

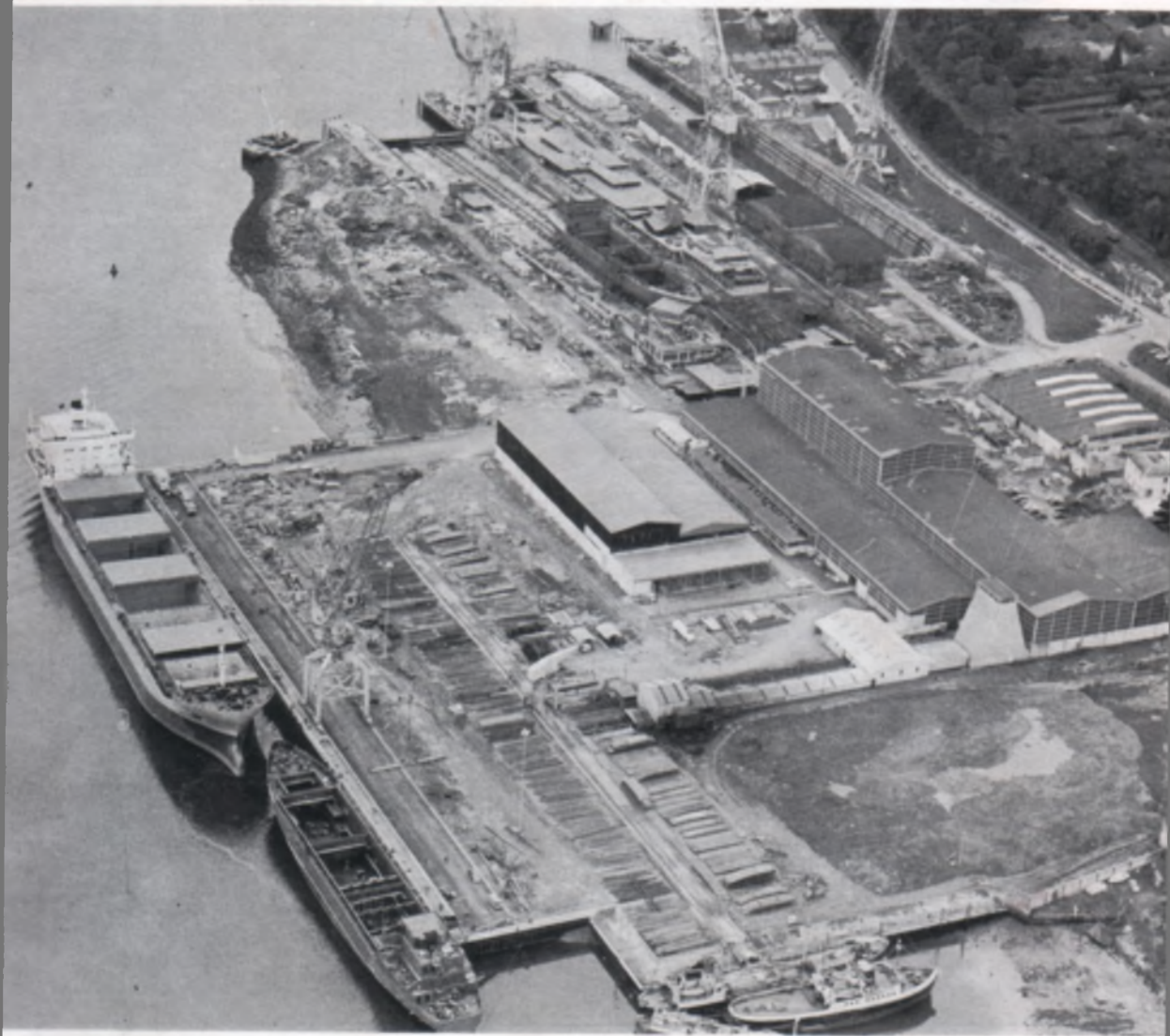
# SIGNAL

VOLUME 8

No. 2

MAY/JUNE

1970



THE NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD

# OFFICERS ASHORE

(as at 30th June, 1970)

**Masters :** Captains T. Byrne, J. Flanagan, J. Gleeson, M. McMahon, J. Poole, I. Shiel.

**Chief Officers :** M. Carey, M. Devine, W. Garvey, F. Kelly, P. Kelly, K. McKenzie.

**Second Officers :** J. Byrne, M. Coleman, M. Doyle, N. Foley, H. Hearne, P. Keane, B. Kehoe, W. Kirwan, L. McLoughlin, J. O'Leary.

**Third Officers :** M. Byrne, M. Brophy, P. Cowman, S. Elton, F. Healy, L. Kinsella, F. Kirk, M. Larkin, P. Malone, D. Murphy, J. Ryder.

**Deck Cadets :** T. Brennan, B. Coburn, I. Connellan, D. Corrigan, D. Cox, M. D'Arcy, B. Dawson, P. Finnegan, C. Greham, P. Kelly, J. Kenny, H. McGowan, P. McNulty,\* F. Perrin, W. Reid, M. Reilly, P. Richardson, J. Richardson, T. Ruane, C. Stockdale, D. O'Brien, J. O'Dowd, G. Waldron,\* T. A. O'Connor.

**Chief Engineers :** M. Byrne, H. Dowdall, G. Rowe, N. Whitfield, M. Whooley.

**Second Engineers :** W. Cleary, J. Gilmartin, M. Kennedy, W. McCarthy, J. McGonnell, J. Nangle, A. O'Toole, L. O'Toole.

**Third Engineers :** P. Casey, P. Carroll, P. Cullen, E. Doyle, A. Hall, J. Masterson, M. O'Sullivan, W. O'Toole.

**Fourth Engineers :** D. Corrigan, J. Doran, M. Duggan, M. Egan, D. Kellegher, J. Leahy, T. Nolan, S. O'Sullivan, O. Prunty.

**Junior Engineers :** K. Ahearne, A. Barry, M. Cahalan, T. Coogan, P. Collins, D. Dalton, A. Duncan, J. Hoey, J. Kenny, T. Kenny, P. Kirby, W. Malone, D. Menzies, P. Mooney, A. McCarthy, P. McDonnell, D. McGrath, J. McGrath, C. O'Brien, T. Redmond, D. Walsh.

**Engineer Cadets :** D. Brien, F. James.

**Electrical Engineers :** J. Dunn, J. Kelly, J. Mahon, P. Morgan, K. Ramsey.

**Chief Stewards :** H. Bond, J. Dillon, E. Fricker, J. Murphy.

(Cover Photo) Our cover photo gives an aerial view of Verolme Cork Dockyard, showing the "Irish Stardust" on her fitting-out berth. On the slipway, which was previously occupied by the "Irish Stardust", lies the Anchor Line vessel, a sistership of the other "Star" vessels. Also to be seen are the 810 d.w.t. British Rail vessel and on her left another smaller coaster, all of which are at present building at the busy Cork Dockyard.

# CONGRATULATIONS

To **A. Bolger**, on his promotion to Chief Engineer of the "Irish Plane".

To **P. J. O'Byrne**, on obtaining his Master's Foreign Going Certificate.

To **M. J. Brophy**, on obtaining his Mate's Foreign Going Certificate.

To **J. Whyte**, on obtaining his Mate's Foreign Going Certificate and on his appointment as Third Officer of the "Irish Stardust".

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

To **B. Stockdale**, on obtaining his Mate's Foreign Going Certificate and on his appointment as Third Officer "Irish Star".

To **P. Bardon**, on obtaining his Second Class Certificate and on his promotion to Second Engineer "Irish Alder".

To **D. Kavanagh**, on his promotion to Second Officer, "Irish Star".

To **P. Carroll**, on obtaining part "A" of his Second Class Certificate.

To **K. Branagan**, on obtaining part "A" of his Second Class Certificate.

To **L. Maloney**, on obtaining his E.D.H. Certificate.

To **P. McDonnell**, on obtaining his E.D.H. Certificate.

## HONOUR FOR OUR CHAIRMAN

We extend our congratulations to **Mr. P. H. Greer** on his election as a Commissioner for Irish Lights. Mr. Greer is the third member of a Board of Irish Shipping to be accorded this honour. Previous Directors elected as Commissioners were the late Mr. S. J. K. Roycraft and Captain A. Gordon.

Irish Lights are responsible for the provision and maintenance of light-houses, buoys and light vessels around the Irish Coast. It is fitting that our Chairman should be elected as a Commissioner since he is not only an Engineer by profession but is also a very experienced yachtsman and as such is very much aware of the essential service to navigators which is provided by Irish Lights.

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

Editor : JOHN HIGGINS

# Company's Half Million Pound Profit Last Year

A net profit of £508,469 was made by Irish Shipping in the year ended 31st March, 1970. This represented an increase of 61% in the net profit of £315,596 made by the company in the previous year.

Speaking at the Annual General Meeting on 10th June, the Chairman, Mr. P. H. Greer said it was a source of some satisfaction that we have now converted the debit balance of £796,861 which appeared in our accounts for the year ended 31st March, 1967, into a credit balance of £47,549. "We are," said Mr. Greer, "*in the black*" and intend to say so." Referring to the fleet Mr. Greer said that at the beginning of the year our fleet consisted of ten ships with a total carrying capacity of 146,740 deadweight tons. At the 31st March, 1970, having sold the "Irish Willow" our fleet was reduced to nine ships with a total carrying capacity of 144,769 deadweight tons. Since the end of the year under review the "Irish Stardust" was delivered by Verolme Cork Dockyard on 26th May, 1970, and we expected to take delivery of the "Irish Star" from Cammell Laird later this month. The delivery of the latter two vessels will increase the carrying capacity of our fleet to 203,169 d.w.t., the highest in the history of the Company. This figure will be diminished when the "Irish Alder" and "Irish Ash" are delivered to their new owners later this year.

Mr. Greer said it was the Company's intention to replace these ships and the Board had decided to place orders for four geared bulk carriers, each of about 25,000 deadweight tons, subject to suitable price, delivery and credit. Further new tonnage is under examination. "Our Company is moving in the right direction and we intend to maintain this momentum."

## TRIBUTE TO VEROLME

Mr. Greer paid tribute to Verolme Cork Dockyard and said he hoped that building berths would be available there for some of the new ships. He said: "We like to see orders going to Cork, not merely because we are very keen to Buy Irish but because we are very pleased with, and indeed proud of, the standard of work of a highly skilled nature performed at Cork by Irish labour."

## CHAIRMAN'S STATEMENT



Mr. P. H. Greer.

"They have acquired an excellent reputation, not only in Ireland but with foreign ship-owners and for some time their order book has been full — this speaks for itself.

"Like Verolme Cork Dockyard, we are competing against the world for business. To be successful we must match and beat international competition in efficiency of operation and control of costs. In such a harsh climate price, delivery date and availability of credit are vital factors in our calculations." Mr. Greer said many of our ships rarely came to Ireland because in the

main we were engaged in selling our services abroad, thereby gaining for this country valuable foreign earnings. In the year just ended the gross earnings of Irish Shipping's fleet alone were worth some £5 million. The expansion of the Irish deep-sea merchant fleet was highly desirable for many reasons but, perhaps, in particular because it was generating profits from export earnings. This point was well substantiated by a recent cost benefit analysis of the operations of Irish Shipping Ltd.

The development of new industries which will require the importation and exportation of bulk cargoes is a matter of importance to us. We are well geared to provide the shipping services which these industries require, as we are already doing for Gouldings.

### RESIDENTIAL NAUTICAL COLLEGE

Mr. Greer continued: "Our three newest ships are among the most technically advanced in the world today; they are operated by management teams and manned by general purpose crews. The new management systems on board and G.P. manning are now breaking down the previous rigid demarcation lines between Deck, Engine and Catering Departments. All seafarers should be encouraged right from the start to understand that all members of a ship's company are essential parts of a team co-operating together to operate their ship effectively. The best way of securing this result is the training together of Deck, Engine, Radio and Catering personnel in a residential Nautical College.

Last year, we welcomed the decision of the Departments of Education and Transport and Power to set up a survey team to investigate the desirability of establishing a centralised residential Nautical College in Ireland. The survey team's recommendations were submitted to the Minister for Education in December, 1969, and we are hopeful that a residential training centre for both Officers and Ratings will soon be approved by the Government." In his reference to the North Atlantic Liner Service Mr. Greer said that we had an extremely happy and successful association with Manchester Liners bearing in mind the problems involved in operating conventional break-bulk services in this field. He said that neither Manchester Liners nor ourselves had any illusions regarding these difficulties. "Our links with Scandinavia,"

said Mr. Greer, "continue to flourish and it is particularly gratifying to us to find that our efficiency in operation is of a sufficiently high level to have made possible long-term fixtures with Norwegian and Swedish companies."

The Chairman paid tribute to the memory of the late Captain John O'Neill and the part he played in creating an Irish merchant fleet which he said could not be over-stated, and we in Irish Shipping were glad that, shortly before his death, his very valuable contribution to the country was marked by the presentation to him of the "Asgard" Award.

### FUTURE

Regarding the future Mr. Greer said that Irish Shipping's original mandate was to expand the fleet until it reached the tonnage deemed necessary to keep this country supplied with essential commodities in an international emergency. Whilst everyone hoped that the fleet would generate sufficient profits to pay for its own renewal and expansion, there was less emphasis on profit-making in those days than in the achievement of the urgent objective of reaching the tonnage target. With the publication of the Second Programme for Economic Expansion in August 1963, the strategic target tonnage was set at 150,000 tons. This tonnage had already been achieved and the additions to the fleet could then be made on purely commercial considerations.

The Board then re-defined the company's objectives to provide that the Company would not just operate a fleet of the strategic dimensions but that this, together with the additions to the fleet, would be done within the framework of a profitable company.

"We in Irish Shipping believe in this objective," said Mr. Greer, "we have achieved it and we are confident that the fleet can profitably be expanded to well beyond the strategic levels with consequent widespread benefits to our country. This development will not require the injection of further capital by the Exchequer; the Company's own resources, together with its access to commercial credit facilities in the same way as our foreign competitors operate, will suffice.

"I concluded last year by stating — *we expect to maintain our course and will endeavour to increase our speed.* We have



maintained our course and we have increased our speed. We are confident that the coming year will see further real progress indeed — *we will set every stitch of canvas to woo the freshening wind.*

There is probably no business which relies to such an extent as the shipping industry on personnel operating remotely across the oceans of the world. The success which has deservedly crowned the efforts of those who man our ships, our management and our shore staff brings its own satisfaction, but I would like to add the sincere thanks of all of us on the board."

## CADET INTERVIEWS

Interviews for Deck and Engineering Cadets, under the Irish Shipping Scholarship Scheme, will be held this year from 6th July. The tests will include written examinations, as well as oral and practical aptitude tests.

## CONDOLENCE

We extend our sympathy to Fourth Engineer, C. P. Kelly, of the "Irish Stardust", who was recently bereaved by the death of his brother.

### "FOLLOW-THE-FLEET" ESSAY COMPETITION WINNER

This year's Essay Competition was won by twelve-years-old Denis Looby of Garranbane N.S., Dungarvan, Co. Waterford. He will go on a return trip to Casablanca aboard the "Irish Plane" as a reward for his winning effort. This year's adjudicator was Captain Basil Peterson, author and journalist.



Mr. T. McHugh, Principal of Garranbane National School with his pupils who are ardent "Followers of the Fleet". In the centre of the front row is this year's Essay Winner, Denis Looby.

# NEWS FROM HOME



**GAELIC FOOTBALL**—Big shock of this year's Championships has been the elimination of Down in Ulster and Mayo in Connaught in the current series.

Down were well beaten by Antrim on the score 2-9 to 1-6 while Mayo, the National League and Connaught Championship title holders were beaten by 2-10 to 1-9. In Leinster, Meath, Offaly, Kildare and Longford have still retained their interest in the Championship.

**HURLING**—In Munster, Tipperary have reached the final in which they meet Cork who beat Limerick in the second semi-final. Cork already overwhelmed Limerick in the National League Final and thus gained their passage to New York where they will play New York for the overall National League Title.

In Leinster, Kilkenny, Wexford and Offaly won their preliminary rounds and on Sunday, 28th June, Kilkenny beat Offaly for the right to contest the Leinster Final against Wexford.

**GOLF** — The Carrolls International Tournament at Woodbrook was won by Brian Huggett who received £2,000 for his effort. Second was Christie O'Connor who won the event twice previously and on this occasion got £1,400 as a very acceptable consolation prize. The Tournament attracted a large entry of world class golfers including Peter Thompson of Australia, five times winner of the British Open Championship.

Roddy Carr, son of the famous Joe Carr, is showing signs of following in his father's footsteps. He recently won the East of Ireland Championship which was for so many years a family possession.

**ATHLETICS** — On July 5th and 6th an Irish team will be competing in the European Cup against athletes from Iceland, Belgium, Denmark and Finland.

Running at the Crystal Palace, London, Mrs. C. Walshe of Clonliffe Harriers was second in a time of 2 mins. 4.9 secs. for

800 metres which places the Irish woman third in world rankings for this distance. In taking second place Mrs. Walshe beat the British Olympic star, Lillian Board and commentators claim that Mrs. Walshe could prove to be a world star in the 800 metres within the next year.

**SOCCER** — For the benefit of those readers who did not get the eventual result of the F.A.I. Cup Saga we report that Bohemians beat Sligo Rovers in the second replay of their Cup Final.

Irish soccer received an indirect boost when West Germany gained third place in the World Cup finals as Ireland were unlucky to be beaten 2-1 by the German side in Germany earlier this year.

**CYCLING** — For the first time ever this year's Ras Tailteann will feature a Russian team and this should give added interest to the race.

**POLITICS** — The Taoiseach, Mr. Jack Lynch, recently called for the resignations of the Minister for Finance, Mr. C. J. Haughey, and the Minister for Agriculture, Mr. N. Blaney, while a third Minister, Mr. K. Boland, Minister for Local Government, submitted his resignation in protest against the action of the Taoiseach. Mr. Paudge Brennan, Parliamentary Secretary to the Minister for Local Government, also submitted his resignation, in support of Mr. Boland's action.

Mr. Lynch announced that the resignations were called for as a result of evidence which had come into his possession, linking the two Ministers with the illegal importation of arms into this country. At present the former Ministers for Finance and Agriculture are awaiting trial in connection with charges which have been brought against them and other persons alleged to have been involved.

The most recent development has been the resignation of Mr. Boland from the Fianna Fáil Party, following calls for his

expulsion from the Executive of the Party. The former Minister for Justice, Mr. O'Morain, resigned from the Government for health reasons.

New Ministers appointed following the various resignations, have been Mr. R. Molloy, Minister for Local Government; Mr. D. O'Malley, Minister for Justice; Mr. P. J. Lalor, Minister for Industry and Commerce; Mr. G. Colley, transferred from Industry and Commerce to Finance, and Mr. G. Collins is the new Minister for Posts and Telegraphs, following Mr. Lalor's transfer to Industry and Commerce.

Mr. J. Gibbons, formerly Minister for Defence, has been transferred to the Department of Agriculture and Mr. G. Cronin has been appointed Minister for Defence.

**PRICES**—A marked increase in prices has taken place following the budget of April last. Apart from the items specifically increased by the budget, bus fares, radio and T.V. licences, and fuel prices have been increased.

In Dublin, the minimum fare, which had been sixpence, went up to sevenpence, and fares for children under sixteen are now half of the adult fare. The specially reduced fare of threepence, for travel in the central city area has gone up to 5d.

Radio and T.V. licences have been increased from £5 to £6 and the cost of a radio licence only has increased from 25s. to 30s.

The Dublin Gas Co. has increased the price of household gas by 4d. per therm. The price of gas was increased only twelve months ago and, in the case of C.I.E., the Company say that they may have a deficit at the end of the present year of some £5 million, if the Government does not allow further increases in the early part of next year, or even later this year.

**STRIKES**—The cement strike, which has been in progress for over twenty-one weeks, prompted the Minister for Labour, Mr. Brennan, to intervene and he met representatives of the Unions and the Company. Following new proposals the strike was settled and work has been resumed.

A Senior Officer of the Conciliation Section of the Labour Court has had talks with both parties in the Banks Dispute and it is hoped that settlement can be reached shortly.

C.I.E. workers at the Ringsend Depot took strike action when a cleaner at the depot was

dismissed. About 600 men were involved, following the placing of pickets on the depot.

The Association of Secondary Teachers have refused to mark examination papers for this year's Leaving and Intermediate Certificates, but the Minister for Education, Mr. Faulkner, has stated that the decision of the teachers will have no serious effect on the marking of examination papers.

**POLLUTION**—Plans to combat pollution in Dublin Bay and costing £9½ million, have been announced by the Minister for Local Government. New drainage and sewage systems, which would carry sewage far out to sea, form the main feature of these plans.

**CORK DOCKYARD**—A new £1½ million extension at the Verolme Cork Dockyard was opened recently by the Minister for Industry and Commerce. The new extension involving a jetty and floating dock are designed to speed up and increase the turnover in the shipyard and in the heavy general engineering sections of the yard. The Minister said that the yard would not compete with Irish firms in the private sector but would do work for which other Irish firms were not equipped.

The Verolme Cork Dockyard has had a busy year in its shipbuilding activities and four ships are at present under construction there, three of which are for export.

**THE NORTH**—The recent British General Election which gave the Conservative Party a surprising victory saw eight Unionist Candidates elected in Northern Ireland together with four Opposition M.P.'s. The non-Unionist candidates elected were Miss Bernadette Devlin, Messrs. Fitt, Paisley and McManus. Mr. McManus was a Unity Opposition Candidate in the election.

Miss Devlin lost her appeal against a sentence of six months imprisonment which was imposed upon her following her part in the troubles in Derry last year. She has been refused leave to appeal to the House of Lords and is at present serving her sentence in Armagh Jail.

Following Miss Devlin's arrest and an Orange parade in Belfast, rioting broke out in both Derry and Belfast with very serious consequences. Six people were killed by gunfire and grave fears have been expressed about the possible results of the forthcoming "12th" marches by the Orange Order in Northern Ireland.

# ROAD TO THE AISLES

BY "STONE"

*Slowly, gently, Tom Brophy eased himself out of his favourite armchair turning as he did to gaze sympathetically at the hollow sunk deep in its seat, the result of years of fire-hatching by generations of Brophys, numerous suitors and legions of gossips. "Sineen", his sixty-eight year old wife, occupied its twin on the other side of the Bord na Mona fire, her silvery head bent over a pair of rhythmically clicking knitting needles. Looking down at his wife's busy hands Tom debated whether he should tell her. No. He'd keep it as a surprise for Mass the following morning.*

Quietly, so as to avoid interrupting his industrious wife, Tom shuffled towards the bathroom — "God be with the barrel of rain water". Emerging seven minutes later muttering about the adverse quality of his Gillette Blue, already four days old, and searching for the *Evening Press* to get "plasters" to cover the four small cuts caused by hasty shaving and a blunt blade, one of which had already started a sizeable stain on his collar-less white shirt.

## STARTED WALKING

At twenty-five to seven Tom closed his front door and stepped off the cobbled stone step on to the footpath separating his home from the main Dublin-Wexford road. He hadn't escaped Sineen. "Where are you going, Tom?" she'd asked, her head never rising. "Out," had been his non-committal answer. "Drinking again." Not a question, just a simple statement of acceptance due to the fact that any time he went out now he came home "three sheets in the wind". Outside his little cottage Tom stopped, took a deep breath and pointed his red-tipped nose at Aidan's Glen, his birthplace and that of five brothers and sisters. He started walking.

At 76 he could make fair speed. Between Tom and the village chapel stood seven pubs scattered among the other common or garden everyday establishments of village life. The first building which Tom reached when he left the main road and walked into Church Street, the Glen's main thoroughfare, was Kileens' pub. It nearly had to be demolished to accommodate the building of a new road now by-passing the Glen. Tom, pulling the collar of his pin-stripe jacket up around his whipcord neck hurried past his brother-in-

## SPEAK TO US, STONE, WHEREVER YOU ARE !

We received this anonymous short story from foreign parts and we would very much like to hear from the author as we have something to say to him which will be to his advantage, as the lawyers say.

law's establishment, his face a mask of grim determination.

On up the left-hand side of the street he went, past Doyle's grocery, Barry's hardware store and the barracks, where a blue and pink plastic football stood alone in the centre of the footpath. Opposite the barracks stood Jenny Boyle's recently established, once-a-betting-office, chip shop. Jenny wouldn't know cooking fat from axle grease. Standing outside this lonely modernisation of the village where the Glen's Saturday-night people, the kids, nine teenagers, had gathered there to stand self-consciously, staring with effected nonchalance at the newly-surfaced main street, hoping for something new to happen. The last big one had been in 1798. The only alteration on their intent faces was the occasional breaking of an inane grin across the naturally coloured mouths of one of the girls as she acknowledged the self-important wittiness of the acned companion. Despite their affiliation to the sound, attire and mentality of the "in-scene", they still bridged the generation gap to befriend old Tom. Undaunted by the outlandish clothes covering the boys, or the slightly above the knees minis exposing the girls, Tom always stopped for a word with the kids even if he didn't know whether Fleetwood Mac was a Scottish



nobleman or a piece of Carnaby Street rain-wear. Not this evening. Leaving the kids in a state of disappointed shock, Tom ploughed on passing on his way Minchin's pub on the left and Doran's pub on the right. His honour was still intact, but he still had four to pass.

As he shuffled along the street, Tom passed the late-evening shoppers, tying parcels on bicycle carriers or dumping them in the mud covered boots of multi-purpose, once spotless cars. On past the Bank, where the drain sunk deep in the channel and trapped all the litter, terrorised by the evening breeze, and made the village's most imposing edifice look an extremely ludicrous sight.

### RAGGED THOUGHTS

It was not unusual for Tom to stop outside the village cinema-cum-hall and study the list of films for the coming week even though his last movie had been years back. This evening was different. Tom's mind resembled a race-track as he tried to organise his ragged thoughts. The question uppermost in his mind was the identity of the duty-priest. Sineen had heard that Fr. Curran was to be transferred and Tom's brother Mike would relieve him but she didn't know when. Tom smiled then, his leathery countenance resembling a piece of crumpled paper, his eyes gleaming beneath sparse, white eyebrows. Only two people knew Sineen by the name, himself and Fr. Mike, his 62-year-old, hard-hitting, trouble-shooting brother. The "Sin" part came from her Christian name Sinead, the rest from her maiden name Kileen. Right now the last person that Tom wanted to cleanse his tormented soul was his brother, especially after ten years' absence.

Outside Moynihan's drapery shop on the right hand side stood the two Penders, Jim and Tommy. "Evenin' Tom!" they chorused in almost perfect harmony. "Hello Men" was the formal reply of their boozing buddy. In a state of almost paralytic shock, the two stared at Tom's steadily receding back. Only once had they seen Tom's face carry such a determined look — the night Eddie Corrigan had called Martin Kileen an informer and seven men, these two included, had ended up in the barracks to cool off and Corrigan, along with four brothers and two sons, in the County Hospital. Tom smiled again. "If those two oul'd cripples only knew."

Tom badly needed a rest and a drink,



the insistent cry of his parched palate almost turning his tired overworked legs to jelly as he smelt the pungent odour of "John Power" floating out through the open doorway of Doyle's Bar. "Ah, that's Bass!" A little whimper escaped Tom's dry lips as he heard this apparent taunt from Morgan's barroom T.V., two doors up from Doyle's. "Swine," muttered Tom. Between here and the last two pubs stood seven dwelling houses, a newspaper and sweet shop and a two-story building, bearing the legend National School, catering for both sexes.

Looking neither up nor down Tom steamed out into Church Street with the mind motivation of a herd of rampaging buffalo, and almost joined his ancestors. A ten-ton Leyland, following a fill-up at Brown's Garage, the last building on the street and this facing it, left the pumps as Tom left the footpath. Since the advent of the by-pass, speed limit had ceased to play an important part in the every-day life of the village folk and so the truck-driver gunned his powerful engine and nearly sent Tom to Kingdom Come. And he didn't notice. Even as the big lorry screeched to a body-rattling halt inches on the lucky side of his size nines. "Bloody oul' eejit!" screamed the truck driver. No response.

Between Tom and the heavy double door stood Nolan's bar, the post office and a lane, running between the latter and the drinking-man's last outpost, the Vinegar Hill Lounge Bar. As Tom reached the end of the Chapel Lane he slowed to a crawl, pondering as he

did the G.A.A. posters lying against the end wall of the "Hill". These in turn being harried by the wind that seemed to be built into the lane. Outside the door of the small ivory-covered chapel, Tom stopped and looked up at the clock embedded in the tower, a foot below the statue of Saint Aidan. "Huh!" said Tom, thus acknowledging the laziness of the village bell ringer shown by the ten to four position of the hands.

Tenderly, as if he feared to wake the dozing angels who people the quiet stale air around the organ gallery, Tom opened the squeaky door. It squeaked. As one, the village elderly in the rear seats turned sharply to observe the wretch who dared to encroach on their scandal-mongering and nearly died of shock. Tom could almost hear them counting the years since he'd last walked the Saturday night aisle to the Confessional, parked between the first row of seats on the right hand side and the altar rails. Holding their accusing stares Tom wanted to hiss "ten bloody years". A throat constriction stopped him.

Tom stood for a short while beneath the organ gallery and glanced slowly about the dimly-lit chapel he knew so well. And why not? Wasn't it there he'd been baptised, confirmed and married? And wasn't it in the Sacristy at the back of this very church that Father Mulhall had torn verbal strips off him after 11 o'clock Mass for robbing his orchard when he was just a wet-behind-the-ears altar boy of ten. His mind having spun back to reality Tom started up the aisle to the box, past the bent-shouldered repentants scattered here and there among the seats. By the time he reached the top row of seats, all praying had come to an end and the eyes of the kneeling parishioners bore deep into his back, causing Tom to develop a semi-permanent twitch in his left nostril.

Tom thanked God as he knelt there awaiting his forgiveness for not having to face the other paragons of virtue head-on, the side-long glances of the four between him and salvation were bad enough. Tom sighed. He should have known better in a community this small—a toothache was common knowledge.

Putting up his hand to wipe off the beads of sweat popping out on his brow, Tom noticed to his acute embarrassment his failure to remove his hat. This really put the tin hat on it. "Hurry up" he silently exhorted the nameless padre. A little lass giggled. Tom glared daggers at her. Recognising his

neighbour, Tom turned to her and asked "Mrs. Byrne, whose on?" "Some new man who arrived this afternoon," she answered hurriedly, not wanting to be seen consorting with this wretch.

Mrs. Byrne entered the box, stayed her usual Saturday night four minutes, and left. At last Tom entered the box. The cool darkness enabled him to settle down and gather his ragged thoughts. "Bless me, Father, for I have sinned"—he'd done it. There was no looking back now. Tom went through the past ten years like a steam train through a rainstorm, whispering softly enough to be heard half way down the aisle. Safe in his cubicle the priest afforded himself a little smile. Even as a boy Tom couldn't whisper. Not even the day they'd robbed Father Mulhall's apples. Almost completely out of breath Tom stopped, taking a deep breath he began a relieved contrition and then as he listened to the soft Latin phrases of the Absolution, he was struck by the familiarity of the voice pouring God's mercy into his soul. And then, "Go in peace, God bless you." Tom, his penance grasped tightly in his easy mind, rose to go. The voice so familiar, so unplaceable spoke. "By the way, Tom, how's Sineen?"

## ENGAGED

Our congratulations and best wishes to both members of our office staff: **John McQueirns** of Operations Department and **Bairbre O'Kelly**, Private Secretary to the Administration Manager, who announced their engagement recently.

This is the second Head Office romance in recent years.

## WANTED

We have been asked to appeal to our sea-going colleagues for colour slides showing our vessels and any activities on board which the many photography enthusiasts amongst our personnel afloat may have. We will be grateful for any such colour pictures suitable for publicity purposes and an appropriate payment will be made for any slides which prove acceptable. Stamps from our personnel either afloat or ashore to be given to the little patients at the Clontarf Orthopaedic Hospital will be very much appreciated by staff members who have been asked to obtain these.

# Way Down Yonder on St. Patrick's Day

WITH JOHN GILMARTIN (EX "IRISH ALDER")

The St. Patrick's Day Parade in New Orleans started from a place the natives call "The Irish Channel", with hundreds of Irish men and women of every shaps and degree of suntan thronging the footpaths to catch a glimpse of the spectacle. (That's the only thing you could call it!)

Heading the parade was a little oul' wan of about eighty who was being wheeled along in a bathchair. Around her shoulders was a Galway shawl, her ears were bedecked with shamrocks (plastic, made in Japan), and in her eyes I saw the longing for the Ould Sod. I thought that she was a great little oul' wan, whose pride in her race was greater than her fear of getting pneumonia, for the day was typical St. Patrick's Day weather, with it raining between the showers! I ran out in front of Mother Machree and said, me voice trembling with emotion — "O me dear little gentle-hearted Irish Mother, what is your name, and what part of the Ould Sod are you so cruelly exiled from?" And she peeled back her tender lips from her lovely pearly teeth (made in the U.S.) and snarled (with an American accent) "Get outta mah way, punk. Ah've nevah been in yore stinkin' potato patch. Ah'm hared to do this jawb every year." And away she went, with the look of green in her eyes — dollar bills, not Irish hills.

The parade continued with floats advertising various bars and clubs, all with dixie-land jazz bands, extolling the virtue of Ole Man Rivuh and other Irish rivers. The gracious Murphys aboard these floats distributed largesse to the crowds lining the streets, in the form of strings of glass beads (made in Hong Kong) and — wait for it! — heads of green cabbage! I actually caught one myself, between the ears. Then a platoon of high-stepping school-girls came along, tripping merrily to such familiar Irish tunes as "Way Down South in Dixie", and "Basin Street Blues". But next, and the saddest part of all, to my mind, was a troop of about a hundred ten- or twelve-year-old boys, dressed in marine-type khaki uniforms, with camouflage helmets and wooden (thank God) guns on their shoulders — and what a grim-faced and dour lot they were.

Anyway, we retired to one of the Irish

Channel bars for resuscitation and were offered a big mug of green beer and a plate of green corned beef (tinned, made in Argentina) and cabbage, each. (Me ma would never believe it.) Then the barman asked me up to dance, and I complied, thinking it was an ould Irish custom, and not liking to offend him. It was only when someone came up and slapped me face that I realised it wasn't an old Irish custom. We scrambled.

On our way back to the ship we met Bobby Bunting — brother of the major — and finished off the day in proper Irish fashion, and the only complaint being that there wasn't a Guinness House in the city. Maybe it was just as well, after all, how would they colour Guinness **green**? ? ?

## CONGRATULATIONS

To **Engineer Cadet John O'Keeffe**, who gained fourth place in the National Apprenticeships Competition Final Examinations in Engineering Drawing.

Cadet O'Keeffe was complimented by the Chief Inspector, Department of Education Technical Instruction Branch, when he commented that "this was an excellent achievement as the competition was very keen and the standard very high".

## COURSES

Chief Officer Frank Kelly and Third Officer Michael Brophy, were on a one week Radar Simulator Course at Liverpool, which commenced on the 22nd June.

## NEW APPOINTMENT

**Chief Engineer, Michael Whooley** has joined our Head Office staff as Assistant Superintendent Engineer.

Prior to his present appointment Mr. Whooley was Chief Engineer on the "Irish Elm" and also served as Chief Engineer on the "Irish Cedar" during her spell on the Casablanca/Dublin/Cork run. He is married with three children and hails from Bandon, Co. Cork.

# FLEET NEWS



**An aerial photograph of the "Irish Stardust" after leaving Cork for Rotterdam.**

The "Irish Stardust" has completed her maiden voyage, having sailed from Rotterdam in ballast to Norfolk, Virginia, where she loaded a cargo of coal and arrived back in Antwerp on the 19th June. On completing discharge, she sailed again on 23rd June for Brazil, calling at Vitoria and Tubarao, where she will load iron ore for discharge in Poland.

The vessel will be due at Vitoria on the 10th July and is expected to complete at Tubarao on 16th July, arriving back in Poland on 5th August.

When the vessel left Cork for Rotterdam, towards the end of May, she had on board a number of Irish Shipping and Verolme Cork Dockyard Technical Staff and she got a rousing send-off from the quayside by the shipyard workers, as well as from Irish Shipping personnel.



**This picture of the "Irish Stardust" leaving the Verolme Cork Dockyard was taken from the quay by Vincent McMahon of our Cork Office.**

## **"ROWAN" IN FAR EAST**

The "Irish Rowan", which is on charter to Federal Commerce, completed her calls in the Persian Gulf and returned to Durban in ballast to load for Japanese ports. She sailed from Durban on 16th June and will call at Singapore about 2nd July for bunkers and should arrive in Japan about 11th July. She is expected to call at a number of Japanese ports and will sail again about the end of July for the Philippines, where she is expected to arrive about 6th August. Her further itinerary will include Singapore, Port Swettenham, Penang, Durban, and she goes from there to Montreal and the Great Lakes. She is due to complete her charter in the Great Lakes towards the middle of October.

## **"SYCAMORE" IN SOUTH PACIFIC**

This vessel sailed from Genoa on the 2nd June for Freemantle, Australia, with general cargo. She had already called at Rotterdam, Le Havre and Marseilles, and also called at Capetown for bunkers on her passage to Australia. She is expected to arrive at Freemantle on 6th July and will sail after about one day's stay for Melbourne and Sydney. She is expected to complete discharge at Sydney, about 21st July, and will then go in ballast to Noumea, in New Caledonia, where she loads for Japan. She should arrive at her Japanese discharge ports towards the end of August.

This vessel is at present on timecharter to United Netherlands Navigation Co., and will complete her present charter off Noumea about the 24th July.

## **"IRISH ALDER"**

This vessel continues on her charter to the Peruvian State Line, and will be due at New Orleans on 29th June from Houston. She will sail from New Orleans about 2nd July for Chilean ports and is expected to transit the Panama Canal about 7th July.

We were pleased to receive news of this vessel from her Master, Captain J. J. Walsh, in which he tells us that Rev. Father Daly, of the Maynooth Mission to China, said Mass on board the vessel during her last trip to Peruvian ports while they were in Callao. Father Daly hails from Bantry and was introduced to the ship by the Marine Surveyor, Mr. Moffett, from Belfast. Captain

Walsh tells us that there is a small but thriving Irish colony in the Lima area and new acquaintances were made by those on the ship with people from all parts of Ireland who extended their hospitality in the traditional manner.

While waiting to load fishmeal pellets at Supe Anchorage, the tremors from the recent earthquake in Northern Peru were felt and the ship vibrated heavily for a short period at one stage. We understand that the children of Chief Officer H. Fiddler, John and Marina, are now experienced travellers and have taken the Panama Canal, Pacific Ocean and Southern Hemisphere in their stride.

## **SHE DIDN'T BLOW HER TOP !**



This picture of the "Irish Spruce" at Manchester will be unfamiliar to those readers who have not had the pleasure of observing our vessels discharge at the port. In order to pass under the bridges which span the Manchester Ship Canal the vessels call at Eastham where the funnel top has to be removed. On the present voyage the "Spruce" lifted a cargo of timber at Halifax for discharge at Manchester and the timber can be seen on the ship's deck. This was the eighth call for the "Spruce" at Manchester since the Joint Service commenced in January, 1969, and during that time she has carried some 40,000 tons of cargo to and from the port.

As and from the July sailing it is intended to schedule the vessels from Manchester and Dublin so that they call direct to Philadelphia rather than New York. This arrangement will speed up the voyage and the vessels will then proceed to Baltimore and Norfolk calling to New York to load cargo for Dublin and Manchester on the Eastbound voyage. It is hoped to complete the round voyage within 42 days in future.

While the "Spruce" was in Halifax, a



party was organised for the men by Port Chaplain, Fr. J. R. Brown, S.J., a friend of Irish Shipping for many years. Fr. Brown is also a regular reader of "Signal" although it took us from 1967 to 1969 to realise that he had moved eastwards from Toronto. We thank Fr. Brown for the photographs of the party which we publish in this issue.



Pictured here with the Halifax Port Chaplain, Rev. Father J. R. Brown, S.J., are personnel of the "Irish Spruce", (l. to r.): P. Byrne, Bosun; J. Kane, Catering Dept.; P. Walsh, Engine Dept.; and L. O'Sullivan, Deck Department.



Photographed at the Apostleship of the Sea, Halifax, are: Fourth Engineer M. Egan and Third Engineer G. Dorgan of the "Irish Spruce".



This photograph was taken on the 16th May on the occasion of the Confirmation and First Holy Communion of Siobhan (left) and Anne Ryan, daughters of Mr. John Ryan, Engine Department, "Irish Spruce". They send greetings and best wishes to their father who will be pleased to see this photograph of his two little girls.

### "IRISH ASH"

The "Irish Ash", like the "Alder", has been on charter to the Peruvian State Line and will complete her charter on the 2nd July, at Savannah. The vessel arrives at Savannah from New Orleans and Mobile, and on completing discharge, she will probably return to the Gulf of Mexico to load cargo for Europe. While her next voyage is not yet fixed at the time of going to press, we understand that the "Ash" is expected at a European Continental port about the 25th July.

### "CEDAR" IN BAHAMAS

The "Cedar" sailed from Oxelosund on the 24th June for Copenhagen, where she called for bunkers. The ship then sailed in ballast for Inagua, in the Bahamas, where

she is expected to arrive on the 10th July and will load a cargo of salt for discharge at New York. The "Cedar" is expected to arrive in New York about 18th July and will take approximately five days to complete discharge.

The "Irish Cedar" is on timecharter to Vigo Steamship Co., of New York.

### "IRISH ELM"

This vessel is expected in Amsterdam on the 29th June, from Japan, with Japanese motor cars. She will sail again about 30th June for Drammen in Norway, where she is expected on 2nd July, and will also call at Aarhus in Denmark and Bremerhaven, as



**A recent picture of the "Irish Elm" showing the pontoon racks on the deck.  
These racks are used for stowing the car decks.**

### "IRISH PLANE"

This vessel which was on the Casablanca/Dublin and Cork run for Gouldings, made a trip to Avonmouth from Casablanca recently and is at present on her way to Rotterdam where she is expected to arrive on the 28th June. She then returns to Casablanca to make one voyage to Dublin and Cork with phosphates for Gouldings. Since we last went to press, Captain J. S. Kerr has taken over command of the "Plane" from Captain J. Poole, and Chief Officer J. Martin has relieved Mr. M. Carey.

well as Antwerp. She is expected to sail finally from Antwerp about 9th July for Tampa where she will load phosphate, before going on to Los Angeles, San Francisco and Portland to discharge her cargo of motor cars loaded on the Continent. The phosphate cargo is again, for discharge at Chinhai in Korea, and the vessel then goes on to Japanese ports where she will load motor cars for European Continental ports. The "Elm", which is on a five years timecharter to Wallenius of Stockholm, was delivered on the 2nd July, 1968, and is now entering her third year of the charter.

## "IRISH STAR"

This vessel is expected at Leith on the 29th June from Langesund in Norway, where she had her Munck Gantry cranes fitted. She then goes to Hampton Roads and will load coal for Japan, at either Norfolk or Newport News. She is expected at Hampton Roads on the 8th July.

## "IRISH POPLAR"

This vessel sailed from Halifax on the 23rd June for Dublin and Manchester and is expected to arrive in Dublin on the 1st July. She will be due in Manchester on the 4th July and is expected to complete discharge by the 9th July. On completing unloading, the "Irish Poplar" will go into drydock. The vessel should be in dock for three weeks.



At the bilge and ballast remote control (hydraulic) console of the "Stardust" is Junior Engineer, Liam Sherringham.

### NO NEWSPAPERS, PLEASE !

We have been asked to point out to relatives of our sea-going personnel that we cannot undertake to forward newspapers to the ships abroad. Postal delays and excessive postage for airmail delivery make it impossible to provide forwarding facilities for papers. Readers are requested, therefore, not to send newspapers to the office for posting to ships.

## FROM THE

## "BOSTON SUNDAY GLOBE"

"Captain John Poole of Rosslare, County Wexford, took a trim Irish ship, the "Cedar", into the Mystic Docks at Charlestown last week, loaded it with scrap and set off to sell the cargo in Sweden.

But this was very much more than just another Atlantic trip for the Irish skipper.

It was his first visit to Boston port since that adventurous day in May, 1942, when with the world at war — and Ireland neutral — he had dared to dock the first Irish-owned ship to make an American port.

That was a frail mini-ship of no more than 1,000 tons, called the Menapia, ridiculously dwarfed by the Port of Boston tugs that edged it into the harbour. But it stocked up with the machinery and spare parts which isolated Ireland badly needed and somehow made its way home through the submarine-infested Atlantic.

At that time Captain Poole was attached to the miniscule cargo fleet of the Wexford Steamship Company; the 16,000-ton "Cedar" he now commands is one of 12 money-making cargo carriers operated by Irish Shipping Ltd., which, in the best tradition of "the mouse that roared", was set up early in World War II when neutral Ireland had few friends in Europe or the United States.

Irish Shipping's foundation "fleet", bravely flying the Tricolour of the Irish Republic, succeeded in keeping vital supply lines open when shipping space was at a premium. The ships were all named for trees. Several never made their home port.

With the sub-war at its height, the S.S. Pine was lost with all hands off the New England coast.

"We were bombed, stopped by submarines, questioned and re-routed," the captain recalls, adding philosophically, "but usually we got through."

And although his cargo-carrying has taken him to almost every U.S. port in the intervening years, last week was his first renewal of acquaintance with Boston since he took in the tiny Menapia.

Forging a link with that venture was Cork-born Eugene Sheehan of Roxbury, who met the Menapia, Captain Poole and the crew of 14 in 1942, and who last week met the Cedar."

# IN THE LOUNGE

Short Story by E. O'Regan

"To the devil with such drivel. I never heard a more — more farcical proposition in all my life. Who are you trying to bamboozle with a childish argument the like of that?" He spoke thickly, standing on wide-spaced legs, glass in hand, glaring angrily at the young couple seated at the table.

The girl interposed gently, pleadingly, her face an ingratiating smile, her eyes puzzled. "But I don't think John meant to bamboozle you, sir, as you say. He merely states his opinion. I suppose everyone is entitled to his opinion."

"Oh, everyone is entitled to his opinion," he echoed, leering down at her. "Everyone is surely entitled to his opinion. Even the most stupid, most banal, most farcical—" He repeated himself, his fume-bemused brain searching for adjectives. He swayed gently from leg to leg, hooked nose and vulture eye gloating in mastery. They were half his age. Sitting quietly at their corner table in the lounge, they had, out of sheer good nature and an uncomfortable proximity, brought him, drinking alone, into conversation.

"I think Helen didn't mean any harm, sir. You know women." He smiled, and put his head on one side, his eyes wide, desperately ill at ease. "What do they know about politics?"

Everything said by either was ammunition, the more placatory, the more bitter he became.

"Do I know women? Well, boy, I know a damn sight more than you'll ever know. I know all about women, d'you hear me? All about 'em, and a cuter, cunninger, foxier breed of double-crossing cheats, yes, cheats —" He trailed away, lost for words, shook his glass in temper, and the stout spilled on the back of his hand. He gazed at it for a moment, looked away, and forgot about it.

The young man swallowed the aimed jibe, and made another attempt for peace.

"But I never said what you earlier alleged I said. All I meant was that some politicians, by their very nature, are incapable of accepting bribes from anyone, or any company, since they have had an honest upbringing,

and their whole make-up rebels at the idea of graft." Pressing his point he repeated, "I only said some, mind you."

The inebriate rocked and glowered, his sharp face glowing, dull eyes locked on the speaker with a disturbing fixity. His mouth hung open, showing tobacco-stained teeth. No one spoke for a while. Tenseness coiled the three. The girl broke first.

"Yes, you said some, John, but you don't have to excuse yourself for that. I'm sure the gentleman will not find it that hard to believe that there are a few honest men in government." She spoke with a fixed smile, but her eyes, unsmiling, were on her friend. His weakness in the presence of the stranger had stirred some latent doubt, and she felt a hardening of feeling.

## GLASS OF MILK

The boy-assistant came to remove glasses. The older man growled at him, "Bring him a glass of milk, this stuff is too strong for him." The young man laughed, a short, empty, humourless laugh. The boy went on filling the tray, ignoring the sarcasm. But the girl was involved and hurt. "I think it's quite ridiculous," she said, "two grown-up men arguing so strongly over politics, and you not even knowing each other, nor each other's outlook on the matter. Why don't you both drop it?" She was becoming heated, but her bland motion of the hand still held an olive branch.

"I know when I'm not wanted," the older man broke in before John could reply. "What sort of a blasted fool am I to be here trying to talk sense into a pair of school children. Look," and his brogue strengthened in venom, "would you pair keep your mewings to yourselves in future and not try to be educating yourselves at the expense and trouble of your superiors. I'm sick listening to both of ye." He threw his glass high with a theatrical flourish, and, head lying far back, he drained the beer, his Adam's apple rising and falling like a tiny piston-head. He slammed the empty glass on the table, and after a pause to glare at each in turn with what he hoped was amused contempt, he turned with a gently swaying walk to leave the lounge.

The barman gave him a curt nod as he

left. He was a regular customer, and a regular nuisance, nightly provoking quarrels and arguments with the nearest to him in the bar, and often had to be escorted to the door when his obstreperous talk was leading some less tractable humans to a dangerous situation.

## AFRAID

None of this was known to the young pair at the corner table. Each assumed that he had been angered by some forgotten remark passed earlier in the night, which had nettled him to the point of rudeness. For a while they were silent, the man with his legs crossed and fingers entwined, staring in a hurt and puzzled way at the table: the girl nervously tapping her cigarette in the ash-tray, flicking swift glances at her friend. After the long silence John said, "He's an insulting brute. What has made him so bitter? Did I goad him? I did my best to avoid a scene."

"Sometimes one should not bend over backwards to avoid a scene," the girl said icily. "He's a drunken bowsie, and I know one is a fool to argue with the like. But there are limits of insult, and his castigation of my whole sex in such a deliberate, provoking manner, deserved a more spirited answer than yours. You know very well he was being personal under the guise of generalities." She coldly looked on her companion, as she stubbed her cigarette in the ashtray.

He grew angry. "What did you want me to do? Slap his face? A nice scene then, I'll bet, and you screaming and blaming me for descending to his level." He paused, and as his eyes grew dark in fury he added

vehemently, "Did you think I was afraid of him?"

She stared at him for a long time before replying. "Yes," she answered dispassionately, "yes, quite afraid of a mere drunk." She stood up suddenly, picked her coat off the back of a chair, and without another glance walked quickly out of the room.

His mouth opened to reply, but she was gone. Hurriedly finishing his drink, he also stood up, and, with a flushed face, left also, conscious of the curious glances of the near spectators who felt something was amiss.

His shame held his glance low as he passed them on his way out. In his heart he cursed the drunk savagely.



He was sunk twice during the war !

## GALLEY GRUB

**CANADIAN RASPBERRY DUMPLINGS**  
(FOR 4 TO 6)

- \* 6 OZ SELF-RAISING FLOUR
- \* 1 TEASPOON BAKING POWDER
- \* 3 OZ MARGARINE
- \* 4 1/2 TABLESPOONS MILK
- \* 6 OZ GOLDEN SYRUP
- \* RASPBERRY JUICE MADE UP TO 1/2 PINT WITH WATER

"I THINK I'LL EAT THAT AS IT IS."

- \* RUB FAT INTO SIEVED FLOUR AND BAKING POWDER • MIX TO A SOFT DOUGH WITH THE MILK
- CUT INTO EIGHT PIECES
- PLACE ON THE DRAINED FRUIT IN A DEEP CASSEROLE DISH
- \* PUT SYRUP AND FRUIT JUICE IN A SAUCE PAN • BRING TO BOIL • POUR OVER THE DUMPLINGS • COVER THE CASSEROL DISH • BAKE IN A PRE-HEATED OVEN MODERATELY HOT FOR 30 MINUTES



## BIRTHDAY GREETINGS

To **Tony Flanagan**, Deck Department, "Irish Sycamore". Best wishes, Tony, for a very happy birthday on August 16th. From Mam, Dad and family.

To **Jerry Desmond**, Third Officer, "Irish Ash". Best wishes for a happy birthday from your Mam, Marion, Brian, Edward and Veronica.

To **Vincent Murphy**, "Irish Elm". A very happy birthday to you, Vincent, on 29th July. Lots of love and best wishes from Mam, Dad, Anne, Seán, Dolores and Carmel.

To **Valentine Kealy**, Deck Department, "Irish Alder". Happy birthday and best wishes from Mother, Father, sisters and brothers, Thomas aboard "Irish Plane" and friends.

To **Charles T. Kelly**, Fourth Engineer, "Irish Stardust". Greetings and best wishes for your 24th birthday. From Mam, Dad, brothers and sisters, brother-in-law and nephew Matthew. A special greeting from Marie.

To **Laurence Kiernan**, Catering Department, "Irish Stardust". Wishing you a happy birthday from Mam, Dad, brothers Tony, Richie, Perrie, Charles, Declan, sisters Rita

and Sylvia, also from Granny and all at No. 10 Stella Gardens. Best wishes also from Granny and Grandfather and all at 73 Glenealy Road, and uncle Robert, aunt Wendy and Shane. With lots of love and hoping you will have a good time.

## BEST WISHES

To **J. Ryder**, Bosun, who has been ill recently and whom we are glad to learn is now making a good recovery.

To **P. Harris**, Bosun, who is now fully recovered from his recent operation and we are glad to report that he will be reporting for duty again shortly.

To **D. McLean**, Ex-Catering Dept., "Irish Cedar", who has made good progress following his recent operation for appendicitis.

To **Junior Engineer C. O'Brien**, who is making good progress following an accident on board the "Irish Poplar".

## WEDDING BELLS

Our congratulations to Junior Engineer M. Cahalan, who was married recently and to Junior Engineer W. Malone, who will be getting married shortly.



# THE COMPANY'S FIRST SHIP

The first vessel owned by the Company was bought in April, 1941, and was named "Irish Poplar". A 6,000 d.w.t. vessel built in 1912 she was, before her purchase, sailing under the Greek flag and was named "Vassilios Destounis" and following her handing over to Irish Shipping she was registered in Dublin.

The vessel had an overall length of 352 feet with a 49½ feet beam. The vessel arrived in Dublin from Lisbon where she had been taken over, on 8th October, 1941, and sailed on 20th December, 1941, for Halifax and St. John, New Brunswick. The "Poplar" made many voyages to St. John for grain cargoes which were of vital importance during the Second World War. She underwent repairs and overhaul at Rushbrooke Dockyard in December, 1942, and remained in drydock until the following April when she sailed for Georgetown and St. Kitts for a cargo of sugar and timber.

The vessel was subsequently sold to a Turkish shipowner from Istanbul in October 1949 and was renamed "Taskopru".

The second and present "Irish Poplar" was launched at the Cammell Laird Shipyard, Birkenhead in July, 1956, and the naming ceremony was performed by Mrs. S. MacKenzie, wife of the late Mr. Stephen MacKenzie, a former Director of Irish Shipping Ltd.

The ship was commanded on her maiden voyage by Captain E. C. G. Horne and her Chief Engineer was the late Mr. J. Metcalf. Sailing from Birkenhead, the vessel had an eventful passage to Halifax, N.S., as the weather was extremely bad in December, 1956. The ship which was making the voyage in ballast was buffeted by gale force ten winds and waves of up to forty feet high. Nevertheless she went to the assistance of a Liberian ship, the "National Leader", off Newfoundland. After loading her cargo of grain the "Irish Poplar" made the return voyage to Dublin in the record time of six-and-a-half days. Her arrival in Dublin was marked by the visit on board of the then Minister for Industry and Commerce, the late Mr. W. Norton. On completing discharge at Dublin the ship proceeded to Cork where she was given another civic reception by the Lord Mayor and other local officials.

In April, 1958, the "Irish Poplar" ran into extremely heavy weather on a voyage to

Houston, Texas, in ballast to load a cargo of grain for India. The vessel's engines were damaged and she was adrift off the Bahamas before being taken in tow and brought to Port Everglades in Florida, where she underwent repairs and returned to service. Captain Horne was also Master of the vessel at that time.

Today we find the association between this vessel and Captain E. C. G. Horne is still continuing, as Captain Horne is the present Master of the ship which is on our North Atlantic Liner Service.

The "Irish Poplar", which has refrigerated space for 500 tons of cargo, has a deadweight capacity of 11,220 tons and her port of registry is Waterford. She is a sister ship of the "Irish Spruce" and her overall length is 449 feet with a beam of 62 feet and a service speed of 16 knots.



Captain Horne, whose home is at Rushbrooke, Co. Cork, has had a remarkable association with the "Irish Poplar" from her maiden voyage even to the present time. Captain Horne has also commanded many other vessels of the fleet.

## DEATH OF CAPTAIN A. R. EVANS

We regret to report the death of Captain A. R. Evans at Cardiff. Captain Evans was formerly with Irish Shipping and we extend sincere sympathy to Mrs. Evans and family.

## TWO “IRISH POPLARS”



Above, the first "Irish Poplar", and below, the present "Irish Poplar".



# CADET OF THE YEAR

Cadet Frank Brennan of Muinebheag, Co. Carlow, was presented with the Insurance Corporation of Ireland trophy for Deck Cadet of 1969 at a function in the Insurance Corporation Board Room on 13th May last.

Cadet Brennan who is 21 comes from a farming family and is the eldest of nine brothers and one sister. He is son of the late Mr. Michael and Mrs. Brennan of Muinebheag and was educated at St. Brigid's National School and St. Joseph's Academy, Muinebheag. He joined Irish Shipping in November, 1966, and has served on a number of the Company's vessels, which have taken him to ports in the Great Lakes of Canada, South America, United States, Persian Gulf, India, Japan, Africa and Australia. His

special qualities of leadership were duly acknowledged when he was appointed Cadet Captain while studying at the Plymouth School of Maritime Studies last year. He is at present studying for his Second Mate's Certificate at the Irish Nautical College in Dun Laoghaire.

Mr. P. W. Redmond, Assistant General Manager, Insurance Corporation of Ireland, presented the trophy and congratulated Mr. Brennan on his success. Mr. Redmond paid tribute to the training scheme which Irish



At the presentation to Cadet Frank Brennan of the "Cadet of the Year" Award, an inscribed sextant, were left to right: Captain T. Walsh, Principal, Irish Nautical College, Second Officer N. B. Hearne, winner 1964, Cadet Brennan, J. A. O'Mahoney, winner 1966, and Training Superintendent Captain M. D. Langran.

Shipping provided for Engineer and Deck Officers. He said that the Irish Nautical College at Dun Laoghaire was fulfilling a very important function by training young men for the Mates and Masters examinations and that the Engineering side was well provided for at the Crawford Institute in Cork. "I understand," said Mr. Redmond, "that planning is in progress for the establishment of a comprehensive Residential Nautical College in this country, which will be equipped with all facilities and will provide full training for seagoing personnel of all levels, from Ratings to Chief Engineers and Masters. Such a College would cost a great deal of money and one can only hope that the necessary resources will be found. In one way or another, it is probably true that a great deal of money is already being expended in the present rather fragmented system which necessitates sending young men abroad for an important part of their training which cannot be provided in this country. I am confident that the far-seeing support and encouragement from the Authorities, which has enabled people like Irish Shipping to achieve so much, will be very much in evidence in bringing these plans to fruition."

Mr. W. A. O'Neill, Assistant General Manager, Irish Shipping Limited, also congratulated Mr. Brennan and thanked the Insurance Corporation of Ireland for making the annual award which, he said, was very much coveted by the Company's cadets.

Captain T. Walsh, Principal, Irish Nautical College, said he was very pleased to note that this year's "Cadet of the Year" came from an inland area and this was an indication of an increasing awareness throughout the country of the opportunities now available to young men embarking on a seagoing career.

Mr. Joseph Brennan, brother of the award winner, was also present at the function.

## CADET NEWS

Senior Engineer Cadets at the Crawford Technical Institute, Cork, completed their present term on the 12th June and are on a two week special course at Plymouth from 14th to 27th June, after which they will go back to sea. The first and second year Engineer Cadets are on a Summer workshop course at Crawford which will be ending on 17th July. The Deck Cadets end their term at Plymouth on 10th July when they will

return home for Summer leave. The Junior Cadets who have completed Phase I of their training course will then go to sea. The latter are Cadets P. Kelly, T. Ruane, C. Graham and H. McGowan.

Deck and Engineer Cadets undergoing the special course were recently introduced to the teaching staff at a special reception in Plymouth. Guests at the reception included four Irish Cadets at present with British companies: one from Reardon Smiths, two from Shell Tankers, and one from British and Continental Steamship Company.

## OCEAN FLEET CADETS

In accordance with arrangements made between Irish Shipping and Ocean Fleet, two Ocean Fleet Cadets will join Irish vessels in the near future, Cadet J. Bancroft will join the "Irish Elm" and Cadet D. Smith will join the "Irish Plane".

At present with Ocean Fleet's vessel, the s.s. "Jason", is Cadet I. Connellan. The "Jason" is trading in the Far East.

## REVISED TRAINING SCHEME

A meeting was held in Cork on 2nd June between representatives of various Companies with Cadets training at the Crawford Technical Institute and representatives of the Institute and Departments of Education and Transport and Power.

The purpose of the meeting was to consider the revised Engineer Cadet Training Scheme which will come into effect next September. The Scheme has been up-dated to provide suitable training for Engineers who will have to work on ships equipped with sophisticated controls and machinery. Additional material on Control Engineering, Instrumentation, Electronics and Legislative and Supervisory Studies will be included in the revised scheme.

Present at the meeting were Mr. D. Alcock, Engineer Superintendent of B.P. Tankers; Mr. P. Lush, Personnel Officer, Athel Line; Captain J. Gorst, Athel Line; Mr. G. Sheehan and Mr. D. Healy of the Department of Education, with Mr. J. Stephenson, Chief Examiner of the Department of Transport and Power, Mr. J. Roche, Principal of the Crawford Technical Institute and Capt. M. D. Langran, Training Superintendent of Irish Shipping.



# FLEET PERSONNEL

As at 30th June

## Deck and Engineer Officers in order of Rank

**"IRISH POPLAR"**: Captain E. C. G. Horne. Deck Officers: P. Kelly, H. Courtney, J. Murphy, G. Pell. Deck Cadets: M. Cronin, E. Keane, M. O'Callaghan. Engineer Officers: J. Johnson, J. Fahey, T. Wren, W. Quigley, A. Bolster, T. Ryan, T. O'Toole. Electrical Engineer: H. Stears, Chief Steward: B. Dorgan. Radio Officer: T. Slattery, Deck Dept.: M. Leonard, W. Carroll. T. Grannel, R. Moynihan, P. Grant, J. Donnelly, J. Bradley, L. Maloney, J. Sanderson, S. Hart, N. Byrne, M. O'Connor. Engine Dept.: M. Thullier, E. Kinney, T. Nolan, A. Clarke. Catering Dept.: P. Murphy, D. Magher, E. Murphy, D. Burnett, J. McGran, M. Keogh, A. Kennedy.

**"IRISH SPRUCE"**: Captain P. F. O'Shea. Deck Officers: C. Mahon, J. P. O'Byrne, T. O'Brien. Deck Cadets: E. Curry, J. Hickey, P. Kenny, M. Lydon. Engineer Officers: H. Mooney, P. Shortall, G. Dorgan, J. J. Mooney, J. Pryme, D. Gerety, J. Harrington, 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, P. Murray, A. Rooney, J. Fagan, O. Grace, J. Dillon, J. Finn. Engine Dept.: P. Walsh, J. Ryan, A. Vaughey. Catering Dept.: J. Kane, P. Orange, J. Early, D. McClean, E. Crosbie, J. Rourke.

**"IRISH ASH"**: Captain M. O'Connell. Deck Officers: M. Kelly, R. Gordon, J. Desmond. Deck Cadets: E. Cowman. Engineer Officers: J. Reed, D. Knott, D. O'Connell, L. Robinson, M. O'Riordan, D. Voyles, T. Walsh. Engineer Cadet: 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.

**"IRISH ALDER"**: Captain J. J. Walsh. Deck Officers: H. Fidler, P. Kehoe, P. Gordon. Deck 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. Walshe. 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, T. Keane. Catering Dept.: R. Whelan, J. Edwards, H. Bradshaw, K. Oldroyd, J. Robinson, J. Kane, W. Hendrick.

**"IRISH ROWAN"**: Captain F. Kirk. Deck Officers: P. Donohue, T. McKenna, E. Connellan. Deck 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. McGillycuddy. Electrical Engineer: M. Kenny. Chief Steward: P. Fanning. Radio Officer: L. Kelly. Deck Dept.: C. Louth, P. Harris, P. Carr, P. Kealy, H. Corrigan, 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. Caughran, J. Roche.

**"IRISH SYCAMORE"**: Captain M. O'Dwyer. Deck Officers: P. Buckley, G. Kyne, J. Moynihan. Deck Cadets: A. Davis, B. Desmond, J. Flanagan. Engineer Officers: J. 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: J. McDonald. 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. Zachert, P. Doyle, B. Muldoon, B. Delaney, T. Healy, T. Maguire, A. McCann.

**"IRISH CEDAR"**: Captain T. Hughes. Deck Officers: F. Raftery, H. Forrester, J. Cotter. Deck Cadet: J. Daly. Engineer Officers: M. Curley, D. Falvey, F. Fenlon, T. Maxwell, P. Dowling, J. Burns, P. Sinnott. Engineer Cadet: J. English. Electrical Engineer: T. Lyne, Chief Steward: J. Moynihan. 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, P. Hanley, C. Melinn. Engine Dept.: M. Sheehan, M. Manson, G. Maguire, D. Hughes. Catering Dept.: L. Robinson, J. Molloy, R. Dunne, J. Hanlon, W. Martin, C. Cox, J. Cooney.

**"IRISH PLANE"**: Captain J. Kerr. Deck Officers: J. Martin, P. Tyrrell, A. Coghlan. Deck Cadet: B. Farrell. Engineer Officers: G. Cunningham, A. Bolger, J. Lee, M. Punch, W. Lettis, J. Geary, T. Rossiter, J. Dixon. Electrical Engineer: T. Torpey. Chief Steward: T. Forde. Radio Officer: H. Harley. Deck Dept.: A. Corlett, J. Byrne, P. Redmond, D. Scanlon, G. Derham, J. O'Leary. Engine Dept.: J. Lattimour, T. Kinsella, T. Doyle, J. Dowdall. Catering Dept.: J. Reddy, P. Farrelly, C. Cashin, D. Sanderson, C. Guiden.

**"IRISH ELM"**: Captain B. Reilly. Deck Officers: J. Kelly, F. Henderson, J. Kennedy. Deck Cadets: P. Hughes, D. Hopkins, C. McCurdy, D. Bancroft. Engineer Officers: P. Otter, T. O'Sullivan, K. Edwards, T. O'Keefe, Devitt, D. Lennon. Electrical Engineer: J. McCormick. Chief Steward: C. O'Donovan. Radio Officer: P. Behan. G.P.s: V. Murphy, M. Allen, M. Gilton, G. Byrne, P. McDonnell, J. Grace, M. Bougioukas. Catering Dept.: T. Mason, T. Byrne, J. Lloyd, B. Kennedy, T. Keegan.

**"IRISH STAR"**: Captain J. Onions. Deck Officers: M. Doyle, D. Kavanagh, B. Stockdale. Deck Cadet: D. Munday. Engineer Officers: P. Walker, J. Ward, T. Dugg, J. Maher, F. Cronin, K. Branagan, F. O'Beirne, K. Barry. Electrical Engineer: M. Lawler. Chief Steward: J. Rogan. Radio Officer: . Deck Dept.: M. Murphy, N. Murphy, H. V. Hunter, B. Byrne, M. Moriarty, R. Shields, S. Donnelly, D. Ball, P. Rossiter, P. Cantwell. Catering Dept.: E. Byrne, J. Fricker, C. Fox, D. Flannery, W. Burnett, T. Kealy. Training Officer: E. Greevy.

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