks a lenient imposition at first glance, the effect will be to increase prices of almost every commodity and by how much it is impossible to say.

Income tax concessions are :

(1) A minimum earned income relief of £125 for single and widowed persons and £225 for married couples. Single and widowed taxpayers with income below £500 and married taxpayers with less than £900 per annum will be exempt from tax.

(2) The first £100 of taxable income will be charged at 4s. 8d. instead of 7s. in the £.

(3) Earned income allowance for married women will be £74 instead of £45. There are also other age and small incomes reliefs.

Children's allowances are increased by 5s. per month for the third and each subsequent child. The increase will be effective from 1st October. Social welfare increases from October will be : Old Age Pensions by 17/6, Widows Pensions by 15/- (Contributory) and 12/6 (Non-Contributory). Disability and Unemployment Benefit by 15/-.



A group of I.S.L. Cadets together with the Sea Scouts and their Officers who formed the Guard of Honour at the launch of the "Irish Stardust".

# THE DAY THE CHRONOMETER STOPPED

The night was bad as the "Irish Vibrator" rattled across the North Atlantic. The Second Mate had just entered the bridge to relieve the watch. His entry had caused numerous minor disasters — the chart in use had taken flight when the door had slammed. The noise of the disasters could have such serious consequences as waking the master, and his thirst for bridge tea. This would bring the "Old Man" on to the neck of the Second Mate and might even cause him to mutter before he was quarterway through his watch.

The Third Mate, a keen young man, was very fond of his bunk. After ascertaining that the midnight apparition on the bridge was no ghost but the ship's navigator, he recited a litany of courses, deviations and bearings, pointed to a "tar brushed" position on the chart, and fled, muttering about the chronometer on his way out.

Ten minutes later it occurred to the Second Mate that the Third Mate had actually said that the chronometer was stopped. He rushed to the chronometer box, rooted through his old magazines, 2B pencils and seasick tablets, and listened for the reassuring "tick" of his chronometer's little heart. No "tick" was heard.

It was a clear-cut case — the Third Mate had forgotten to wind it. As the Second Mate pondered on his future as a navigator without a chronometer, the bridge door opened, and the chart once again took into the air. The Master was awake and had come to the bridge for his tea and sandwich without crust.

Seeing the young Mate's sad expression, the benevolent Master enquired as to the cause of his depression. On hearing the fearful news, the Master's mood changed. He enquired of God, (addressing Him by His first name), if there was anyone he could trust. As usual, God did not reply. The culprit was sent for and told that he was more of a Tired Mate than a Third Mate.

It was decided that the Radio Room clock would be used for navigation. At noon the ship was found to be travelling backwards at twelve knots, if the noon position on the chart was correct. The Radio Officer solved this puzzle when he, noticing the sudden interest in his clock, informed the Master that it had never kept time since he threw

a book at it for ticking during a silence period.

The Master was angry and the Third Mate was humble. The engineers sneered at him; the stewards explained that his "three minute egg" must have stopped, when the spoon broke on the eggshell. All in all, life was misery for the Third Officer. Things came to a head when the lookout grabbed him as he made an effort to dive over the taffrail running from the wheelhouse door. At this point it was decided that the junior watch keeping officer needed a rest. Two days later, when the "Vibrator" arrived in port, the Third Mate signed off for a spell of leave.

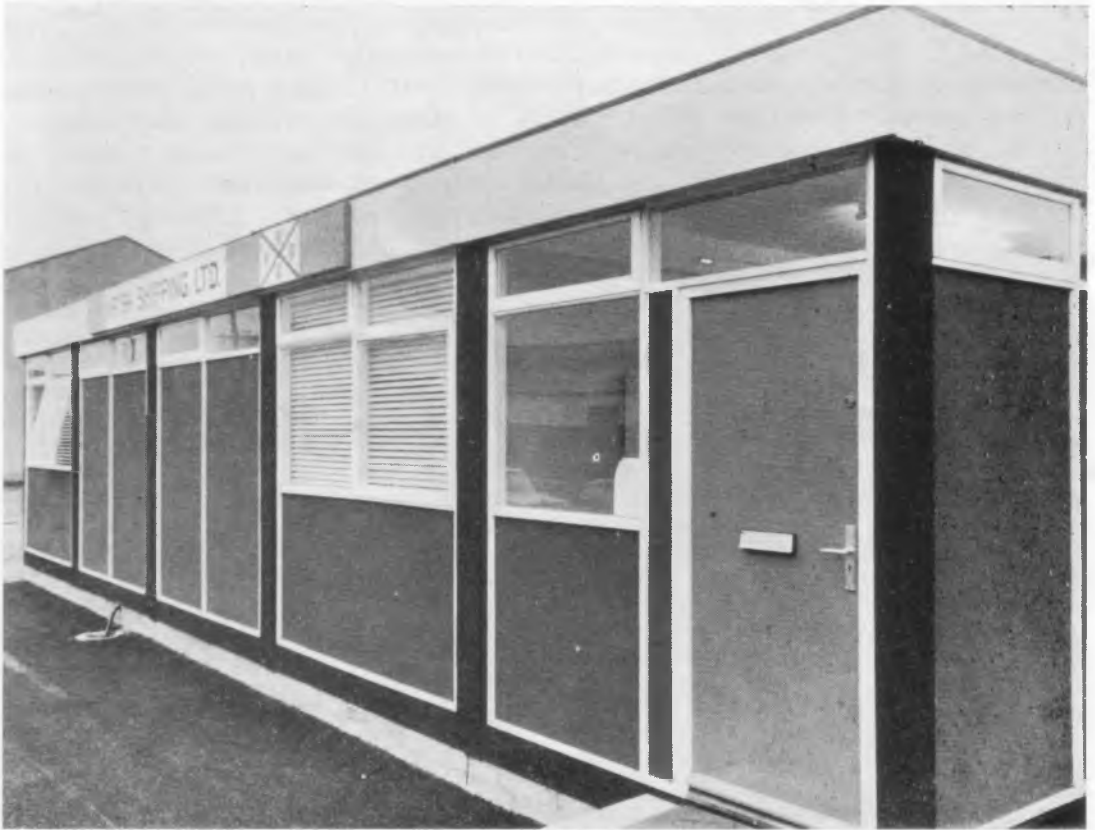
Soon after the Third Mate had left, the navigator decided that the chronometer should be sent to a watchmaker for resetting and a general check-up. On going to the chronometer box, he discovered an axe in the midst of a number of coils, springs and cogs. With this mess was a simple note inscribed "bloody little clock, they called me Tired"; it was signed by the departed Third Mate. The latter never returned to the Company, but it was rumoured that he had joined a tanker where his genius could be appreciated.



**At the  
official opening  
of the new  
Dock Office  
were :  
E. Harris (top)  
and E. Shine.**



# THE NEW DOCK OFFICE



An Official Opening Ceremony was held at our new Dock Office on Wednesday, 15th April without the aid of cheese, wine or crubeens. Dock Superintendent, Mr. M. J. Fitzsimons proudly showed guests over the new building which is at South Branch Road and incorporates such amenities as a shower and electrical storage heating. The telephone number of the new office remains 44209, or extensions 3 and 184 via Head Office.



At the Dock Office opening were Bill Mullen (left) and L. J. O'Meara.



Pictured at the official opening are Dock Office staff (left to right): E. Shaw, P. Smith, L. S. Furlong (General Manager, I.S.L.), J. McKane, M. J. Fitzsimons and P. Kelly.



# THE BRIEFCASE

SHORT STORY BY EDWARD O'REGAN

*When Mark Logan retired from our shipping office there were no tears shed, and for that matter not even a word of regret. Of course, at the testimonial presentation the boss paid the usual compliments, lauding his devoted service of forty years as if he had stayed on out of deep concern for the company instead of for his monthly cheque. The boss also found some rare qualities of his to hold up for our admiration, but as none of us had even suspected the presence of these high virtues in Logan during the years when we worked so closely with him, we merely grinned surreptitiously at each other across the crowded room.*

Logan had been a hard master. He was Chief Clerk in the Rates Office for the last fifteen years of his service, and was disliked by most and hated by some. Looking back now I try to discover some of his finer traits that we might have taken for granted, but all I can find in his favour is his time-keeping, which was exemplary, and his devotion to his own work, which we found ridiculous. His job was the business of classification and quotations for the transport of all manner of merchandise, and dull enough work, we thought. The way a man like Logan could become so absorbed in such a stultifying business, as our young eyes saw it, did him no credit. Most of us under Logan were young men, and treated office work very contemptuously indeed. The times were hard then, and one was lucky to have a job at all, so we put up with the boredom as best we could. Youth finds its own compensations.

It was McCarthy who first raised in my mind the awful prospect to which we were condemned. "Look here, Corbally, come over till I show you your future," he said one evening at half-past five, as the staff were putting on their coats and hats to go home. We were standing outside the main building, and he nodded up towards the top of the entrance steps. Logan was coming down. He wore a bowler hat, a hard, fly-away collar with a dark tie, a dark blue suit, and his shoes, as always, were shining. There wasn't a button out of place. He carried a rolled-up umbrella, which he daintily used as a walking-stick, and a very difficult manoeuvre it is. The measured deposit, the barely perceptible delay in lifting, all this exact synchronising with one's pace is more difficult than it looks, and takes much practice to get perfect.

I stared at Logan as he passed us with a slight nod and a switched-on smile. He walked carefully away down the quay with a measured pace. "God," said McCarthy, "it makes you shudder. Forty-five years in front of you walking down that quay at half-past five every evening, complete with bowler and umbrella, into retirement. It's like a sentence."

"I hate bowlers and umbrellas," I said, "and I'll never affect either of them. As for walking down that quay for forty-five years, we'll see about that." Brave words. How little do we realise what a small choice lies before us. Another quay, another hat, another Logan. When I think of him now I can find great pity for him, and a dry scorn for the myopia of youth. But just then the dreariness of such a future was all poured onto Logan's head, and we had a long "philosophical" argument, as we liked to call it, over a few drinks, when we vowed we would never be tethered to such a treadmill for *our* lives.

## THE SUCCESSOR

Things were much more pleasant in the office under Logan's successor, O'Shea. He was a jolly, understanding kind of man, and he treated us with more familiarity and kindness than his retired predecessor. Nevertheless he kept good discipline and order, and was far better at the job than Mark Logan had been. We often wondered how Logan would spend his retirement. It was said of him that he had been married to the job, and, as he had never had a wife, it was a matter of great conjecture to us what he would do with all the time he now had on his hands.

It was only about two weeks after his

retirement that Mark Logan came in to see us for the first time. I remember he carried a small black brief-case, and we were rather effusive in our enquiries after his health and the joys of retirement.

"Well, well, Mr. Logan, I must say retirement agrees with you. You look ten years younger since you shook off the shackles."

"What's it like to be a free man?"

"Coming to inspect the Consolidateds?"

This last was a reference to a particular tariff of cross-channel rates, a rather complicated issue on which Logan had been an expert.

"You never know, you never know," he replied, "I might still have to keep an eye on these difficult ones for ye." And he smiled faintly. He spent an hour or two in the office, mostly with O'Shea, and he was sitting there at his old desk discussing quotations and amendments and requests for special rates. When O'Shea had to leave the office for a while he poured over the tariffs and invoices just as when he was in charge, a few short weeks before.

It was when he began to re-appear quite regularly that we became curious about his new avocation. He was now coming two or three times a week and we could see that O'Shea's enthusiastic acceptance had cooled to a casual and almost indifferent acceptance

of the regular interruptions. Sometimes he barely nodded to Logan and went on with his work, throwing odd letters and replacement sheets to him, as you'd throw scraps to a dog.

"Nothing new to-day. Here's some correspondence on the fertilizer for Athlone." Logan would take it thankfully and sit back, while O'Shea dictated letters or made telephone calls.

After Logan had gone the guesswork would start, each of us speculating on whether Logan had got himself a job, whom he might be working for, what was his position. As his stock-in-trade was nothing but inland and short sea trade rates and rate structures he must be with one of our customers. Yet for all the curious enquiries we made, we could find no evidence of his being employed, despite the brief-case which he always carried with him, and which we never saw him open. It was a mystery, that brief-case, and we never ceased wondering about it.

## EXPOSURE

However, one evening there was a little get-together in the local hotel for one of our number who was to be married. We were not too surprised to find Mark Logan there. Indeed sometimes it would be almost forgotten that he had retired, we were seeing so much of him.

As the evening lengthened, and we all became very friendly and merry, McCarthy came up to me and said, "Where's Logan gone? I don't see him around."

"Oh, he left a while ago," O'Neill answered, "I think he got a lift home with one of the lads." There were now only about six or seven of us left, and looking about I suddenly saw Logan's brief-case lying on a chair, where he had obviously forgotten it. I pointed it out to McCarthy. He stared at it for a while, and then went over to the chair, picked it up, and brought it over to the bar.

"Now you have the mysterious package that will satisfy your curiosity at last," he said, with a mischievous grin. "Any bets on where Logan is working?" There was some laughter, and a few of the chaps said it would not be fair to open his private papers. Quite an argument developed about the ethics of examining the man's personal belongings. Indeed, the majority said we should leave it alone, hand it to the man behind the bar, and let Logan come back



and claim it. But McCarthy was truculent with the drink on him, and held out for opening it.

"To hell with it, I've always wanted to see what he's carrying around, and we won't get the opportunity again," and with that he rudely unclasped it and shook the contents out on to the bar.

There was a murmur of disapproval, but still we all crowded around to see. McCarthy stared in disbelief as he held up by thumb and forefinger, at a distance, as if it had been some unclean thing, a slight sheaf of papers stapled together.

"By all that's holy—Rate Amendments." The others leaned over and pawed other loose sheets. "Schedules, nothing but Rate Schedules." We stared at each other, and everyone started to laugh, but then stopped, and in an embarrassed kind of way we commenced to gather up the sheets and put them back in the brief-case. Flaherty even went so far as to grab the sheaf from McCarthy, who was still holding it out in mock horror, and the whole lot was roughly returned to the case. I took it and handed it over to the barman, and said it would be called for to-morrow.

I don't know how the others felt, but I think, like myself, most of them felt kind of cheap and ashamed. Except McCarthy, who tried to make a joke out of the disclosure. He found no takers, and almost tacitly the whole subject was quickly dropped. Someone remarked that it was a joke in poor taste, and changed the conversation.

For myself, as I walked home late that night, I had the sensation that poor Logan had been stripped before us. Yes, just as if his clothes had been torn off him, and he was left there naked and shivering with all of us in a ring around him, gibbering at him like baboons. Now when I see a list of cross-channel rates come in the post in the morning it is as if it were a page from a diary, or a novel, and with only one theme, the story of a very lonely man.

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### CAPTION COMPETITION WINNER

The winner of our Caption Competition is Mr. Bernard Byrne, 7 Mount Prospect Park, Clontarf, Dublin, with the caption: "Forget the green, Sweetheart, aim for the sand bunker."

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## Birthday Greetings

To **Cathal Melinn**, Deck Department, "Irish Cedar" — Birthday greetings and best wishes on 14th May, from Mother, Father, brothers Gerry and Seamus, sisters Mary, Siobhan, Eileen and Una, aunts and uncles.

To **Jack Doran**, Chief Steward, "Irish Spruce" — Loving Birthday wishes on 1st May from Mum, Phil and Peter.

To **Thomas Kealy**, Deck Department, "Irish Plane" — Best wishes for a happy birthday from Mother, Father, brothers and sisters.

To **Patrick Farnan**, Deck Officer Cadet, "Irish Plane" — Congratulations and best wishes on your 21st Birthday from Mam, Mary, Rita and the twins.

To **Joseph M. Darcy**, Deck Officer Cadet, "Irish Rowan" — Congratulations, Joseph, on your 21st birthday on the 3rd May, with loving greetings from Daddy, Mummy, brothers, sisters, brothers-in-law, sister-in-law, nephews and nieces. All our love and best wishes for a happy day. We will celebrate when you are home, please God.

To **Michael Walsh**, Deck Department, "Irish Cedar" — Greetings and best wishes from Mum, Dad, and all at home, also from Ciss in Toronto, and all customers at Pier Head. Hope to see you soon.

To **John Molloy**, Catering Department, "Irish Cedar" — Birthday greetings and best wishes for 19th May, from Ma, Da, Frances, Philip and Simon, also from Pauline, Olive, Oliver, Colman, Colette, Joseph and Claire.

To **Harry Gaines**, "Irish Elm" — Wishing you a happy 19th birthday on 29th March, from Mum, Dad, Rosaleen, Tony, Joan, Marie, Mick, Hugh, and all at Kelly's. Hoping you are enjoying the voyage.

To **Cormac Louth**, Carpenter, "Irish Rowan" — Birthday greetings and best wishes for your birthday on 13th May, from Mum, Dad, sisters, Una, Nora, Sheila and Breda. All hoping to see you soon. God bless.

To **Trevor Mahony**, Catering Department, "Irish Rowan" — Loving birthday greetings on 23rd April, from Mum, Dad, Sylvia, Kenneth and Janet.

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"NOT 'WHY', GOOFS, THE QUESTION IS 'HOW'?"



**CAPTAIN J. D. MCPOLIN**

Captain J. D. McPolin has resigned from Irish Shipping, to take up an appointment with the Department of Transport and Power, as Nautical Surveyor and Examiner of Masters and Mates.

He joined the Company in March 1950, as an apprentice, and made his first trip on the maiden voyage of the "Irish Hazel". As the voyage was to Cuba for a cargo of sugar, it was a fair test for an apprentice seafarer. Subsequently, Captain McPolin remained with the vessel for two-and-a-half years before transferring to the "Irish Oak". He served on various vessels of the Company's fleet and, on completion of his apprenticeship, in 1954, he studied at the Irish Nautical College, Dun Laoghaire, and passed the examination for Second Mate (Foreign-Going) at Dublin.

He was then promoted to Third Officer and served in this capacity until 1956, when, after a further period of study at Dun Laoghaire, he obtained his First Mate's (Foreign-Going) Certificate at Dublin. He was immediately promoted to Second Officer, and after about a year in this rank, he was appointed Chief Officer of the "Irish Heather", which was then on the Bristol Channel/Lisbon run. In 1958, he came ashore to study for his Master's (Foreign-Going) Certificate at the Irish Nautical College, and he obtained his Certificate in Dublin in November, 1958.

He then went to Plymouth Technical College to study for the Extra Master's Examination, which he passed at Cardiff in March 1960. Thus, Captain McPolin had

achieved the highest honours as a Merchant Navy Officer, almost ten years to the day from the date of his very first voyage.

Captain McPolin rejoined the Company in May 1960, as Chief Officer, and was promoted to the rank of Master, in 1962. His first command was the "Irish Heather". In June 1963, he was appointed Personnel Manager, a position he held for some two-and-a-half years, until the reorganisation of the Management structure in 1965, when he joined the newly-formed Operations Department.

Captain McPolin returned to sea in July 1968, in command of the "Irish Cedar", on which vessel he served until August 1969, when he came ashore for some well-earned leave.

During his service with Irish Shipping, Captain McPolin made many friends, both ashore and afloat, all of whom will wish him every success in his future career.

### **CHANGES IN SIGHT TESTS**

A report by a committee reviewing Sight Test Standards for Merchant Navy and Fishing Fleet Personnel has been accepted by the British Board of Trade. Amongst the chief recommendations of the committee are:

(1) That candidates for the A.B. certificate should take the Sight Test. They are not required to do so at present.

(2) Sight Tests may now be taken by candidates for certain Officers' Certificates of competency wearing spectacles or contact lenses. Before this, artificial aids to vision were not allowed. Candidates should obtain a standard form of vision of 6/6 in one eye and 6/9 in the other. If artificial aids are worn there must be a minimum standard of 6/12 to 6/24 of unaided vision. Officers who are to wear glasses or contact lenses should carry spare sets with them.

(3) Each eye should be tested separately and this will mean that a person sighted in one eye only will not be able to obtain a first certificate of competency as Deck Officer or A.B.

(4) Officers holding certificates of competency should have their vision re-tested at five-yearly intervals. There is at present no requirement for periodic re-testing and such a test occurs only when a candidate presents himself for a higher certificate.

(5) An examination by Ishihara plates should precede the lantern test as an additional means of testing colour vision.

*(Continued on page 20)*



# 'ALDER' AND 'ASH'

The sister ships "Irish Alder" and "Irish Ash" have been sold to Greek owners and will be handed over at the end of their present charters to the Peruvian State Line. It is expected that the "Irish Ash" will complete her charter next August and the "Irish Alder" charter should be completed next October.

## "IRISH ALDER"

The "Alder" (below) is the second vessel of the Company's Fleet to bear that name and she was launched on the 30th May, 1957, at Grays of West Hartlepool. The naming ceremony on that occasion was performed by Miss Kathleen Grace, a sister-in-law of Irish Shipping Director, Mr. Percy McGrath. She was commanded on her maiden voyage to East Africa by Captain T. Glanville and was on charter to Ellerman Lines. Her Chief Steward was Mr. Eddie Fricker. The "Alder's" port of registry is Cork and she has a deadweight tonnage of 11,057 tons

with an overall length of 476 feet and a moulded breadth of 61 feet. Present Master of the vessel is Captain I. Shiel of Wexford and her Chief Engineer is Mr. J. Moynihan of Cork.

The first "Irish Alder" was chartered in January, 1942, from her Esthonian owners following a High Court action in which the Soviet Union sought to have the vessel declared the property of the U.S.S.R. The vessel of 4,200 d.w.t. was built in 1902 at Hoboken and prior to her acquisition by the Company had been named "Piret". When the vessel was taken over her Chief Engineer was Mr. Helios Rosenberg who subsequently joined Irish Shipping and remained with the Company until his death, which occurred following a heart attack on board the "Irish Pine" on 6th August, 1961, at Fort William. The vessel's former names were "Reine Elizabeth" and prior to that the "Princess Elizabeth". She was 288 feet in length and had a breadth of 45 feet.

At the end of the World War the vessel



was handed back to the Tallman Shipping Company of Esthonia at Cobh in August, 1956 and was subsequently renamed "Trebol". The Esthonian crew, including three women, arrived from Sweden to which country they had escaped before the Russian occupation of their native land.

### "IRISH ASH"

The "Irish Ash" was built at Grays of West Hartlepool in 1957 and was handed over to the Company in January 1968. Her port of registry is Limerick and she has an overall length of 476 feet, a moulded breadth of 61 feet. She is 11,719 d.w.t. The ship was launched on 24th September, 1957, by the wife of the then Minister for Health, Mr. Seán McEntee. Master of the vessel on her maiden voyage to Halifax, N.S., was Captain J. A. Caird who was presented with a port plaque by the mayor of Halifax, Charles Vaughan, at a special reception given to civic and port authorities on board the vessel. The vessel which is at present trading between the Gulf of Mexico and Peruvian ports is commanded by Capt. R. McMahon of Dublin and her Chief Engineer is Mr. J. Reed.

The first "Irish Ash" was bought by the Company in August, 1942, and was previously Danish owned. She was built in 1921 and had a deadweight tonnage of 3,600 tons. Previous names were "Mathilde Maersk", "Peter Maersk" and "Haderslev". She was the first Irish flag vessel to arrive at Portland, Oregon, when she called at the port in July, 1947, with Capt. J. Poole as Master. By a strange coincidence her Chief Engineer on that occasion was Mr. Helios Rosenberg who had come to this country as Chief Engineer of the first "Irish Alder". In December, 1949, the "Irish Ash" was sold to Mr. M. Thore of Helsingburg, Sweden, and was renamed "Scania".

### CORRECTION

Dear Sir,

I was interested in the article and photographs of the old "Irish Plane" published in the Jan./Feb. issue of "Signal", and I would like to correct some inaccuracies in the article.

The "Irish Plane" was an American-built ship and was the first hull and engine constructed in 1920 by the Standard Shipbuilding Corporation of New York. She was built at Shooters Island, N.Y., her gross tonnage being 4,673 tons. She was first

named "Jupiter", then "Democracy", the "Point Arena", then "Arena" and finally "Irish Plane". She was formerly registered in San Francisco. She survived the war and stranding on the Antrim coast in 1942.

She was a smaller vessel than either "Irish Pine" or "Irish Oak", also American-built vessels, and I do not think her deadweight tonnage was anything near 7,867 tons. I would say that 6,000 or 6,500 tons would be much nearer the mark.

As the "Jupiter", the "Plane" was well known in the Gulf ports, and when I was Master of her in 1947 and in Houston, Texas, she was recognised by some of the old timers there. She was the first Irish registered ship to call to Houston and we got a good write-up in the papers.

While under the U.S. flag she traded for some time on the West Coast of the U.S. carrying lumber from Oregon. She had extremely long wooden derricks which when topped right up were higher than the masts. These long derricks were to facilitate loading the very long logs on the lumber trade. The derricks were about 72 feet long and those on number one hatch when lowered projected over the windlass, and those on number two were housed on the wings of the lower bridge.

To the best of my knowledge the "Irish Plane" was never under Norwegian Registry so your informant must have looked up another "Arena" in the Register. Captain J. C. Caird was Chief Officer of the "Plane" when I was Master of her and I am sure he can corroborate the above. She had an extremely strong hull, and this was proved by the fact that the hull stood up to some bad gales on the south coast and did not break up. She was eventually broken up for scrap by shipbreakers.

J. P. KELLY, CAPT., RETD.

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### SIGHT TESTS *(continued from page 18)*

The committee are considering the question of extending the eye-sight test to Engineer and Radio Officers having regard to the increased automation and the introduction of general purpose manning aboard ships. The committee consider that no action was called for at present but with further development the point might have to be reconsidered.

Sight Tests were first introduced in 1877 and the last time that the tests were examined by a committee was in 1911.



The first "Irish Alder" and the first "Irish Ash".

## LATE MR. T. BARRY

We regret to report the death in Dublin recently of former Chief Engineer, Mr. T. Barry, who retired from the Company in 1968.

The late Mr. Barry was born in Dublin in 1901 and was a member of the old Irish Republican Army. During the Second World War he served with the Fisheries Service and the Defence Forces. He was Chief Engineer on the naval vessel "Fort Frannock" in 1941 when she towed into port the abandoned Yugoslav ship "Cetvrti". The latter was subsequently bought from the Yugoslav Government by Irish Shipping in May of the same year, and was renamed "Irish Beech", thus becoming the third vessel in the I.S.L. fleet.

In 1949 Mr. Barry joined Irish Shipping as a Junior Chief Engineer. His first appointment was to the "Irish Pine", and later the same year, he was on stand-by duty at the building of the "Irish Plane" at West Hartlepool. He was Chief Engineer on the maiden voyage of this vessel in December 1949, and subsequently served on many vessels of the Company's fleet. His last ship before retirement was the "Irish Holly", which was on coastal trade between British and Irish ports.

It is sad to recall that Mr. Barry's colleague and friend, Mr. Arthur Metcalf, a fellow Chief Engineer, was one of the four Company Officers who retired from active service in 1968. Mr. Metcalf, as reported in our last issue, died just before Christmas.

The late Mr. Barry lived in Dublin following his retirement, and his many friends, both ashore and afloat, will be saddened to hear of his death. We extend our sympathy to his relatives.

## LATE MR. W. McCANN

Many of our readers will be sorry to learn of the death recently of Mr. William (Billy) McCann, Carpenter, of Wexford.

Mr. McCann was a well known personality on board Irish Shipping vessels and had served with the Company since the 1940's. He served for a considerable time on the second "Irish Oak" and his last vessel before his illness was the "Irish Poplar".

To Mrs. McCann and her two sons we extend our sympathy on their great loss.



The late Cadet Raymond Donohue.

To the brothers, sisters and relatives of the late Cadet Raymond Donohue we offer our sympathy on their sad loss. Cadet Donohue died in hospital in Puerto Ordaz, Venezuela, from an injury sustained on board the "Irish Cedar" in mid-March. The late Cadet Donohue was a native of Portlaoise and was training to be a deck officer with the Company.

## SYMPATHY

We extend our condolences to Mr. J. St. J. Devlin on the recent death of his father and also to Capt. J. Poole whose brother died since our last issue was published.

Our sympathy is also tendered to Miss Margaret McGivern on the death of her father, to Capt. and Mrs. E. C. G. Horne on their recent bereavements, and to Mr. Peter Corcoran on the death of his father.

# Rescue Near "Lonely Banna Strand"

REPORT FROM VINCENT McMAHON



**Aground on Banna Strand.**

The sound of the double maroon had only faded in the force 7 gale over Valentia Island late on Friday, 20th February, 1970, when the crew of the lifeboat were on their way to the harbour. The R.N.L.I. "Rowland Watts" was, within minutes, making for the open sea to the rescue of the crew of the Limerick Steamship Company's vessel, the 472 g.r.t. "Oranmore", drifting helplessly off the mouth of the Shannon, with her engines broken down and anchors failing to hold.

Under the command of Coxwain Dermot Walsh, the "Rowland Watts" made the 47 mile journey in five-and-a-half hours through seas lashed by force 6 to 8 gales, and in the early hours of Saturday morning, began the dangerous job of taking off the crew of the "Oranmore".

The vessel "Selectivity" which was stand-

ing by had, three or four times, attempted to take the "Oranmore" in tow but each time the towline had broken. In these treacherous conditions a rope ladder was lowered down the side of the "Oranmore" and each man had to time his jump to the lifeboat, as both the "Oranmore" and the "Rowland Watts" were rolling and tossing heavily. During this operation the Chief Officer, 56 years old Mr. Joseph Lennon of Dublin, mistimed his jump, fell into the sea, and was found to be dead when taken on board the lifeboat. Many of our readers will remember the late Mr. Lennon who served with Irish Shipping in the early days of the Company. Captain O'Sullivan, who was last to leave his ship, might have lost his life in similar fashion but for the efforts of Chief Engineer Fintan Mullen who pulled him from the water. The lifeboat then



proceeded to Kilrush where the rescued were landed and, with her gallant crew, returned to her base at Valentia, another rescue completed.

The "Oranmore" refused to die, however, chain and anchor finally holding five miles off Kerry Head, and withstanding the stresses and strains of unrelenting gales, for five more days. The cable eventually snapped on Wednesday morning and the ship drifted southwards on to Banna Strand. Amazingly, she got there without a scratch, having avoided the rocky coastline all around her to end up on the beach, a short distance from the monument which marks the historic landing place of Roger Casement and Captain Montieth.

Having remained on Banna Strand for some days, the "Oranmore" was eventually towed clear by the Dutch tug "Friesland" and now lies at Verolme Cork Dockyard undergoing repairs. Our Cork Office is attending to the vessel at Rushbrooke.

## 'STARDUST' TRIALS

The "Irish Stardust" is scheduled to undergo her sea-trials from 30th April to 2nd May and will finally sail from Rushbrooke on 9th May for Rotterdam. She will be handed over to Irish Shipping on 14th May at Rotterdam.

## 'SYCAMORE' FOR AUSTRALIA

When the "Sycamore" comes out of dry-dock at Jarrow on 8th May, she will sail for Hamburg. She will be under the command of Capt. M. G. O'Dwyer and will load at Hamburg and other Continental ports a general cargo for Australia.

## SEAFARERS SOCIETY OF BRITISH COLUMBIA

The three Seamen's Clubs in Vancouver have formed the Seafarers Society of British Columbia, one of the first ecumenical projects of this nature amongst different denominations catering for the welfare of seamen. The Clubs involved are the Mission to Seamen, the Apostleship of the Sea, and the British Sailors' Society. Commenting on the Society, Monsignor Francis Frayne, International Secretary of the Apostleship of the Sea in Rome, has written: "In Vancouver, of course, you have the opportunity for real ecumenical action, and yet, on the other hand, the very intimacy of the relationship within the new local organisation is bound to create certain problems. However, I believe progress can be made so long as we bear in mind: (a) the nature of true ecumenism; (b) the fact that ecumenical action is a solemn obligation on all conscientious Christians, and that the re-adjustment involved will demand almost heroic humility and courage from some; (c) that the error of accepting peaceful co-existence as an alternative to Christian unity must be avoided like the plague. It goes without saying that we, as well as many others, I am sure, are watching with great interest the development of the Seafarers Society of British Columbia."

### Montreal Reception



Picture taken at an Annual Reception in Montreal for shippers are left to right: Mr. L. Boyle, Shipping Limited; Mr. W. J. McLaughlin, Canadian/U.K. Freight Conference; Mr. D. W. McNaughton, Canadian Schenley Distilleries Limited, Mr. J. Carey, Coras Trachtala, Mr. N. Quaid, Teatol & Co. Ltd.

# CADET NEWS

## NATIONAL APPRENTICESHIP COMPETITIONS

Engineer Cadet John O'Keeffe has qualified to take the final examination in the National Apprenticeship Competitions on 27th April. At present completing Phase I of his Cadetship at the Crawford Technical Institute, Cork, Cadet O'Keeffe will sit for Mechanical Drawing in the Competition.

During the strike of vocational teachers recently, Engineer Cadets J. O'Keeffe, P. McCarthy and C. Corcoran did a spell of duty on board the B. & I. ferry, m.v. "Leinster" from Friday, 13th March to Monday 16th March. Doing similar duty on board the m.v. "Munster" were Cadets F. Foley, N. O'Gorman and M. McCann. Their spell of duty covered the period from Wednesday, 11th March to Tuesday, 17th March. The comments of the Cadets taking part in this arrangement indicated that they found the experience both useful and interesting and, indeed, enjoyable.

Other Cadets doing Phase I and Phase III of their course at Crawford were taken on board the "Irish Plane" for a series of lecture tours under the supervision of Second Engineer, T. O'Driscoll, while others visited Cork Dockyard by courtesy of Verolme on a lecture tour which was supervised by Second Engineer, J. McGonnell. The Cadets found these visits very valuable as a supplement to their course and they expressed their thanks to all who helped to organise and supervise the visits.

Visitors to Crawford Technical Institute during Easter term were B.P. Superintendent, Mr. D. Heaslip and Mr. Royle and Mr. P. Lush of Athel Line.

## SCIENTIFIC EXHIBITION

At the recent Scientific Exhibition held in Cork the Crawford Technical Institute Stand was sponsored by I.S.L., B.P. and Athel Line. The very impressive display stand was manned by staff and Cadets from the three companies. Among visitors to the exhibition was the Master of the "Irish Plane", Capt. J. Poole.



Engineer Cadet F. Mullen and partner at the Cadets Dinner Dance.



Engineer Cadet P. Herlihy and partner photographed at the annual Dinner Dance for Cadets held at Cork.

## WELCOME VISITOR

A welcome visitor to our Head Office on 24th February last was the training manager of Ocean Fleets, Mr. R. Hutson, who was here to discuss an interchange of Deck Cadets between the two Companies. A pilot scheme for such interchange is now in operation and Cadet Charles McCurdy of Greenock, Scotland, recently joined the "Irish Elm" for a period of between four and five months service. The "Irish Elm" is a type of ship which is foreign to the experience of Cadets with Ocean Fleets. Irish Shipping Cadet, I. Connellan joined the "Flintshire" on 4th April for a voyage to the Far East which will last for about four months. If the scheme proves successful both companies intend further exchanges in the near future.



Mr. and Mrs. J. Lee photographed at the Engineer Cadets Dinner Dance. Mr. Lee is a Second Engineer with the Company.

## CAREERS GUIDANCE

At Career Guidance Exhibitions at the O'Connell Schools, Dublin, Navan Vocational Schools and Mansion House, Dublin, Chief Officer E. Greevy represented the Company with Second Engineer, T. O'Driscoll at Navan and the Mansion House, while Mr. Greevy was assisted by Deck Officer Cadet F. Perrin at the O'Connell Schools Exhibition.

These Exhibitions are becoming a regular feature of Careers Guidance throughout the country and the company's Training Officer, Capt. M. D. Langran has expressed satisfaction with the public response.

### On Fire-Fighting Course



Chief Steward, Mr. J. Clinton pictured at a recent fire-fighting course.

## PLYMOUTH CONFERENCE

A Senior Officers' Conference was held at Plymouth from 15th February to 21st February, and nineteen Irish Shipping Officers took part. Those attending the Conference were Captain J. S. Kerr; Chief Officers C. Mahon, M. Doyle, F. Kelly and E. Greevy; Chief Engineers M. J. Byrne and G. Cunningham; Second Engineers T. McGonnell, T. O'Driscoll and W. Cleary; with Chief Stewards J. Clinton and J. Moynihan. Representatives from Head Office were: P. P. English, Captain M. D. Langran, D. A. Talbot, P. J. Crowley, M. J. Fitzsimons and L. J. O'Meara. Mr. C. McSwiney of the Crawford Technical Institute also attended.

# FLEET PERSONNEL

as at 21st April, 1970

**"IRISH SPRUCE"** : Captain M. O'Connell. Deck Officers : C. Mahon, M. Coleman, P. A. Cowman. Deck Cadets : B. Farrell, P. Kenny, M. Lydon, C. Stockdale. Engineer Officers : H. Mooney, P. Shortall, G. Dorgan, M. Egan, D. Gerety, J. Harrington, A. Scanlon. Engineer Cadet : D. O'Halloran. Electrical Engineer : P. O'Toole. Chief Steward : J. Doran. Radio Officer : P. O'Shea. Deck Dept : W. Byrne, P. Byrne, C. Maguire, L. Canavan, L. F. O'Sullivan, P. J. Fagan, L. Byrne, O. Grace, J. Finn, M. Gardner. Engine Dept. : R. Proctor, P. Walsh, P. O'Connor, J. Ryan, A. Vaughey. Catering Dept. : D. Gibbons, J. Kane, M. Curedale, G. O'Toole, J. Early, P. Houlihan, J. Rourke.

**"IRISH POPLAR"** : Captain J. Onions. Deck Officers : M. Doyle, M. J. Doyle, D. Kavanagh, G. Pell. Deck Cadets : A. Coghlan, M. Cronin, T. A. O'Connor. Engineer Officers : J. Johnson, J. F. McGonnell, E. Doyle, J. Waters, O. Prunty, M. Cahalan, F. O'Beirne, T. O'Toole. Engineer Cadets : J. Geary, F. James. Electrical Engineers : J. McCormick, P. Doyle. Chief Steward : B. Dorgan. Radio Officer : H. Harley. Deck Dept. : M. Leonard, W. Carroll, T. Grannel, R. Moynihan, T. Rowan, P. Grant, N. Murphy, J. Donnelly, T. O'Donnell, S. Hart, M. O'Connor. Engine Dept. : M. Thullier, P. Rossiter, E. Kinney, T. Nolan, J. Grace. Catering Dept. : R. Whelan, D. Magher, E. Murphy, C. Fox Jnr., J. McGran, M. Keogh, A. Kennedy.

**"IRISH ASH"** : Captain M. McMahon. Deck Officers : M. Kelly, R. Gordon, J. A. Desmond. Deck Cadets : E. Cowman, E. Curry, M. O'Callaghan. Engineer Officers : J. J. Reed, D. Knott, D. O'Connell, L. Robinson, K. Ahearne, D. Voyles, T. Walsh. Engineer Cadets : J. Carr, W. Roberts. Electrical Engineer : E. Walsh. Chief Steward : T. O'Connell. Radio Officer : T. O'Hara. Deck Dept. : M. Byrne, M. McCarthy, J. Doyle, H. Johnson, O. McGrath, O. Murphy, R. Keogh, M. Brennan, M. Doyle, B. Clinton, V. Sturdee. Engine Dept. : K. O'Malley, P. O'Brien, N. Kavanagh, J. Kellegher. Catering Dept. : V. Joyce, C. Maloney, E. Mulready, J. Maguire, P. Boyle, T. Doyle, G. Duff.

**"IRISH ALDER"** : Captain I. A. Shiel. Deck Officers : P. A. Murphy, W. A. Kirwan, J. Ryder. Deck Cadets : J. Hickey, M. Reilly. Engineer Officers : J. Moynihan, J. Gilmartin, P. Casey, J. Leahy, A. Duncan, P. A. Collins, T. Kenny. Engineer CCadets : P. Dowling, D. Brien. Electrical Engineer : T. Lyne. Chief Steward : J. Dillon. Radio Officer : H. T. O'Sullivan. Deck Dept. : D. O'Connor, K. Maher, M. Russell, O. Healy, J. Smith, E. McLoughlin, A. Shiels, J. Roice, J. Cousins, A. Stanley, P. Dooner. Engine Dept. : J. Hannah, P. Proctor, B. Coogan, D. Ball. Catering Dept. : D. Murphy, P. Farrelly, J. Carroll, W. Burnett, A. Boyle, J. Kennedy, T. Keegan.

**"IRISH CEDAR"** : Captain J. S. Kerr. Deck Officers : F. B. Kelly, H. R. Forrester, J. A. Cotter. Deck Cadet : B. R. Coburn. Engineer Officers : G. Rowe, T. O'Sullivan, F. Fenlon, T. Maxwell. Engineer Cadets : D. Gabriel, A. McCarthy, J. Reilly, P. Sinnott, D. Walsh. Electrical Engineer : J. Kelly. Chief Steward, H. Bond. Radio Officer : D. Hayward. Deck Dept. : J. Heaney, J. Tallon, D. Rogan, F. McCarthy, A. Loughlin, W. Kavanagh, M. Lennon, L. Beggs, M. Walsh, A. O'Brien, C. Melinn. Engine Dept. : M. Sheehan, M. Manson, G. Maguire, D. Hughes. Catering Dept. : J. Molloy, R. Dunne, J. Hanlon, W. Martin, D. McClean, C. Cox.

**"IRISH PLANE"** : Captain J. Poole. Deck Officers : M. Carey, P. J. Tyrrell, L. A. Kinsella. Deck Cadets : J. Richardson, P. Farnan. Engineer Officers : G. Cunningham, J. Lee, M. Punch, W. Lettis, K. Barry, T. Rossiter, J. Burns, J. Dixon, W. Malone. Engineer Cadet : D. Hayes. Electrical Engineer : T. Torpey. Chief Steward : T. Forde. Radio Officer : J. McGonnell. Deck Dept. : E. Swan, J. Byrne, P. Redmond, C. Fox, D. Scanlon, G. Derham, P. Bolland, B. Byrne, P. McDonnell, L. Maloney, B. Donohoe. Engine Dept. : P. Cantwell, J. Lattimore, T. Kinsella, P. Leonard. Catering Dept. : E. Byrne, J. Reddy, H. Bradshaw, P. Hanley, G. Guiden, T. Kealy, T. Maguire.

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

**"IRISH ELM"** : Captain B. Reilly. Deck Officers : W. Garvey, F. Henderson, J. Kennedy. Deck Cadets : P. Hughes, D. Hopkins, C. McCurdy. Engineer Officers : M. Byrne, M. Kennedy, M. O'Sullivan, D. Menzies, J. O'Rourke, T. O'Keefe, A. Barry. Engineer Cadets : J. Devitt, D. Lennon. Electrical Engineer : J. Dunn. Chief Steward : C. O'Donovan. Radio Officer : P. Behan. G.P.'s : H. O'Farrell, S. McCarthy, V. Murphy, G. Byrne, W. Shortall, M. Gilton, T. Wrafter, R. Saunders, D. Fox, R. Carrick, M. Bougioukas, H. Gaines, J. O'Driscoll, J. Collins. Catering Dept. : U. Maher, J. Lloyd, R. Wright, T. Mason, T. Byrne, B. Kennedy, V. Moynihan.

**"IRISH SYCAMORE"** : (In Drydock).