

JAN./FEB. 1971

Signal

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

Vol. 8, No. 6



OFFICERS ASHORE
AS AT 12th FEBRUARY, 1971

Masters : F. W. Kirk, J. Flanagan, E. C. G. Horne, T. R. Hughes, M. O'Connell, M. G. O'Dwyer, J. Onions, J. J. Walsh.

Chief Officers : P. V. Buckley, W. G. Garvey, M. Doyle, P. Donohue, H. B. Fidler, F. B. Kelly, C. Mahon, F. G. Raftery.

Second Officers : M. J. Doyle, R. Gordon, D. Kavanagh, P. Kehoe, W. A. Kirwan, G. M. Kyne, T. P. McKenna, T. A. O'Brien, J. Tallon.

Third Officers : P. A. Cowman, J. A. Moynihan, J. Ryder.

Deck Cadets : A. Coghlan, E. Cowman, M. Cronin, E. Curry, J. Daly, J. M. Darcy, A. Davis, B. M. Desmond, B. Farrell, J. Hickey, D. P. Hopkins, P. Kenny, J. Murphy, P. Murphy, M. O'Callaghan, G. Pell, J. J. Reilly, J. Robinson, C. Stockdale.

Chief Engineers : M. J. Curley, G. Cunningham, M. Dillon, J. T. Morgan, J. Moynihan, R. Tennent, P. Walker.

Second Engineers : D. Buckley, J. J. Fahey, D. J. W. Knott, B. Larkin, D. McLoughlin, J. Nangle, J. P. Ward.

Third Engineers : R. Broderick, P. V. Carroll, T. G. Duff, N. O'Neill, J. Waters.

Fourth Engineers : J. Doran, M. J. Murphy, T. J. O'Keeffe, O. Prunty, L. Robinson, S. Shelly, T. Ryan, W. Sherringham.

Junior Engineers : M. Byrne, J. F. Carr, J. Cummins, P. Dowling, D. Gabriel, D. Hayes, T. J. Kenny, A. McCarthy, J. A. McGrath, B. O'Meara, J. Pryme, J. Reilly, D. Walsh.

COVER PICTURE

Cover picture shows "Irish Sycamore" in St. Lawrence Seaway on her record-making voyage, newsreel cameramen an' all!

Electrical Engineers : W. Cadogan, P. B. Doyle, T. Duggan, J. McCormack, H. P. Stears, E. Walsh.

Engineer Cadets : S. McLoughlin.

Chief Stewards : J. Bennett, B. Dorgan, P. Fanning, C. O'Donovan, J. Regan, F. Walshe.

CONGRATULATIONS

To **H. Courtney** on obtaining his Master's Foreign-Going Certificate.

To **P. Tyrrell** on obtaining his Master's Foreign-Going Certificate.

To **E. Keane** on obtaining his Second Mate's Certificate.

To **A. Coughlan** on obtaining his Second Mate's Certificate and with good wishes for his sojourn on board the "Columcille".

To **M. O'Sullivan** on obtaining his Second Mate's Certificate.

To **V. Kealy** on obtaining his E.D.H. Certificate.

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

To **M. O'Connor** on obtaining his E.D.H. Certificate.

To **M. Cronin** on obtaining his E.D.H. Certificate.

To **E. Curry** on obtaining his E.D.H. Certificate.

To **J. Hickey**, on obtaining his E.D.H. Certificate.

ACKNOWLEDGEMENT

The wife and family of the late Jerry Moynihan, Chief Steward, "Irish Cedar", and North Main Street, Wexford, wish to thank the office and sea-going staffs who showed such courtesy and kindness in sending messages of sympathy, Mass Cards and floral tributes and attending the funeral obsequies. We shall hold it in grateful remembrance always.

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

New Career for Secretary/Personnel Manager

The news that our Secretary and Personnel Manager, Padraic P. English, is soon to leave Irish Shipping will come as a big surprise to his many friends and acquaintances both in the Company and in business circles generally. He plans to embark on an entirely new private business career and all his colleagues at Aston Quay will wish him every success in this venture.

Mr. English was educated at Blackrock College and shortly after qualifying as a Chartered Accountant with the firm of Kenny, McHugh & Co., he joined Irish Shipping in February, 1946. His first appointment was as Assistant Accountant and he became Accountant in July, 1948, a post he held until he was appointed the Company's Secretary in May, 1961. When the Management structure was re-organised in November, 1965, he was given the additional responsibility of Personnel Manager.

In 1963, Mr. English was instrumental in the introduction of special courses and conferences to promote greater understanding of mutual problems between sea and shore personnel. The present wide range of training courses available to the Company's sea-going personnel has been developed under his direction and his keen interest in the problems connected with careers at sea has led him to study the approach of many of the foremost maritime nations. He was appointed to the Survey Team which, in December, 1969, submitted a report to the Government on the question of the establishment of a residential comprehensive nautical college in this country. He is at present Chairman of the Irish Shipowners' Association.

In 1966, Mr. English visited the United States and during his stay there he visited the U.S. Merchant Marine Academy where he was given first-hand information on the Academy's training programme.



Pictured with Capt. V. E. Tyson, U.S. Merchant Marine Academy, during the 1966 visit to the States.

When I heard that our Secretary was about to take his leave of us after some twenty-five years I naturally approached him on the matter of dates, etc., and the bare

facts appear elsewhere on this issue. He pleaded with me to spare him the sickening platitudes and sugary compliments which are so often associated with departures of

this kind but he needn't have worried on that score. In fact I find it hard to believe. I don't mean his leaving the Company. I mean it's hard to believe that a man who has consistently refused to pay me half of what I know I'm worth could be going, and still I'm sorry to see him go. But he is that kind of man.

I first met P.P. in 1946 when I came to work in Irish Shipping as a junior clerk which was the polite name then given to messenger boys. He was the Assistant Accountant. At that particular time I had a strange and fanatical enthusiasm for accountancy and a burning ambition to become an accountant myself. A few years later my faith in the profession was hopelessly shattered when the awful truth dawned on me that every debit does not have a corresponding credit. It was like discovering that the earth is flat and that you've been close to the edge without knowing it. From then on I looked upon accountants as the high-priests of a false religion and on myself as a kind of spoiled priest. In such circumstances the fact that P.P. was not only a believer but was filled with a sort of professional missionary zeal did nothing to promote that spirit of harmony which makes for blissful co-existence in the master/servant relationship. We often disagreed and I can recall a number of interviews at which there were sharp exchanges of views. You might even say that verbal petrol bombs were thrown. P.P. could spot a wrong figure, an incorrect tot or a superfluous nought from Aston Quay to the North Wall Extension and, believe me, I tested his powers of observation to the full. It seemed to me then that I was spending most of my time preparing pages of figures which were of no earthly use to anyone. Sometimes P.P. would blame the Directors for having to produce these ridiculous statistics. I always blamed P.P. I even thought he conjured up the whole idea as a kind of torture to make life harder for me. Now I know different. It's just that accountants are like that and even to this day they'll try to persuade you that every debit must have a corresponding credit. When he was made Secretary he was obliged to listen to our various tales of woe and although he always turned down my perfectly reasonable claim for a 150% increase, he did it in such a way that I never realised it until the following day. Usually at these little get-togethers he would speak about every

damn thing under the sun except my raise so that I rarely knew after a few minutes discussion why I had come to see him. But from my experience of his efforts as a member of the Staff Welfare Committee I have no doubt that his heart is in the right place. And, you know, it isn't a bad tribute to a Personnel Manager about to depart when the general nature of Staff comment is "He was all right".



FROM HOUSTON

This nice message comes from Mrs. Rose Aden of Pasadena who has shown wonderful hospitality to our men visiting Houston as told by Pat Doyle of the "Alder" in our Sept./Oct. '70 issue.

"It is Thanksgiving in the U.S.A., a time for giving special thanks, and we would like to say thanks to the Irish Shipping Company for sending to our shores the 'Irish Ash' and 'Irish Alder' this past year. We are grateful for the friends we've made through the International Seamen's Center here at the Port of Houston. We always looked forward to the return of these ships and were sad when they left our shores for the last time before being sold. To all our friends we wish you God's blessings, safe voyages, and a swift return to our port where you are always welcome in our home in Pasadena, Texas."

ROSE ADEN

Wind-up of Hibernian Transport Group

The news that the Hibernian Transport Group of Companies were to go into voluntary liquidation came as a great shock to the public generally and, in particular, to those engaged in the transport business here in Ireland. Apart from the ending of such old established shipping companies as Palgrave Murphy and Limerick Steamship Co., this unfortunate development created considerable unemployment for the fairly large staff, which numbered about 500 for all the Group's subsidiaries.

As a result of the winding-up of Palgrave Murphy, a number of firms have taken over some of the interests formerly handled by Palgrave's and, in the case of Irish Shipping, the major development has been our Company's appointment as agents for the Bugsier Line, of Hamburg, a Shipping Line which has traded into Dublin since 1922. In addition, our Company has been appointed agents for the Blue Funnel Line, and in order to cater for the extra traffic involved, a number of former members of the Palgrave Murphy staff have joined I.S.L., and we are pleased to welcome them to our ranks. These are Messrs. Con Delaney, Jimmy Doyle, Frank Finnan, John Foley, Kieran McCarthy, Denis McGrath, C. Price, B. Lee, D. Brown, W. Hennessy, Mrs. R. Turner, Misses E. Lightfoot and T. Everard.

We also welcome to our Head Office staff Messrs T. Morrissey and P. Coffey.

Bugsier Vessels on Dublin Run



The Evidence Suggests

By "Stone St. Stephan"

The Committee in charge of developing Clasheen were adamant that the old Abbey was definitely "out" to the village's courting couples, teenage gangs and budding Robert Mitchums, Robert Bruces and Robber Barons. Ironically, the village hadn't enough teenagers to form a group, let alone a gang. Another branch of the village's life had banned the Abbey — the Law. But for a different reason. It was dangerous, with one wall falling and the grass-covered top pitted with holes, it was a death trap as well as a haven for the numerous pigeons which left Desmond and Sons' grain yard each morning at eight a.m. Sergeant Murphy had lovely pigeons. So did his successor, Sergeant Paul Deakon. But rules in Clasheen, as elsewhere, were made — not to be broken, but most people forgave a slight dinge.

Maury Devlin broke them. Jennifer Ann Deakon broke them. He because he liked the old Abbey's tranquillity. She liked the hawk-like Devlin. Maurice James Devlin was fourteen and the tallest boy in Clasheen, and the ugliest, and being a fan of that motion picture giant who made a smile look like a heart-breaking effort didn't alleviate the strain on people talking to the boy. The day Maury would see John Wayne smile, then he would bring back the one saving grace to his sadly annoying face.

Jennifer Deakon was twelve and the prettiest girl in Clasheen. Her long blonde hair swirled incessantly around her pixie face as if an ethereal breeze surrounded her permanently, giving her a goddess-like quality. She didn't find Maury Devlin's face annoying.

In one wall of the old church adjoining the Abbey, one of the tall windows still remained intact. Jennifer, using her only child's super-inventive imagination, used to stand in this window watching the sheep and cattle grazing in the fields below which stretched away for miles. It gave Jennifer a feeling of immense power as she imagined the animals below her to be peasants working her land and she their Queen.

Maury Devlin watched Jenny climb the moss-covered wall to the window. From his perch at the top of the Abbey tower, he couldn't hear her mutterings as she knocked her denim-covered knees, but he could guess their content. He smiled. Very few people had seen this enigmatic transfiguration. The treatment he received at the hands of this village people had left its mark. He seldom smiled. John Wayne seldom smiled in the "Quiet Man". Some of the village's more bitter wits reckoned he'd look well walking before a hearse. His long jet black hair and

beetle brows lent a tunnel-like quality to his deep-sunk eyes. His long hooked nose hung over a brown mole in the centre of his upper lip and his pointed chin would never let anyone forget the famed Beatle-boot. Jenny called him her own Count Dracula. His mother called them Beauty and the Beast. Watching Jenny now, he wanted to shout out but didn't lest she lose her grip and fall back into the old Church.

Gingerly Jenny pulled herself onto the ledge, turned over and sat down. Having caught her breath, she stood up and turned around. As she turned, she noticed the red bricked barracks. Jenny allowed her big blue eyes search out her "domain". Having seen the empty main road, fly-stricken cattle and Barney's river running along the bottom of the fields between Devlin's land and old Jamsey Barrett's, she allowed her gaze to rest on the well-defined shadow of the big tower thrown into the field by an unimpaired sun. While standing watching this, she was startled to see the tower gain height. Then she laughed and raised her right hand. The new shadow answered, then disappeared. Their little game always pleased her.

"Hi, Jennifer Deakon." Hello, Maurice Devlin. What were you doing on top of the tower?" she asked. "Waiting for you." was

his refreshingly blunt answer. "How'd you know I'd come?" she asked. "Sure, don't ye always come. Isn't it a grand day?" "Aye, it is that," she said. Then she climbed down from the old window. To see the way the tall boy helped his pretty little friend off the wall would mean a hollow feeling of loss to anyone who had suffered the guiles of courtship. The idea of not turning up had not as yet occurred to these two. Planned deceit had not besmirched their friendship, a friendship born five years earlier when the pair had been the youngest children to be confirmed in the parish. Maury had gone over to the daughter of Guard Deakon and complimented her — not on her beautiful dress but on the beautiful way she held her small bunch of snowdrops. The intense way he'd told her of her angelic appearance had brought tears to her mother's eyes, a smile to his mother's, the first in years, and a sudden rush to relieve himself to her father. It was then that Maury Devlin knew his only real friend. Jennifer Deakon hadn't smiled. "Thank you, Maury," she'd said with a little courtesy.

Right now he wasn't complimenting his friend, he was watering her palate with tales of Father Keleher's apples.

"I don't think he'd give us apples, Maury." An explosive laugh left Maury's stomach. "We're not going to ask him," he said. "No?" "No, we're going robbin' his orchard." This stunned Maury's little friend. She'd heard her school-pals talking about robbing orchards, but she'd never partaken of forbidden fruit, especially Father Keleher's.

"What if Daddy finds out?" — fearfully. "He won't" — confidently. The fact of Sergeant Deakon finding out meant little to Maury. Following his gallant speech to the then Civic Guard's young daughter, Maury had found a new friend in the Donegal-born Guard. The boy had had the use of Deakon's body building equipment for years now and the exhilarating friendship of his daughter.

A VISITOR

Right now the Sergeant was sitting lost in thought in his den in the back of the barracks and gazing out at the grove at the back of the parish priest's orchard. He smiled. "At least there's one garden safe from apple thieves. No one'd dare touch it, its so open to the barracks." As he mused loudly to himself, his attention was caught by two people walking in the field. His eyes softened



Whadya mean — I only got five right outa ten?

as he recognised the string-bean youth and his little daughter. Then it struck him. "Huh Little," he said. "She's taller than her mother." As he watched their progress through the grass of the meadow between the barracks and the "Fairy Grove", his mind travelled back to that day when he'd almost had an apoplectic fit as he watched his daughter accept her first compliment. It was then that he'd met "Squealer" Devlin's son and widow for the first time. He'd heard the village's hard-bitten patriots putting down this boy, not for what he'd done, but for the tale-carrying of his father. And for the past five years, he'd been standing by this boy and trying to soften some of the hate that the mini-minded Christians of his village had poured on him because of his heritage. He saw the two youngsters reach the "scratching" tree in the centre of Carton's field. He watched them as they hunkered down beside the old oak.

"Excuse me, Sergeant." "Yes, what is it, Tom?" he asked Guard Cunningham.

"Miss Peters wants to see you." With one last glance at the youngsters, he left the room and went to see the village headmistress.

Sergeant Deakon didn't notice that he'd left alone. Instead, the old Guard had crossed to the window to find out the cause of his Chief's pre-occupation. Seeing the two

kids, he frowned. "Brats," he spat. Then he left.

"... of you to come and see me, Miss Peters."

"Oh, I had to come and see you, sir. That bull is dangerous and those young ones take a terrible chance. I'd say its that boy, mesel', leading your little one astray. Sure, isn't she the nicest little lass in the village, and too trusting she is."

"Thank you, Miss. I'll look into it."

"I'd be afraid of that bull, Sergeant," was her parting shot.

SPITEFUL

A bellow of a laugh greeted Sergeant Deakon as he closed the door behind the old school-mistress.

"I should have thought it was the calf myself," the Guard said. "Ah, now, Sergeant, you shouldn't be bothering yersel' with that oul' wan. Sure aren't all oul' maids the same. Not, mind you, that there mightn't be somethin' in what she says. Your lass is a pretty little lady. But she's bound to paint everyone black. Still, teachin' them kids there, day-in day-out is bound to give her some idea. Forty seven years is a long time to be dealin' with kids. But, as I say, she's bound to be bitter and twisted what with not gettin' her own man and never havin' a slip of her own."

"Maybe you're right, Tom," Sergeant Deakon said. "Still and all young 'uns are growin' up too fast nowadays and they know too much. Sure, when I was a chap, oul' girls were for throwin' stones at and for hair pullin'. They should be mixin' with their own."

For one split second Tom Cunningham's sly innuendo got to Paul Deakon, just

enough to set him thinking. "Excuse me, Guard." Going into the back room, he caught a glimpse of the two crossing the wire fence into the grove.

A smile of satisfaction creased the old Guard's face. "Uppity so-an-so." The sight of his Sergeant running through the meadow was a tonic to this twisted old reprobate.

Reaching the edge of Barney's river at the bottom of the field, Deakon stopped to regain his breath. The "river" was just three feet wide. Bracing himself, Paul Deakon jumped onto the other bank and grabbed the wire fence to keep from sliding into the stream. As he crossed the rusted fence, his mind was in turmoil. So much so that he failed to notice the piece of torn denim caught on the top strand. An unreasonable distrust of youth had been etched onto his brain by the insinuations of an unmarried schoolmarm and a childless old Guard.

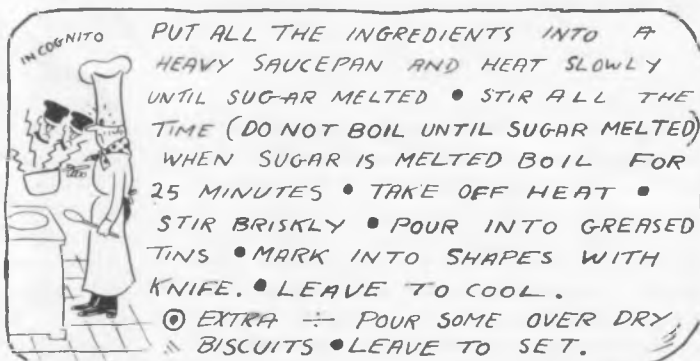
Moving into the old grove, he had to feel his way as the gloom enveloped him. Slowly his eyes became accustomed to the green light. Then he saw the kneeling figure of his daughter's friend. As he stood watching the blue-clad back, a great surge of anger filled his mind.

Jenny stopped talking. She stared up at the livid face of her father. She remained speechless as she saw her father's hand raised to strike Maury Devlin. The boy, noticing the sudden silence, looked at his girl friend's face. Seeing its horrified state, he jumped to one side, spun around and seeing Paul Deakon's contorted face and raised hand, his face paled.

Then Sergeant Deakon's hand dropped to his side.

He'd seen the bloodstained handkerchief wrapped around his daughter's knee.

GALLEY GRUB



The Annual 'Hooley'

By our Social and very
Personal Correspondent

For the personnel in I.S.L. on December 15th, all roads led North and, during the afternoon, there was great questioning as to the whereabouts of the "Old Shieling" from those "peasants" who lived south of the Liffey. Most of them only seemed to know the way to the airport and a few "Gael's" could get as far as Croke Park. Have they never heard of the beauties of Howth? Even R.T.E.'s gorgeous Gay lives there.

On arrival at the hotel, a very potent brew was dispensed. Some of the "wise ones" went to the bar and were seen consuming ignorant pints of that black stuff. You just can't educate some people!

To say the affair was a sell-out is an understatement. Admittedly the place was completely overcrowded but about the service, least said soonest mended.

We were delighted to have the newest additions to the staff from Hibernian and it was good to see (amongst the youngest lot of pensioners ever) George Purcell and Mr. and Mrs. Hamilton. At one stage, it looked as if there was to be a take-over bid from the "Irish Plane" — there was close on 20 of them there headed by Captain John and Mrs. Poole. No doubt, Tom Forde, their Chief Steward, had a busy time next day with the Alka Seltzer.

We won't mention any more ships' personnel because inevitably someone would be overlooked, but the big turn-out from the "Plane" just had to be mentioned.

A very popular winner of the Normandy Ferries prize of a return trip Rosslare/Le Havre was Bunny Fitzsimons. As long as Michael Stynes and Bunny don't travel on the same date, all will be well. Both are in the very well-built class though Bunny is leading by a short 14 lbs. However, Michael could easily catch up. Their wives are extremely slim — there must be a moral here somewhere.

With the exception of Mr. Noel Griffin who sent his regrets (and a lovely piece of Waterford Glass as a spot), all Directors were present, envying Mr. Barnes his suntan.

Rory O'Connor danced for us during the evening — wonderful as ever. I don't know why Rory does not offer to dance at Gardai social functions and so, perhaps, avoid all



Heavy hoist or where's the fork lift?

those parking tickets. At the moment, it is a race between Clem Kinsella and himself to see who is going to be first to have enough to wallpaper a room at home. If the appropriate Minister ever institutes an honour for the highest contributions to the Road Fund, both should get special mention!

In conclusion might a suggestion be made that the Social Committee be elected in the Summer rather than in the Autumn. It would make the choice of venue for the annual get-together much wider and I think we must face up to the fact that we really need a larger ballroom, much larger, than the Old Shieling. However, everyone seemed to enjoy themselves in spite of the crush and our thanks to this year's Committee who arranged this and many other functions.

AND THE GIRLS WERE ONLY GORGEOUS !



Eilish, Dolores, Hilary and Catherine were there without their telephone switchboard, telex machine, typewriter or punch card machine. And while we're at it, congratulations to Dolores on her recent engagement and best wishes to Eilish and Hilary on their forthcoming weddings.

'Larch' One and Two



The war-time "Larch".

The first "Irish Larch" was built in 1903 and registered at St. Ives, Cornwall. She was originally named "Tregothan" and was subsequently transferred to the ownership of Costi, Xydia & Son, of Alexandria, who bought her from Messrs. Hain, her original owners. Just before the beginning of the Second World War, she became the "Haifa Trader", under the ownership of the Palestine Transport & Shipping Co. Ltd., of Haifa. She was taken over by Irish Shipping Ltd., in 1941, and her first trip, from Dublin, was a voyage to Canada, via Leith. The vessel also made a call at Reykjavik, Iceland. Her first trip for the company was under the command of Captain E. C. G. Horne. On her return to Ireland, she was the first Irish Shipping vessel to undergo repairs at the new Cork Dockyard at Rushbrooke, and on completion of repairs, the then Taoiseach and our present President, Mr. De Valera, boarded the vessel for a trial run in Cork Harbour, on the 31st August, 1942. Mr. De Valera was accompanied on that occasion by Mr. Frank Aiken, Minister for the Co-ordination of Defensive Measures, and by the late Mr. O. Traynor, then Minister for

Defence. The party, together with Irish Shipping Directors, were welcomed on board by Captain Horne and also serving on the vessel at that time were Captains P. F. Kelly and T. Glanville, who were then Chief Officer and Third Officer respectively.

In February, 1949, the "Irish Larch" became the first Irish Shipping vessel to visit Boston, after the end of the war. She was, on that occasion, commanded by Captain J. Caird. Also serving on the "Larch" on that occasion were Captain L. Tallon and Captain P. Cantwell. The ship and her personnel received a very warm welcome by the large Irish-American population of Boston. In October, 1946, the first "Irish Larch" was involved in the rescue of a French fishing vessel, "Le Cabellou", which had run into difficulty off the Irish coast. The "Larch" was on voyage from Montreal to Dublin and diverted to tow the disabled fishing trawler into Dunmore East. The "Larch", of 5,300 d.w.t., was sold to Mehmet Hilmi Daragenli of Istanbul, in July, 1947, and was renamed "Sabah".

The second "Irish Larch" was launched by Mrs. F. H. Boland, wife of the then Irish

Ambassador in London, at West Hartlepool, on the 11th June, 1956. At 9,500 d.w.t., the "Irish Larch" was then the largest vessel of the Irish Shipping fleet. She was registered at Cork and sailed on her maiden voyage from West Hartlepool on the 17th October, 1956, for Baltimore and Philadelphia, where she loaded a cargo of grain for

Ireland. It is of interest to note that her Master on that maiden voyage was Captain T. Glanville of Cobh, Co. Cork, who began his career with Irish Shipping on the first "Irish Larch" back in 1941.

The vessel was sold in October, 1968, to Aliakmon Maritime Corporation, of Monrovia, and was renamed "Aliakmon Progress".



The second "Irish Larch".

Condolences

We extend our sympathy to the wife and family of the late **Mr. Jerry Moynihan**, of Wexford. Mr. Moynihan served for many years on a number of the Company's vessels and, during that time, he made very many friends, both ashore and afloat, and all will be shocked to learn of his untimely death. The late Mr. Moynihan was serving on the "Irish Cedar" up to last October, when he became ill and was obliged to return home.

We wish to express our sympathy to the family of the late **Mr. William Martin**, of Oriel Street, Dublin, who served on the vessels of the company for many years. The late Mr. Martin was serving on the "Irish Cedar" for a number of years prior to his retirement in July 1970.

THE LATE MR. J. J. STAFFORD

We regret to report the death recently of **Mr. J. J. Stafford**, of Wexford, former Chairman of Irish Shipping Ltd.

The late Mr. Stafford joined the Company in 1941 as one of Irish Shipping's first Directors. He was appointed Chairman of the Company in June, 1954, and held that position until his retirement from the Board in 1965.

Mr. Stafford was a member of the very well-known Wexford family of shipowners and, amongst his widespread business interests, he was a Director of the Gresham Hotel Ltd.

During his Directorship of Irish Shipping he was well known for his courtesy and kindness to all with whom he came in contact and he was held in high regard by both management and staff.

BIRTHDAY GREETINGS

To **Richard Murphy**, Catering Department, "Irish Star". Greetings and best wishes for your birthday on 24th February, from Mum, Dad, Liam and Maureen, Maria and Jimmy, Grandad and all your brothers and sisters.

To **Cadet Pat McNulty**, "Irish Poplar". For your 21st birthday on 11th March, congratulations and every fond wish from Dad, Mum, Michael, Marie, Geraldine, Bernie, Margaret and Josephine. Will keep the cake until you get home.

To **Patrick McDonnell**, for your 20th birthday on 17th March. Best wishes from your Mother, Father, sisters and brothers.

To **Daniel Burnett**, Catering Department, "Irish Poplar". Best wishes for your birthday on 30th January from Daddy, Mummy, brothers, sisters, nephews and pieces.

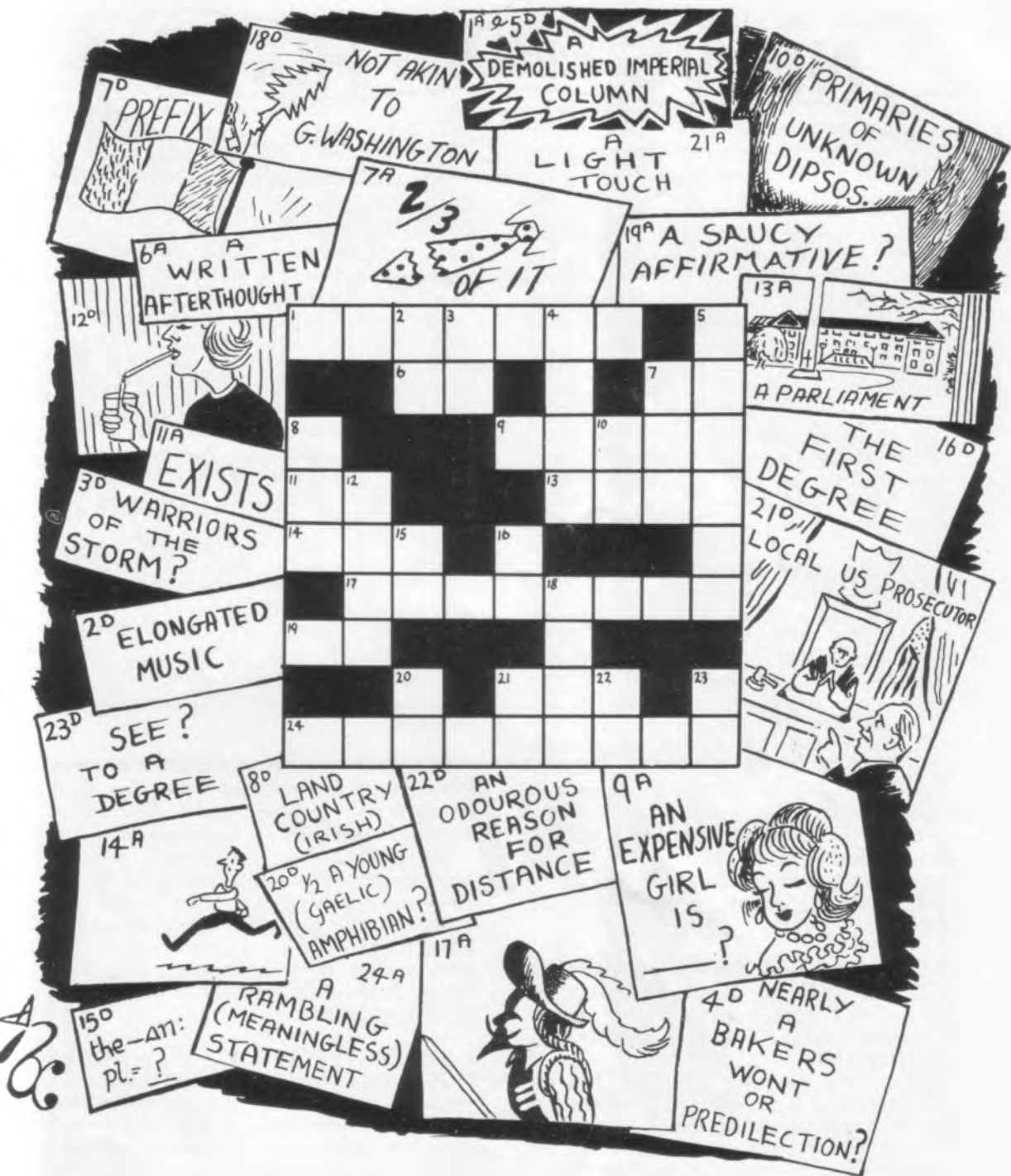
To **Brendan Stockdale**, Second Officer, "Irish Cedar" for your birthday on 2nd March, best wishes from Mam, Dad, brothers and sisters.



This nice picture was taken at the wedding of **Austin Bolger**, Chief Engineer, and **Miss Pauline A. Waldron**, who were recently married at the Star of the Sea Church, Sandymount, Dublin.



The wedding group pictured at **St. Patrick's Church, Donabate**, on the 19th December, 1970, on the occasion of the marriage of **Joseph Pryme**, Junior Engineer, and **Miss Bernadette Farrell**. Also in the photo are best man, **Kevin Branagan**, Junior Engineer, and groomsman, **Thomas O'Keeffe**, Fourth Engineer.



Solutions to the Crossword are on page 16.

NEWS FROM HOME



G.A.A. — The big news from the world of G.A.A. is that the controversial Ban will be removed from the Association's rules at the coming Easter Congress, to be held in Belfast. All but two of the counties which have held their Conventions to date have voted against the Ban and the necessary majority for its removal has already been passed in terms of delegates to Congress.

On the playing fields, the new National Football League has proved far more interesting and attractive for spectators and followers than any previous league set-up, with the stronger teams playing in the first division competitions and the weaker counties being compelled to seek promotion from the second division. At present Galway, Kerry, Offaly and Dublin share top place in Division 1A, with seven points from five matches, while Derry have outright leadership of Division 1B, with seven points from five matches. Teams which look set for promotion are Tipperary, from Division 2A, and Laois from Division 2B.

In Inter-provincial football, Connaught have qualified for the final on St. Patrick's Day, by beating Leinster in the semi-final, while Connaught hurlers also meet Leinster in the semi-final proper after beating Ulster in a qualifying match. Munster have yet to play either Leinster or Connaught in hurling and Ulster in football, to decide the St. Patrick's Day finals.

SOCCER — In the F.A.I. Cup, Cork Hibernians, who are at present leading the League of Ireland table, won their way to the third round of the Cup Competition, by beating Waterford one goal to nil in a replay. They now meet Finn Harps in the third round at home and are going strongly for the League and Cup double. At present Finn Harps occupy second place in the League Table, one point behind Cork Hibernians, with 26 points, while Waterford are a further point behind Finn Harps.

RUGBY — Ireland, who made a good start to the present international campaign

with a creditable draw with France in their first outing, failed badly to a poor English team at Lansdowne Road. Ireland were beaten by 9 points to 6; all of England's points being kicked by full-back, Bob Hillier. In a previous international, England had been decisively beaten by Wales, who also defeated Scotland and are now the only home country left with a chance of winning the Triple Crown. On the 27th February, Ireland play Scotland at Murrayfield and, as Scotland have already had two defeats, by France and Wales, they will provide stiff opposition to Ireland, to avoid being left with the "Wooden Spoon".

One of the most unfortunate happenings on the international scene has been the injury to Tom Kiernan, the Irish full-back, who was forced to retire in the match against France and was replaced by Barry O'Driscoll, for the English game. In this latter match O'Driscoll did not prove as sound as Kiernan and this leaves Ireland with a problem at full-back.

BOXING — Ireland, who already defeated Wales in an international match this year, scored a very good win against England in London, winning by six bouts to four.

Dan McAlinden, the former amateur heavyweight, drew with Tommy Hicks, an American opponent, at London, on the 24th February. This result was a big disappointment to McAlinden's followers, as he has been anxious to stake his claim to a fight for the British title, which is at present held by Henry Cooper.

TRAFFIC PROBLEM — The problem of Dublin's traffic has created much controversy in recent months, with the setting up of a special Committee to deal with the matter. The first action of the Committee has been an all out war against motorists parking illegally in the city. The on-the-spot fine has been increased to £2 and cars can be towed away by the Corporation officials and the owners involved are required to pay a £5 fine when this is done. The Minister for

Local Government has also arranged a week of experimental traffic arrangements, involving the complete banning of private motor cars from the central city area. As might be expected, this action has brought forth angry protests from the already over-taxed and much harrassed motor car owners, including ourselves. One of the few consolations in the new regulations has been the news that C.I.E. themselves have been fined for illegal parking of buses in Parnell Square.

EUROVISION SONG CONTEST — Preparations are now well under way for the holding of this year's Eurovision Song Contest in Dublin. This follows Ireland's victory in last year's competition. The cost of holding this contest in Ireland will be, approximately, £40,000.

DECIMAL CURRENCY — The new decimal currency came into usage on the 15th February and, so far, the change-over would appear to have gone extremely well. A number of complaints have been made to the Department of Industry and Commerce regarding illegal increase of prices but, generally speaking, there has been no adverse reaction from consumers to the change-over and the adjustment which had to be made in relation to prices. Many of the old coins are still in circulation and it is reckoned that

these will be in use for at least nine to twelve months following the introduction of decimal currency.

POLITICS — Supporters of Mr. Kevin Boland, former Minister for Local Government, created uproar at the Fianna Fáil Ard Fheis, held at the R.D.S. on the 20th and 21st February. This was the stormiest annual gathering of the Fianna Fáil party ever held, according to political observers. However, the Taoiseach, Mr. Jack Lynch, received a vote of confidence for his leadership and policies from the majority of delegates present. The main cause of friction surrounds the different viewpoints within the party regarding official policy on the Northern crisis.

A special Committee on Public Accounts was set up by the Dáil to enquire into the spending of money from the Northern Relief Fund. This enquiry has been set up as the result of the recent Arms Trial, involving both Mr. Charles Haughey, former Minister for Finance, and Mr. Neil Blaney, former Minister for Agriculture. Both former Ministers were acquitted in the trial and they will give evidence before the Committee.

TEACHERS' DISPUTE — The dispute between the Association of Secondary Teachers and the Department of Education is still



under discussion by the various parties involved. The originally threatened strike did not take place, following the intervention of the Congress of Trade Unions and it is now expected that the matter will be settled and that the schools will not be closed as a result of the dispute.

TELEVISION LICENCES — Special measures are being taken by the Department of Posts and Telegraphs to punish TV owners who do not pay for their licences. It was also announced in the Dáil that if advertising were discontinued, the cost of licences would be increased from the present £6 to £14 per annum.

At present advertising for cigarettes is being phased out on R.T.E.

SOLUTIONS TO CROSSWORD ON PAGE 13

DOWN

- 2 — LP.
- 3 — SS.
- 4 — Need.
- 5 — Pillar.
- 7 — Tri.
- 8 — Tir.
- 10 — AA.
- 12 — Suck.
- 15 — Na.
- 16 — Ba.
- 18 — Liar.
- 20 — Og (frog).
- 21 — Da.
- 22 — B.O. (Body Odour).
- 23 — S.E. (South East).

ACROSS

- 1 — Nelson's.
- 6 — PS.
- 7 — Ti.
- 9 — Pearl.
- 11 — Is.
- 13 — Dail.
- 14 — Run.
- 17 — Cavalier.
- 19 — OK.
- 21 — Dab.
- 24 — Rigmarole.

We extend our sympathy to **Mr. J. J. Campion**, Catering Assistant, on the recent tragic death of his brother in a road accident near Muinebheag. Another brother died in similar circumstances last year.

Visiting Engineer Lecturers



A number of M.A.N. Engineers from Augsburg, Germany, visited Cork recently to lecture to Marine Engineering students at Crawford Technical Institute. They are seen here being entertained to lunch by Irish Shipping's Cork Office Manager, P. J. Crowley, along with representatives of Crawford Technical Institute.

Ever Been Ad?

By E. O'Regan

"You're next!" A flaring headline, and then, beside it, three photographs, showing the muscular development of a youth from the last stages of emaciation to where his body is covered with "mighty layers of live, solid strength!" You are recommended to "mail this coupon to-night" to obtain "my amazing new book, 'Miracles in Muscle'" from "The One and only Titus".

And before any unsophisticated, and underdeveloped, reader hastens to write to me for this *Secret of the Universe*, I would point out quickly that I am browsing through an ancient issue of "STRENGTH", dated two worlds ago, July 1929, New York. The browsing is tinged with sadness and amusement. I have never had much gradh for advertising in any shape or form, and since the coming of RTE I have developed an almost psychopathic hatred of it, its banalities, its coyness, its frenetic "with-it" slang, and its egregious estimate of the listener's intelligence. But in these "STRENGTH" ads there is a nostalgic quality of the old graces we know, an almost hesitant offering of services, and a politeness that subtly inflates the reader's esteem.

July 1929! Herbert C. Hoover inaugurated President of the U.S.: the Kellogg Pact, "An International Treaty for the Outlawry of War" ratified by the U.S. Senate: Ramsey



McDonald Prime Minister of Great Britain: the Graf Zeppelin circumnavigates the world: the first clouds roll up on Wall Street heralding the Great Depression. And Mr. Titus selling strength from 105 East Thirteenth Street. I wonder what he was selling in 1930.

He wasn't the only one. The faded brown-edged pages offer a variety of health and strength courses: "Strongfort conquers Weakness", "We can make you over physically", (The Milo Bar Bell Co.), "Give us just Sixty Days" (the Lehigh Athletic Co.), "Muscles of Might" (Charles McMahon). And so on. There is yet no sign of that most universally known mail ad. of its type, Charles Atlas and his Dynamic Tension. The tensions of this period were so dynamic that it is doubtful if Charles could have offered any palliative.

The naivete of the ads reflect the age. They weren't by any means all selling "mighty layers of live solid strength". They



sold the oddest things. "*Breathe Easily — through your Nose*" says one which sells a device that "... fits perfectly inside the nostrils and holds them open comfortably by restoring their true and natural shape." Picture of the Rev. A. A. Barrett wearing his ingenious device, of which he is the inventor. One testimonial wails "*I should begrudge the loss of my 'ALBAR' for a single night.*"

"*Instant relief from Piles*" says an inch high square, with picture of a curious instrument above the blurb, "*Greatest Discovery ever made for Complete Healing of Piles and Hemorrhoids. The Donovan Instrument, with Patent Reservoir, worn in soothing comfort, brings instant, permanent Relief to all sufferers.*" "*Radium is restoring Health to Thousands*" burbles another. "*No medicines, drugs or dieting. Just a small, comfortable, inexpensive Radio-Active pad, worn on the Back by Day, and over the Stomach at Night.*"

The first timorous steps that led on to the vast avalanche of pornography some decades later were, as might be expected, taken under the banner of Culture. "*At last,*" says a large nine inch double column, "*The Book that Zealous Reformers once burned in Public. Censorship no longer denies you this Thrill of Thrills — Tales from the Great Decameron. . . . You'll never know Life until you've read this greatest of all once forbidden books.*"

Then, of course, there just had to be . . . "French Stories", a whole page ad. for "The Master Passion, portrayed by a Master — Maupassant!" One can almost hear the bugles and the drums. Pictured is a column-like row of enormous volumes, at one end a nude maiden rising from the bath, and, peeping around the corner of the first volume, a devil, complete with horns, forked tail and trident. "*From Page to Page he tosses the Golden Ball of Laughter; then again, the pages are wet with tears.*"

Maupassant and Boccaccio! What an unlikely place to come upon a spread for these authors, separated by six centuries. And what strange company they were keeping. "The Pronunciaphone Institute, selling "Cultured Speech. At last! Something New!! *Learn Cultured Speech and Correct Pronunciation quickly from phonograph records.*" "*Get into the Shoe Business — without Investment.*" "*Natural Way Relief for Prostatic Troubles. No Apparatus. No*



We wish bon voyage to Sheila Murphy, (pictured here with brothers Séamus and John), as she leaves shortly for Canada. Sheila has been with our Normandy Ferries Department since its inception and her brother Dermot, is Chief Cook with I.S.L.

Drugs. Full Instructions, \$2." "*The Greatest Sin — is Total Ignorance of the Most Important Subject in the life of every Man and Woman — Sex!*" Yes, it's coming in, AT LAST! "*Away with False Modesty,*" says the ad. *Modern Eugenics — 544 pages of Secrets.*" And that's a reasonable amount of secrets for \$2.98.

It is interesting to note the difference of aim of physical culturists generally of those far-off years compared to today. The emphasis was on Strength, Virility, Stamina, all with capital letters. As a matter of interest I would recommend the study of the use of Capital Letters in the ads of those days to some thesis-starved student. "*Strong Men know Muscle Control — do You?*" "*Hendrickson Big Muscle Builder,*" "*Hackenschmidt was a strong man but George Bothner's System made him Stronger.*" And so on. The Cult of the Body Beautiful, culminating in the Mr. Universe Ballet, came much later. It may now seem a cruder and more unsophisticated age, but it had a rough honesty and idealism in its declared goals. There were no pictures of mincing, oiled

bodies posing with wasp-like waists, and holding Most Developed Body cups; rather, it was the end of the era of the deification of Strength and the cult of the Strong Man, which had reached its zenith about the early years of the century.

The articles themselves are written with great simplicity, and sometimes an appalling banality. The photographs are almost Victorian, but it is in the advertisements that the very soul of those days is captured forever.

When the historians come to write their analysis of the twenties a little attention to the ads of the period might be illuminating, so well do they mirror the spirit of the age.

IT'S A SCOTTISH LIBERTY !



"This 'Follow the Fleet' exercise has been devised by Training Manager, Trevor Hipkin, to make school children more aware of the career possibilities in the Merchant Navy, and to aid J. & J. Denholm (Management) Ltd., to recruit top calibre cadets." (Denholm News, Autumn, 1970). They pinch our idea, our map, and then they claim all the credit. "Hoots, Mon, g'ang awa' wi' ye!"

LATE CHRISTMAS GREETINGS

We received Christmas Greetings too late for publication for O. Shiels of the "Irish Elm" and P. Boyle of the "Irish Rowan". We very much regret that the greetings were received too late for publication and we now send them best wishes for the New Year on behalf of their respective families.



WEDDING BELLS

Our best wishes to **Barry Tallon**, Second Officer, who was married to Miss Annette O'Brien at the Church of the Assumption, Walkinstown, Dublin, on 23rd January.

BIRTHDAY GREETINGS

To **Anthony Boland**, "Irish Stardust", on your birthday, 22nd January. Best wishes from Mam, Dad, Anita, Rohna, Carmel and Peter. Also from Paul and Noleen.



This picture, taken in the Pacific by Chief Engineer, **H. Mooney**, shows deck cargo on board the "Irish Rowan" on voyage to Australia from the Canadian Great Lakes.

CADET NEWS

The Marine Engineering Cadets studying at Crawford Technical Institute, Cork, held their Annual Dress Dance at the Imperial Hotel, Cork, on Friday, 11th December. Over 200 people attended, representing the teaching staff at Crawford Technical Institute and also including Irish Shipping Directors, Mr. L. St. J. Devlin and Mr. G. Jones. I.S.L. Secretary and Personnel Manager, Mr. P. P. English, together with Training Superintendent, Captain M. D. Langran, also attended. Other guests included Captain C. Allen of B. & I., Mr. P. Parfrey, C.E.O., and Lieutenants F. Troy and S. Daly, of the Naval Service.

Mr. C. T. Stuart, of Burmah-Castrol presented his Company's Trophy to Cadet J. McGillicuddy, who received the Award on behalf of his brother, who was unable to be present as he is currently serving on the m.v. "Irish Star". Mr. G. Jones presented the I.S.L. Directors' Prize to Cadet J. Kehoe. According to our information, this year's function was the most enjoyable yet held.



Cadet Kehoe with Mr. G. Jones and Capt. Langran.

N. J. HEALY PRIZE

Last year's winner of the N. J. Healy Prize received his Award from the donor, Mr. N. J. Healy, at Head Office recently.

Mr. Cahalan, who hails from Borrisokane, Co. Tipperary, has been with the Company since 1963, when he commenced his studies at the Crawford Technical Institute. In 1966 he began his sea-going career on the "Irish Alder" and, subsequently, served on the "Cedar" and "Poplar". In July 1969, he was promoted to the rank of Junior Engineer and has had a very successful academic career, gaining First Prize and Silver Medal in Machine Construction — Advanced Level, and Second Prize, Heat Engines — Advanced

Level, in the Department of Education Technical Examinations. He also completed a modern developments and fire-fighting course at Plymouth.

COURSES

The first Irish Shipping Officer to attend the Senior Officers' Management Course at Westcliff-on-Sea, was **Chief Officer P. Donohue**, who attended the Course from the 4th January to 15th January this year.

Those attending the eleventh Merchant Ship Defence Course at Haulbowline were **Captains T. Hughes, J. J. Walsh and S. Gleeson**, with **Chief Engineers P. Walker and J. Morgan**. Also attending the Course were **Chief Officer P. Donohue**, with **M. Doyle**, **Second Officer** and **L. Sherringham**, **Fourth Engineer**.

Attending Radar Simulator Courses recently were **Second Officers P. Tyrrell and L. Kirwan** at Belfast, and **Captain S. Gleeson** and **Chief Officer F. Raftery** at Liverpool. **D. Murphy**, **Chief Cook**, and **P. McDonnell**, **Carpenter**, attended a Petty Officer's Course at Westcliffe-on-Sea, from 7th to 12th February, while at the same venue attending a Work Study Appreciation Course were **Chief Engineer P. Otter**, with **Chief Officers H. Fidler and P. Buckley**. **J. Kane** completed Part 2 of the Chief Cook's Course at Liverpool from 14th February to 6th March. For Part 1 of the same Course, **J. Campion**, **T. Healy** and **B. Kennedy** attended.

CADETS' DINNER DANCE



Enjoying themselves at the Dance were Cadets **M. O'Gorman**, **E. Burke** and **M. McCann** with their respective partners.



"ELM" diverted to Honolulu

While this vessel was on passage from Japan to Helsinki, a crew member, James Clarke, was taken ill and landed at Honolulu for observation. We are pleased to learn that the illness was such that Mr. Clarke was able to return to his home in Dublin where, we understand, he will undergo treatment shortly. We wish him a speedy recovery to full health.

The "Elm" sailed from Nagoya on the 22nd January and went to the Panama Canal on 14th February on her way to Helsinki, where she is expected to arrive on the 4th March. Discharge is expected to complete on the 5th March, when the vessel will go on to drydock at Antwerp, where she is expected on the 8th March.

"IRISH STARDUST" for London

Not to be outdone by the "Sycamore", the "Stardust" appropriately shared front page in "The Daily Astorian" with the Apollo 14 moon landing when she became the first Irish Shipping vessel in five years to visit the port of Astoria, Oregon. She called there on the 5th February, to complete loading a cargo of paper products for discharge at London and Brake. The vessel also called at Vancouver, Crofton and Portland, on the U.S. west coast, and went through the Panama Canal on the 17th February on her way to London, where she is due to arrive on 3rd March. She completes discharge of her London cargo on the 8th March and then goes on to Brake, West Germany, where she is expected on the 9th March.

The next assignment for the "Irish Stardust" is a voyage from St. John, New Bruns-

wick, to Dampier in Australia. It is expected that the vessel will arrive in St. John about the 22nd March to commence loading her cargo for Australia.

"IRISH STAR"

This vessel sailed from Sakai on the 20th February, for Portland, in Victoria, Australia, where she will load a cargo of grain for a European Continental port. The vessel is due at Portland on the 6th March and is expected to sail from there on the 10th March, arriving at her European discharge port about the 12th April.

"IRISH SPRUCE"

This vessel, which is now on timecharter to Furness Warren Ltd., is at present calling at a number of U.S. ports, prior to sailing for Dublin and Liverpool. She is at present at Baltimore, from which port she sails for Hampton Roads, Boston and Halifax, where she completes loading for Dublin, about the 5th March. She is expected to arrive in Dublin on the 14th March before going on to Liverpool.

"IRISH PLANE"

Captain F. W. Kirk took over command of this vessel from Captain J. Poole at Cork, when the vessel arrived there on the 17th February. The "Irish Plane" continues on her charter to W. & H. M. Goulding, bringing phosphates from Casablanca to Dublin and Cork. On her present voyage she is expected to complete loading on the 25th February at Casablanca, and is due to arrive back in Dublin on 1st March.

"Irish Sycamore" in the News



Captain Michael O'Dwyer and the "Irish Sycamore" became stars of television, radio and the news media in general when the vessel helped the Montreal/Lake Ontario Section of the St. Lawrence Seaway to achieve a seasonal record of 50,000,000 tons of cargo traffic last December. The "Sycamore" was carrying over 12,000 tons of grain from Great Lakes ports to Liverpool.

To mark the occasion, Captain O'Dwyer was presented with a special plaque by Mr. Roger E. Belanger, Regional Director of the Eastern Region of St. Lawrence Seaway Authority of Canada. The ship's cargo brought the 1970 total tonnage carried through this section to a record of 50 million tons, despite the fact that the Seaway opened later than usual. Ships did not begin to navigate the Seaway last season until 13th April, 1970.

Since her record-breaking feat on the St. Lawrence, the "Irish Sycamore" has

been taken over by Captain I. Shiel and she is at present on her way from Mobile to Bremen, with a cargo of soya bean meal. She sailed from Mobile on the 19th February and is due to arrive at Bremen on the 7th March. She will be three days discharging at that port.

"IRISH CEDAR" meets rough weather

Having spent a month at Glasgow prior to sailing for Houston, the "Irish Cedar" experienced some extremely rough weather on her passage to the U.S. Gulf. The bad weather lasted for eight days, as the vessel made her way through the Azores and on to her loading port of Houston, where she arrived on the 4th February. She loaded a cargo of grain and sailed on the 9th February and is due to arrive in Liverpool on the 25th February. It is expected that the "Cedar" will be at Liverpool until the 6th March.

Fleet Personnel



As at 12th February, 1971

Deck and Engineer Officers in Order of Rank

"IRISH SYCAMORE": Captain I. A. Shiel. Deck Officers: M. Kelly, F. Healy, B. R. Coburn. Deck Cadets: J. Kenny, P. Richardson, D. Cogan. Engineer Officers: T. O'Sullivan, P. Bardon, M. N. Hayes, E. Sweeney. Junior Engineers: J. Devitt, D. I. Lennon, P. Wogan. Electrical Engineer: P. Fitzgerald. Chief Steward: P. Murphy. Radio Officer: J. Holmes. Deck Department: M. Scallan, W. Carroll, M. Allen, J. Willis, B. Quigley, A. Loughlin, P. Carr, N. Byrne, J. Stack, T. Wallace. Engine Department: M. Sheehan, M. McElgiott, N. Shields, P. Kelly. Catering Department: P. Farrelly, J. Rourke, J. Maguire, D. McClean, N. Matthews, P. O'Reilly, J. Evans.

"IRISH ROWAN": Captain J. S. Kerr. Deck Officers: M. Carey, M. Coleman, J. A. Cotter. Deck Cadets: J. Whelan, C. Spain, O. Murphy. Engineer Officers: H. Mooney, W. Cleary, E. Doyle, J. Leahy. Junior Engineers: O. Delaney, J. Dixon, D. Gerety. Engineer Cadet: F. Hennessy. Electrical Engineer: R. Dunne. Chief Steward: H. Bond. Radio Officer: J. Bastow. Deck Department: J. Heaney, P. Harris, N. Reynolds, O. McGrath, R. Keogh, J. Smith, D. Healy, R. Martin, L. Beggs, M. Macken, J. Duff. Engine Department: G. Maguire, H. Rice, P. O'Brien, B. Coogan. Catering Department: D. Gibbons, J. M. Molloy, E. Mulready, S. Paige, P. Boyle, E. Crosbie.

"IRISH ELM": Captain B. Reilly. Deck Officers: P. Kelly, J. P. O'Leary, E. W. Kirk. Deck Cadets: M. Lydon, P. O'Leary, Kevin S. Hardy. Engineer Officers: G. Rowe, L. J. O'Toole, K. Edwards, D. J. Menzies. Junior Engineers: A. Barry, P. A. Collins, J. P. Grady. Engineer Cadets: F. Mullin, E. Kealy. Electrical Engineer: J. Dunn. Chief Steward: T. O'Connell. Radio Officer: H. F. Harley. Deck Department: J. Tallon, J. Doyle, B. Clinton, H. Johnson, F. Hughes, B. Mulready, M. Gilton, E. O'Rourke, M. Bougioukas, J. Farrelly, P. Kelly, O. Shields, M. Bonnie. Catering Department: R. Egan, J. Smith, E. Maguire, B. Cullen, T. Mahony, T. Keegan, G. Walsh.

"IRISH STARDUST": Captain J. A. Caird. Deck Officers: E. Greevy, J. J. Whyte, T. Brennan. Deck Cadet: P. Farman. Engineer Officers: H. Dowdall, J. J. Hennessy, C. P. Kelly, J. A. O'Toole. Junior Engineers: D. O'Brien, T. O'Toole. Engineer Cadet: G. H. Teehan. Electrical Engineer: T. Lynce. Chief Steward: J. Clinton. Radio Officer: H. F. Wilson. Deck Department: D. Rogan, S. McCarthy, D. O'Sullivan, E. McCarthy, M. Brennan, K. O'Malley, M. Walsh, E. McLoughlin, L. Byrne, M. Murray, A. Boland. Catering Department: J. Reddy, D. Magher, E. Murphy, R. Wright, J. Hanlon, S. Ebbes, J. Kennedy.

"IRISH STAR": Captain M. McMahon. Deck Officers: J. E. Kelly, N. Hearne, T. A. O'Connor. Deck Cadets: I. Connellan, I. S. Cairns. Engineer Officers: A. Bolger, J. A. Lee, W. P. Quigley, F. O'Beirne. Junior Engineers: M. O'Riordan, K. A. Barry, E. McGilvuddy. Engineer Cadet: M. Kehoe. Electrical Engineer: M. Lawler. Chief Steward: J. Doran. Radio Officer: J. Butler. Deck Department: V. Murphy, B. Kerrigan, P. O'Neill, P. Branigan, G. Byrne, T. Hayes, P. Codd, J. Galvin, J. Boyce, J. Kellegher, P. Cummins. Catering Department: D. O'Neill, T. Caffrey, G. McGovern, L. Kiernan, R. Ryan, R. Murphy, J. Brady.

"IRISH CEDAR": Captain T. Byrne. Deck Officers: J. J. Martin, B. Stockdale, L. A. Kinsella. Deck Cadets: M. D'Arcy, C. Graham, W. Coyle. Engineer Officers: J. Johnson, W. D. McCarthy, D. O'Connell, T. Walsh. Junior Engineers: A. Scanlon, W. Malone, W. A. Roberts. Electrical Engineer: M. O'Callaghan. Chief Steward: T. Mason. Radio Officer: B. Smith. Deck Department: P. Shelton, J. Ryder, R. Stacey, A. Shields, P. White, P. McDonnell, J. B. Sexton, P. Kavanagh, F. McManus. Engine Department: P. Rossiter, T. Doyle, M. Cogan, B. Hanley. Catering Department: B. W. Rogan, R. O'Reilly, M. Curdiale, G. O'Toole, M. A. Dooley, J. Owens, T. Byrne.

"IRISH PLANE": Captain J. Poole. Deck Officers: J. S. Mitchell, P. J. Tyrrell, E. Connellan. Deck Cadets: S. O'Byrne, B. Byrne, J. Flanagan. Engineer Officers: M. J. Byrne, M. J. Kennedy, M. A. O'Sullivan, K. J. Branagan. Junior Engineers: T. Rossiter, N. Kearns, P. Ruddy. Engineering Cadet: K. O'Brien. Electrical Engineer: D. Niall. Chief Steward: T. Forde. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, D. Ahearne, G. Derham, D. Scanlon, M. Doyle, J. McElwain, H. Gaines, V. Kealy, J. Gallagher, P. McGowan. Engine Department: P. Walsh, P. Leonard, M. Thullicr, M. Manson. Catering Department: E. Byrne, C. Maloney, D. Gregg, J. Carroll, D. Coombes, T. Somers, B. Freaney.

"IRISH POPLAR": Captain J. A. Gleeson. Deck Officers: P. A. Murphy, F. Henderson, J. A. Murphy. Deck Cadets: P. McNulty, J. Richardson, E. Cahalane. Engineer Officers: P. Otter, P. Shortall, G. Dorgan, M. Mulligan. Junior Engineers: D. O'Halloran, E. Malone, J. O'Connor. Engineer Cadet: W. Davis. Electrical Engineer: W. Brett. Chief Steward: J. Dillon. Radio Officer: R. Drake. Deck Department: M. Leonard, M. Murphy, T. Grannet, M. Lennon, E. Frampton, D. Stacey, H. Hannon, M. O'Connor, M. O'Gorman, R. McMahon, J. Collins. Engine Department: P. Moore, P. Proctor, E. Kavanagh, A. Myler, P. E. O'Connor. Catering Department: J. Chaney, T. Doyle, D. Burnett, W. Muldoon, J. McGin, C. Chaney, P. Gray.

"IRISH SPRUCE": Captain P. F. O'Shea. Deck Officers: M. Devine, H. Courtney, E. A. P. Keane. Deck Cadets: L. Gavin, P. Hughes, P. Kelly, T. Ruane, H. A. McGowan. Engineer Officers: D. Falvey, T. J. Wren, M. G. Egan, A. F. Bolster, M. Cahalan. Junior Engineers: H. Manweiler, J. M. English, W. Dalton. Engineer Cadet: P. Caffrey. Electrical Engineer: J. Breen. Chief Steward: E. Fricker. Radio Officer: P. Hayes. Deck Department: E. Swan, P. Byrne, P. Coyle, J. Murphy, P. Bradshaw, M. Russell, J. Donnelly, D. O'Mahony, J. Dillon, K. Kelly, L. Freaney, B. Bridgeman. Engine Department: A. Vaughney, J. Ryan, W. Russell, B. Malone, J. Early. Catering Department: I. Rourke, M. Moody, U. Maher, J. Butler, P. Ballard, M. J. Keogh, A. Murray.