

Signal

JULY/AUGUST 1971

Vol. 9, No. 3

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.



OFFICERS ASHORE
AS AT 31st AUGUST, 1971

Masters : T. R. Hughes, T. Byrne, J. A. Gleeson, M. G. O'Dwyer, P. F. O'Shea, B. Reilly, J. J. Walsh.

Chief Officers : M. Doyle, W. D. Garvey, J. F. Kelly, P. Kelly, J. J. Martin.

Second Officers : M. Coleman, H. Courtney, M. J. Doyle, R. Gordon, P. Kehoe, B. Stockdale.

Third Officers : T. Brennan, A. Coghlan, E. Connellan, J. A. Cotter, P. A. Cowman, W. Twomey.

Deck Cadets : B. Byrne, E. Curry, J. Daly, J. Flanagan, L. Gavin, P. Kelly, H. McGowan, J. A. Murphy, O. Murphy, P. Murphy, S. O'Byrne, D. O'Leary, G. Pell, J. Robinson, T. Ruane, C. Spain, J. Whelan.

Chief Engineers : G. Cunningham, P. Otter, R. Tennent, P. Walker.

Second Engineers : P. Bardon, B. Larkin, T. O'Driscoll, L. J. O'Toole, P. Shorthall.

Third Engineers : R. Broderick, G. Dorgan, E. Doyle, M. N. Hayes, D. J. Menzies, J. Pryme, J. Waters.

Fourth Engineers : K. J. Branagan, M. Cahalan, F. O'Beirne, M. O'Riordan, J. A. Toole, W. Sheringham.

Junior Engineers : P. Byrne, J. F. Carr, J. P. Geary, D. Hayes, F. Hennessy, W. Malone, A. McCarthy, K. O'Brien, J. O'Connor, T. O'Toole, P. Ruddy, D. Tierney.

Electrical Engineers : W. Cadogan, J. Dunn, P. Fitzgerald, H. P. Stears.

Chief Stewards : J. Bennett, J. Dillon, T. Forde, P. Murphy, C. O'Donovan, J. Rogan.

CONGRATULATIONS

To **K. Branagan** on obtaining his Second Class Motor Certificate.

To **J. M. Darcy** on obtaining his Second Mate's Foreign-going Certificate.

To **P. Hughes** on obtaining his Second Mate's Foreign-going Certificate.

To **N. B. Hearne** on his appointment as Chief Officer, "Irish Plane".

To **G. Kyne** on his appointment as Chief Officer, "Irish Cedar".

To **L. Robinson** on his appointment as Third Engineer, "Irish Sycamore".

To **P. Dowling** on his appointment as Fourth Engineer, "Irish Sycamore".

CONDOLENCE

We extend our sympathy to the wife and family of the late **Mr. Seán Ryan**, who died following an accident whilst his ship, the "Irish Rowan" was at Port Elizabeth. The late Mr. Ryan was a native of Dublin, and the father of four young children. His tragic death came as a great shock to his many friends ashore and afloat.

ACKNOWLEDGEMENT

We have been asked by Mrs. Kirk, widow of the late Captain F. W. Kirk, to express her appreciation and thanks for the many messages of condolence and other kind expressions of sympathy which she has received from the sea and shore staffs and Management. Mrs. Kirk wishes to convey her special appreciation to the many friends on board our ships who contributed the sum of £61 for Masses for the repose of her late husband's soul.

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

Office Staff Visit "Plane"



Captain and Mrs. Poole with guests and members of the "Plane's" personnel at the "Get-Together" on board.

A very enjoyable visit was made recently by some of the office staff to the "Irish Plane" while at Dublin — witness the smiling faces in the photographs.

Most of those who visited the ship had never before been on an I.S.L. vessel and all were loud in their praise. The party was hosted by Captain and Mrs. Poole who, in their usual charming fashion, gave everyone a warm welcome. All the Officers and Apprentices were present, looking resplendent in uniform — that gold braid really does something for a man!

The "eats" were absolutely delicious so a special word of thanks to the Catering Department. I am sure no one will object if Derek Gregg is singled out; he really worked hard and nothing was too much trouble.

Everyone was shown round the ship — from the Bridge to the gleaming Engine Room — and as a result I know at least two girls who want to sign on for the next voyage.

Whether they would still feel the same after a rough trip through the Bay of Biscay is a moot point!

From all the shore staff who had the pleasure of visiting the "Plane", a thousand thanks to all on board.



Around "The Captain's Table".

NEWS FROM HOME



G.A.A. — The All-Ireland Finalists in senior hurling and football have emerged following disappointing Semi-Finals in both codes.

In hurling, Tipperary and Kilkenny will contest the Final on 5th September, following their runaway Semi-Final victories over Galway and London respectively. In the Munster Hurling Championship, Tipperary beat Limerick by a single point, thus taking full revenge for three previous defeats by the Shannonsiders in the National League. This was one of the outstanding games of recent years, although played in rainy conditions at Killarney. In the Leinster Championship, Kilkenny easily overcame a disappointing Wexford team.

In football, Galway had a one-sided victory over Down in the first Semi-Final and Offaly defeated surprise Munster champions Cork, after a mediocre game. In Munster, Cork shocked All-Ireland title holders Kerry, when they trounced the Kingdom side at the Athletic Grounds.

Offaly will be seeking their first All-Ireland title when they face Galway on 19th September.

SOCCER — After only two series of matches in the League of Ireland Shield, four teams remain unbeaten. They are, Drumcondra, Dundalk, Limerick and Cork Celtic.

A feature of matches played so far has been the poor form of Waterford who failed to score in either of their matches. Shelbourne had a good win over old rivals, Shamrock Rovers, by three goals to one in their second round tie played at Milltown.

In the final of the President's Cup, Bohemians beat St. Patrick's Athletic.

ATHLETICS — The Irish representatives at the European Championships held in Helsinki gave a disappointing performance, with the exception of Mrs. Claire Walsh, who reached the final of the Ladies 800 metres, and Danny McDaid, who finished

eleventh in the Marathon. Neither Fanahan, McSweeney nor Frank Murphy lived up to expectations.

Claire Walsh improved on her previous best in the 800 metres semi-final by 1.5 seconds, and an unfortunate mishap in the Final when two runners fell in front of her ruled out any possibility of her gaining a medal.

GOLF — Despite the wrist injury which kept him out of a number of major tournaments this year, Christy O'Connor once again gained selection on the Ryder Cup Team to play America later this year. O'Connor is now the only player to gain nine Ryder Cup caps. He is also the only Irishman to be selected on the team, although Hugh Boyle was unlucky not to be selected.

The Irish amateur team to compete in the International Championships at Formby, Lancashire, in mid-September includes Roddy Carr, but Tom Craddock who had been a regular selection for the past sixteen years, has been dropped.

C.I.E. INCREASES — Dublin city bus and rail fares are to go up by 1 penny and in some cases by 2 pence, and provincial bus and rail fares are to be increased by 12% according to a statement issued by C.I.E.

Despite these increases, it is expected that the Company will show a loss in the current year of about £6 million. The increases in the Dublin city services represent a rise of 14%. The Company has stated that the major factor in causing the increases is the increased wage and salary costs which the Company has to meet following the twelfth round Agreement.

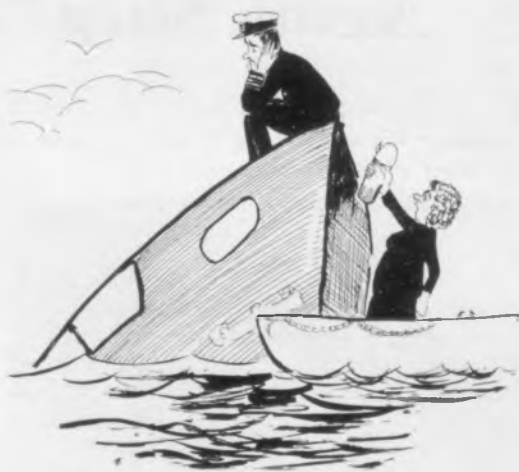
It is expected that freight increases of 18% which have also been introduced by C.I.E. will be passed on to consumers, and thus increase the price of a number of commodities which are affected. C.I.E. state that losses on their rail services last year amounted to over £4 million.

NORTHERN IRELAND — On 9th August last the Stormont Government, with the approval of the British Government, introduced internment without trial in Northern Ireland and the terrible consequences have made world headlines since then. More than 30 people, both soldiers and civilians, have died in the violence, and the official Opposition, the S.D.L.P., have withdrawn from Stormont and are now engaged in a policy of passive resistance, including the non-payment of rents, rates and taxes, with the ultimate object of changing the present system of Government in the Six Counties. The situation is now more serious than it has ever been in the fifty years of Stormont Rule, and opinion in the Republic is strongly critical of the apparent unconcern of British Premier Heath, who has refused to recall Parliament, and spends most of the recess period on his yacht "Morning Cloud".

In recent weeks most Catholics in the Public Service in Northern Ireland have withdrawn their services as a protest against the one-sided nature of the internment action, as they claim that only non-Unionists were arrested, while Protestant extremists remain free and are openly recruiting and arming illegally. Mr. Wilson, the Labour Opposition Leader, has publicly criticised the British Government's handling of the situation and has also criticised Mr. Heath's failure to recall Parliament to discuss the critical state of the Six Counties. In the meantime, Mr. Lynch has pledged his Government's support for the passive resistance policy of the Northern Opposition, and the proposed talks between Mr. Lynch and Mr. Heath, due to take place in October, have been brought forward. Mr. Heath has invited Mr. Lynch to go to Chequers for talks on September 6th and 7th.

ERIN FOODS — As a result of heavy losses incurred by Erin Foods, the Company may have to reduce the number of its employees and generally cut back on running costs. In Limerick, employees at the Matterson's factory, which is a subsidiary of Erin Foods, have expressed grave fears for the future of the Company. However, the management of Mattersons have denied rumours that the factory would have to close down.

TV LICENCES — Radio Telefís Éireann have announced an increase in the cost of television licences from £6.00 to £7.50 as



"Anyhow if you really wanted to go down with the wretched thing you'd have sat at the other end."

from 1st September, 1971. In future it will not be necessary to take out a radio licence and this concession will mainly affect owners of car radios which had formerly to have licences.

BANK FOR CLEANING — There is an old Irish saying which claims that "where there's muck, there's money" and this is certainly true of the Bank of Ireland, College Green, Dublin. This historic landmark in the centre of Dublin has long been the subject of uncomplimentary remarks due to the dirty state of its great windowless walls which carry a thick covering of the grime and dust accumulated over many years.

The building which is more than 200 years old, needs to be carefully handled, as it is expected that the facade and ornamental stonework may reveal serious defects when cleaned. For that reason, continental experts in the cleaning and restoration of historic monuments have been employed to carry out a survey on the Bank building. As a result of the report of these experts, the work of cleaning the building and restoring the original facade will be carried out at the same time. It is expected that the operation will take some years to complete, as work can only proceed during the spring and summer, due to the risk of damage by frost. We resist the temptation to comment on the Bank's attitude to frozen assets.

Arms Ship "Aud" Located

Mr. Desmond Branigan, who is well known to Signal readers, was in the news again recently, following his announcement that he had located the arms ship "Aud". Mr. Branigan and his team of divers recovered some of the rifles, now much corroded, from the vessel which sank in the vicinity of the Daunt Rock off Cobh.

Mr. Branigan, who is the founder and a director of Marine Research, Dublin, has been engaged for some years in investigating wrecks of historical interest on the coast of Ireland. In 1968, in co-operation with a group of divers from Britain, Mr. Branigan recovered many items of interest from the wreck of the Spanish Armada, principally the Santa Maria de la Rosa.

Mr. Branigan was an active seafarer for more than twenty years before coming ashore in 1951. He was subsequently an Officer in the Marine Port and General Workers' Union and more recently was appointed Research Officer to the Irish Congress of Trade Unions. His interest in diving goes back to the war years, and in 1963 he organised the first expedition to the Blasket Sound in connection with the Santa Maria de la Rosa investigations.

DISGUISED

The "Aud" was a vessel of 1,400 tons which sailed from Lubeck in Germany on the 9th April, 1916, with a cargo of 20,000 rifles, ten machine guns and 1,000,000 rounds of ammunition. The arms and ammunition were intended for the use of the insurgents in the 1916 Rising. The "Aud" was disguised as a neutral Norwegian cargo vessel, and elaborate precautions were taken to disguise the vessel in an attempt to outwit the British naval patrols. The vessel flew the Norwegian flag and had neutral markings on her side, and she was also provided with a deck cargo of Norwegian timber and pit props, together with assorted general cargo in the holds. The crew were dressed in Norwegian clothes and provided with letters and documentation to support their claim to be Norwegian. The ship's papers and manifests showed that the vessel was bringing a cargo from Norway to Cardiff. The Master, Captain Karl Spindler of the Imperial German Navy, had a letter purporting to be from the mythical owners in Bergen, apologising for a last minute



Desmond Brannigan pictured here with part of an anchor which he helped to salvage from the wreck of the Spanish Armada off the Kerry coast in 1968.

decision to load at Kristiana, and advising that the vessel sail on a route north of Scotland and down past the west coast of Ireland to avoid the possibility of attack from German submarines.

The "Aud" followed the route indicated in the letter when she sailed from Lubeck, past the Norwegian coast and westward by the Faroe Islands and then turned south towards the Irish coast. Despite close scrutiny by British patrols, the "Aud" eventually arrived at Tralee Bay on 21st April.

Unfortunately, due to a misunderstanding,

(Continued on page 7)

GALWAY DEVELOPMENT

Galway Corporation plans to develop the city's housing, parks and other facilities at an estimated cost of £5,300,000. The Scheme is designed to provide for the city's expansion. The present population of the city is 30,000.

PORT TRAFFIC

Cargo handled at the Port of Cork during 1970 amounted to 5,993,000 tons, which represented an increase of 16.86% on the figures for 1969.

Traffic at Waterford also increased by over 11% with a total of 743,603 tons of cargo being handled in the Port during 1970, as compared with 665,550 tons in 1969.

"AUD" — *continued from page 6*

there was no pilot waiting to meet the vessel at Tralee Bay, as the Irish insurgents were not expecting the vessel until two days later; indeed the pilot who was to bring the "Aud" into Fenit actually saw the ship in Tralee Bay on the evening of her arrival and did not recognise her, and had no reason to expect the arms ship so early. Having waited overnight in Tralee Bay, the "Aud" was boarded by a search party on the morning of the 22nd, but Captain Spindler succeeded in bluffing the officers. About mid-day, as the "Aud" was steaming slowly across Tralee Bay she was spotted by a British sloop, the "Bluebell" and was eventually surrounded by a total of 29 patrol ships. Late in the evening the "Bluebell" fired a shot across her bows and signalled her to proceed to Cobh Harbour. On arrival at Cobh on the morning of the 23rd, Captain Spindler decided that he was trapped, and hoisted the German ensign before ordering the crew to take to the life boats. He then proceeded to blow up the "Aud" before surrendering to the British authorities.

ROGER CASEMENT

The "Aud" is associated with the capture of Roger Casement, who was landed at Banna Strand outside Tralee on Good Friday, 22nd April, 1916, and was arrested almost immediately by British forces. The submarine in which Casement travelled sailed from Germany three days after the "Aud"

had left, and was to rendezvous with the "Aud" in Tralee Bay. Casement was subsequently executed at Pentonville Prison, London, where his remains lay until February, 1965, when they were returned to Ireland for re-burial.



A group of I.S.L. Catering staff members attending the Nautical Catering College, Liverpool (left to right): U. Maher, J. Moynihan, J. Molloy, J. Rourke and J. Smith.

BIRTHDAY GREETINGS

To **John M. English**, Junior Engineer, "Irish Spruce". Greetings and best wishes for a very happy birthday on August 5th from Daddy, Mammy, Regina and Veronica and your fiancée, Mary.

To **T. Caffrey**, Deck Department, "Irish Elm". Congratulations and best wishes for your 21st birthday on the 9th October from all at 27 Church Gardens.

To **Séamus McLoughlin**, Junior Engineer, "Irish Elm". Wishing you a very happy birthday, Séamus on August 10th from your wife Nell, the Joyce, McLoughlin and Forde families, and last but not least, George. We all hope you have a wonderful time, and love from all. Also congratulations and best wishes from parents, brothers and sisters.

U.C.S. LIQUIDATION

The news that Upper Clyde Shipbuilders Limited were to go into liquidation came as a grave disappointment to Irish Shipping Ltd., in view of the uncertainty created by this development with regard to the four bulk-carriers which the Company has ordered from U.C.S. The position now is that we are awaiting the outcome of the British Government's decision to establish a new Company based on the Govan and Linthouse yards, both of which are considered to constitute the viable units of the U.C.S. consortium. It was at the Govan yard that the I.S.L. 26,000 tonners were to have been built originally and it is hoped that the setting up of the new Company will not be long delayed and that suitable terms can be arranged to have the four ships built at the new Glasgow yard.

ROSSLARE/LE HAVRE SERVICE IN DOUBT

The decision of both of Irish Shipping's partners in the Normandy Ferries consortium to withdraw the "Leopard" and "Dragon" from the Rosslare/Le Havre route after the end of this season has placed the operation of the service next season very much in doubt. This is all the more regrettable as the service was a decided success from its inception in 1968. The Company is making every effort to obtain a suitable replacement vessel, but the short notice given has made the task of maintaining the service extremely difficult. If a solution to the problem is not found within the next month, the mounting of a service for the 1972 season, in the time available, will be impracticable.

"HAZEL" UNDER SAIL

Dear Sir,

I enclose a photograph which may be of interest to some of your readers. It shows the s.s. "Irish Hazel", with engine broken down, under emergency foresail, in the Bay of Biscay, 26th or 27th December, 1947.

The vessel was bound from either Bone, Algeria, or Sfax, Tunisia, with phosphate for Dublin under the command of Captain Clarke. If I remember rightly, Captain R.



The "Irish Hazel" under sail.

Greene of your Cork Office was Second Mate. I had the more humble position of E.D.H.

With the engines stopped the vessel began to roll very heavily and the sail was rigged to reduce this. It was made from an ordinary hatch tarpaulin.

Other crew members that I recall from that voyage were B. Dorgan, now Chief Steward, N. O'Brien, A.B., and B. Doyle, A.B., both from Arklow, R. Hughes, Bosun, from Dun Laoghaire. No doubt your records can confirm these.

I do hope it will prove of interest.

F. FORDE,
Master.

EDITOR'S NOTE : *We thank Captain Forde, now with B. & I. Line, for this interesting letter and photograph. If any of our readers have any similar recollections of the Company's early years we shall be pleased to hear from them.*

ALL-IRELAND HURLING FINALS RESULTS

Senior Hurling Final :

Tipperary 5.17; Kilkenny 5.14.

Minor Hurling Final :

Cork 2.11; Kilkenny 1.11.

THE LATE CAPTAIN F. W. KIRK



The sudden death on the 2nd August, of Captain F. W. Kirk, came as a great shock, not only to his immediate family, but to his many friends and colleagues in I.S.L. Captain Kirk died at his home in Kilmihil, Co. Clare.

The late Captain Kirk began his sea-going career in 1923 as an Apprentice with Limerick Steamship Company Limited. He served with that Company until 1929 and subsequently went to Bells Steamship Company of Hull as a Second Officer. He was also, for some time, Chief Officer on the Limerick Steamship vessel "Kerry Head". In 1935 he joined the Standard Oil Company of Venezuela and served on a number of that Company's tankers and passenger ships. In 1938 he was appointed Pilot for Standard Oil and served in this capacity until he left the Company in 1943.

Captain Kirk remained ashore for a number of years and joined Irish Shipping in February, 1954, when he was appointed Second Officer of the "Irish Oak". In June of that year he was promoted Chief Officer on the vessel, and his first appointment as Master with the Company was in January, 1957, when he took over command of the "Irish Fir". Over the past fourteen years, Captain Kirk has held command of most of the Company's vessels, and his last command was the "Irish Plane", of which he was Master until 28th May last.

The late Captain Kirk is survived by his wife, five daughters and two sons. Both his sons, Denis and F. W. Kirk served their

Cadetships with the Company and the latter is at present Second Officer of the "Irish Sycamore". The late Captain Kirk was a brother of Captain T. J. Kirk, Chief Surveyor with the Department of Transport and Power.

To Mrs. Kirk and family we offer our sincere sympathy on their great loss.

AN APPRECIATION

It is difficult to realise that Captain Freddy Kirk is no longer with us. We had the pleasure of meeting him just a few short weeks prior to his sudden and untimely death. Indeed, on that occasion we discussed future plans and he was in excellent spirits and seemed to enjoy equally good health. But such is the uncertainty of life.

We in Irish Shipping have worked with Freddy Kirk for the past seventeen years, and during that time we came to know him as a man who said what he thought — blunt and forthright in manner and speech, yet kind, considerate and exceedingly modest. Whether on board ship or in the office, his hearty and spontaneous laughter often betrayed his presence and testified to his good humour and his enjoyment of the lighter moments in a demanding career. His highly expressive and even picturesque style of speech was liberally coloured with the American vernacular with which he became so familiar during his early years sailing in and piloting U.S. tankers in Central American waters. He could take and enjoy a joke against himself.

One particular anecdote which he liked to recall concerned an unfortunate addiction to stealing on the part of the natives in a certain tropical port. Prior to arrival, Captain Kirk gave strict instructions on the need to lock all doors, and batten down all movable objects on board. Unfortunately, he omitted to take his own advice with dire consequences. Apart from his sleeping attire, all his personal belongings were removed from his cabin. For the rest of the voyage he was obliged to wear borrowed apparel, which was neither in keeping with the dignity of his position nor with normally acceptable standards of sartorial elegance. His predicament occasioned much good-humoured badinage in which he fully shared.

Captain Kirk came from a family with a seafaring background and both his father and brother were also ship's masters. This tradition is ably maintained by his two sons.

Captain Kirk had the distinction of starting his sea career over forty years ago as a cadet under the Irish flag. At that time, the now defunct Limerick Steamship Company operated tramp steamers, and it was on these vessels that he served his apprenticeship. During his long and eventful career he made many friends all over the world. All will miss him. We who have sailed with him have lost a good shipmate and a valued friend, and the Company has lost the services of a worthy ship's master. But most of all he will be missed by those nearest and dearest to him for he was a devoted husband and father. May he rest in peace.

C.C.R.

PHOTO IDENTIFIED

In the June issue of "Signal", we published a photograph taken in the United States during the very early years of the Company. Since then we have received a letter from Mrs. M. Kelly of Front Glen, Kinsale, Co. Cork, who was able to identify the vessel as the "Irish Beech". Mrs. Kelly's late husband, Florence Kelly, was a crew member on the vessel, and is, indeed, pictured in the photograph at the rail of the ship. Mrs. Kelly tells us that the "Irish Beech" made this particular voyage in the winter of 1941, sailing from Ireland on the 14th October, and returning again on the 20th December.

The late Mr. Kelly served for many years on Irish Shipping vessels. Mrs. Kelly is a regular reader of "Signal", and we thank her for taking the trouble to send us the information.

LATE MR. MICHAEL McCARTHY

We regret to report the death in Dublin on the 21st August, of **Mr. Michael McCarthy**, Bosun, who had been ill for some considerable time.

The late Mr. McCarthy had served on a number of Irish Shipping vessels and was a crew member of the "Irish Oak" from 1963 until 1966. He subsequently served on the "Irish Sycamore", "Irish Maple" and "Irish Alder". His last voyage was on the "Irish Ash" in September, 1970.

The late Mr. McCarthy had been living in Dublin for some years, although he was a Cork man, and his remains were brought home to his native Bere Island for burial.

His many friends, both ashore and afloat will be sorry to learn of his untimely death. We offer our sincere sympathy to his wife and family.



Pictured at a Reception on board the "Norderau" to celebrate the fortieth year of service as an Officer for the Bugsier Line of Captain Mindrop were, from left: K. McCarthy, S. M. Clery, Captain Mindrop, C. P. Kinsella and M. Fitzsimons.

SYMPATHY

We extend sympathy to Miss Dymphna Brady whose mother died suddenly on 2nd September. We also tender our condolences to Mrs. T. E. Flynn whose father died recently, and to Mrs. J. B. Guerins on the death of her mother.

HIGHER NAUTICAL DIPLOMA

It has been announced that the College Diploma in Nautical Science, first introduced in August, 1970, should be a Higher National Diploma Course, and that Part I will start on 7th September, 1971. Entry qualifications for serving officers are either an Ordinary National Diploma or a good Ordinary National Certificate in Nautical Science, or a General Certificate of Education with one approved subject at A level (two, including Mathematics or Physics must have been studied to A level), and four approved subjects at O level, or a Second Mate's Certificate together with proof of ability to follow the higher National Diploma Course. Full details of the course can be obtained from the Head of the Department of Advanced Studies, Warsash, Southampton.

FRENCH INTERLUDE

By Edward O'Regan

It was a cold, frosty morning, and the windows of the Invoice Office were misted on the outside. The Captain, whose republican blood was thinning a little with his advancing years, piled on the coal, and a bright and cosy glow flickered on the bare walls and faded ceiling. Alec and Bill, sitting on their high stools at the desk which had been made about the time of the Famine, were deep in delivery dockets. The Captain's broad back bent over the Abstracts Summary on his table beside the fire. A sweet silence lay over the place, the crackle of a coal, the scratching of a nib, were the noisiest things there on the January day.

Down at the end of the store could faintly be heard the barely recognisable strains of "One Fine Day", played in a high and uncertain key. It was Checker Cooke's signature tune, and the secret of the whistle made through his toothless gums was his alone. "One Fine Day" seemed to be approaching the office and Alec cocked an inquisitive eye towards the door without moving his head. Puccini's ageing fan ambled through the door behind his whistle, stopped himself and the whistle, and "Good morning, merry gentlemen," he lisped in a "u" accent, or its poor relation. The three pens were laid simultaneously on their sides.

"Good morning, Mr. Cooke, sir." The Captain was on his feet, absentmindedly standing with his broad bottom keeping the heat from the lads at the high desk. His walrus moustache twitched humourously. "You know, Bob, I was just thinking of you."

"Is that so, Mr. Stone?" Old Cooke's reedy voice replied. And then, in the falsetto Oxford again: "To what may I attribute the honour?" The Captain guffawed, the buttons on his shiny waistcoat winking over his paunch.

"When I see that railway cap, Bob, I sometimes for a minute imagine it a B.A. one. What was that story you were telling us the other day about your Cockney pal in the French village?"

Cooke's eyes twinkled. "Aha, ould Chapman, was it? Lor, he was a one. Many's the quare laugh we had in France. D'ye know, Mr. Stone, it's an odd thing, but some fellows could live all their life in a country and never pick up more than two words of the language." He sat himself on the corner of the Captain's table.

MUCH CHANGE

"Meself and this lad Chapman had been sent back from the front line for a rest. And I declare to God you could do with a rest after a spell of that." He gave a high, hen-like cackle.

"I was always kidding Chapman about not knowing the French talk. And one day meself and himself were walking up the main street of this here village, I canna' recall the name now. But didn't we run into this Dublin lad coming up against us. I mind his name, too, Paddy Maginn, a hard ticket if iver there was one. Well, the bould Patrick had a few French coins in his hand, and a very puzzled look under the tin hat. He was picking up a coin here and a coin there, and talking to himself.

Chapman comes up, and in his Cockney accent says: 'Wotcher, Paddy, wot you doing with all that French nickel, eh?' Maginn held out his hand, showing the coins. 'Looka this, Bert, can you make it out? I kem outa that stannina there with this lot, supposed to be me change.' He went on to say how much he had paid for his pint of beer, and the two of them went laboriously over the sous, until Chapman said heatedly: 'You've been done, cock. You come along and we'll fix these Frenche bees.' And he marched, all business-like up to the pub, and into the bar. I followed to see the fun.

"Well, boys, me bould Chapman walks right up to the mahogany and a pretty French barmaid was there drying a glass. Chapman has a hold of Maginn's arm, still holding his sous in his fist, and he says to the girl, very official-like: 'Mademoiselle, parley vous Fronsays?' The girl tittered. 'Wee, wee,

Monsewer,' says she. And then, says Chapman, holding out Maginn's hand with the coins, 'Well, wot about 'is ruddy choinge?'"

The office echoed with laughter. Cooke stood up and slapped the Captain on the back. "I declare to ye, that's what the eejit said, 'Wot about 'is ruddy choinge?'"

"Very good, Bob, very good." And then feeling his responsibility returning for the early settlement of the Monthly Returns: "Well, the work must go on, old man. Time and tide, y'know." And he eased his fourteen stone into the chair and waved his pen. Cooke took the hint, casting a long wink over at the Captain as he padded back to his store. The boys sighed, grinned at Cooke's retreating back, and got back to the dull business of railway accountancy.

"One Fine Day" again wafted back from behind the high-stacked bags in the big store.



"NOW DON'T FORGET TO PRESS YOUR FROCKS BEFORE
WE GO INTO FASHION-CONSCIOUS DUBLIN!"

HOMO SAPIENS?

Men are what women marry. They have two hands, two feet and sometimes two women, but never more than one idea at the time. Like Turkish cigarettes, they are all made of the same material, the only difference being that some are packed better than others.

Generally speaking, they may be divided into three classes: husbands, bachelors and widowers. A bachelor is an eligible mass of obstinacy, entirely surrounded by suspicion. Husbands are of three types: prizes, surprises and consolation prizes. Making a husband out of a man is one of the highest forms of plastic art known to civilization. It requires cunning, science, common sense, faith and mostly charity. It is a psychological marvel that a small tender violet scented thing like a woman should enjoy being kissed by a big awkward rough-skinned tobacco and bay rum scented thing like a man.

If you flatter a man, you frighten him to death; if you don't, you bore him to death. If you permit him to make love to you, he gets tired of you in the end; if you don't, he gets tired of you in the beginning.

If you believe in him too much, you cease to interest him. If you argue with him in everything, you cease to charm him. If you believe all he tells you, he thinks you are a fool! If you don't, he thinks you are a cynic. If you join in the gaiety and approve of his drinking, he swears you are driving him to the devil; if you don't approve of his imbibing and argue with and urge him to give up his gaiety, he thinks you are snow and ice.

If you are the clinging vine type he doubts if you have a brain. If you are a modern advanced, intelligent woman, he doubts if you have a heart. If you are silly, he longs for a soul-mate. If you are a brilliant person, he longs for a play-mate.

If you wear gay colours and a startling hat, he hesitates to take you out, but if you wear a little beret and a tailored suit, he takes you out, but stares all evening at the woman in the gay colours and the startling hat.

Man is just a worm in the dust: he comes along, wriggles about for a while and finally some chicken picks him up.

Company's First New Ship



The second "Irish Rose".

On the 12th January, 1942, Irish Shipping Limited chartered the Estonian vessel s.s. "Mall" and named her "Irish Rose". She was built in 1894 and had a deadweight tonnage of 2,875 tons, and her Port of Registry was Dublin. She served the Company well until the end of the War, and on the 17th May, 1946, she was re-delivered to her owners, the Tallman Shipping Company of Talin. In 1952 she was sold to Italian owners, and was re-named "Nizeti". In 1946 she had been re-named "Flamenco" by her Estonian owners.

During her service with Irish Shipping she anchored off Cork on one occasion, and as she set out again for her discharge berth in the port her propellor almost fell off. In fact it lodged and hung precariously on the stern of the vessel. **Captain Richard Neill** and **Captain W. Jeffers** commanded the "Irish Rose" during the war years.

The second "Irish Rose" was the first new vessel to be built for the Company, and she

was launched at the West Hartlepool Yard of W. Gray & Company Limited in February, 1948. The vessel's sponsor was Mrs. John Leydon, wife of the Chairman of Irish Shipping. Master of the vessel on her maiden voyage to Goteborg was the late **Captain Frank Kelly**, and her Chief Engineer was **J. B. Donohoe**. Other Officers serving on the maiden voyage of the "Irish Rose" were: **P. J. Hennessy**, Chief Officer; **B. Reilly**, Second Officer; **I. Tyrrell**, Third Officer; **R. O'Neill**, Second Engineer; and **J. J. Walsh**, Third Engineer. The ship arrived in Dublin on the 2nd August, 1948, with a cargo of wood pulp, timber and general cargo. At a reception on board the vessel, guests included the Minister for Industry and Commerce, Mr. D. Morrissey, and the Minister for External Affairs, Mr. S. Mac Bride. Other distinguished guests on that occasion were: Mr. Liam Cosgrave, now Leader of Fine Gael, and at that time Parliamentary Secretary to the Minister for

Industry and Commerce, Mr. S. Lemass, T.D., and Mr. and Mrs. W. T. Cosgrave. The "Irish Rose", together with her sister ship the "Irish Willow" both operated on the Baltic trade from 1948 until early 1951. At this time, due to the unprofitable nature of the Baltic trade, both ships were put on the North Atlantic Liner run for a short while, and later in 1951, they were chartered to an American Company and traded between the United States and Carriibbean ports. The "Irish Rose" spent two years on this trade. When she began her American charter she was under the command of the late **Captain D. Foley**, and her Chief Engineer was the late **H. Rosenberg**. **N. O'Shiel** was Chief Officer, **I. Tyrrell** was Second Officer and **E. Lyons** was Third Officer. Her Second Engineer was **C. Devlin** and Third Engineer was **B. Strand**. Her Chief Steward was the late **Jerry Moynihan** and Second Steward was **John Dillon**. During the final twelve months of her charter, the "Irish Rose" was under the command of **Captain P. F. O'Shea**.

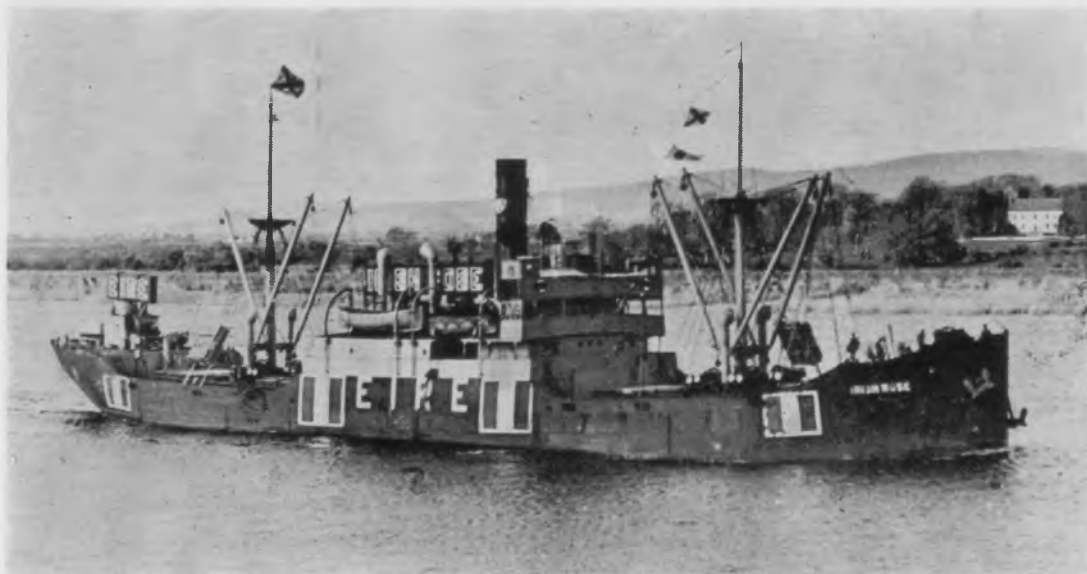
The second "Irish Rose" was 2,210 d.w.t. and was sold to Finland Steamship Company Limited of Helsinki on the 19th August, 1954, and was re-named "Leo".

The third "Irish Rose" was built by the Ailsa Shipbuilding Company of Troon, Scotland, and was launched on the 2nd November, 1955, by Mrs. W. H. Beirne, wife of a



The late **Captain J. H. Syms**, hoisting the Tricolour on board the third "Irish Rose" when the vessel was taken over from the builders at Troon. Looking on are, former Technical Manager of I.S.L., **J. P. Hamilton**, and the late **H. Cuthbert**, Superintendent Engineer.

Director of Irish Shipping. The ship was the first bulk cargo type vessel built by the Ailsa Shipbuilding Company, and she was designed specially for the carriage of timber, with a view to possible service on the Canadian Great Lakes. Like her predecessors of the same name, she was registered in Dublin, and her Master on the maiden voyage of the vessel to Lisbon was the late **Captain J. H. Syms**. At Lisbon she loaded pit props for Port Talbot in South Wales. Her first charter was to the French firm, Societe Girondine



The first "Irish Rose".

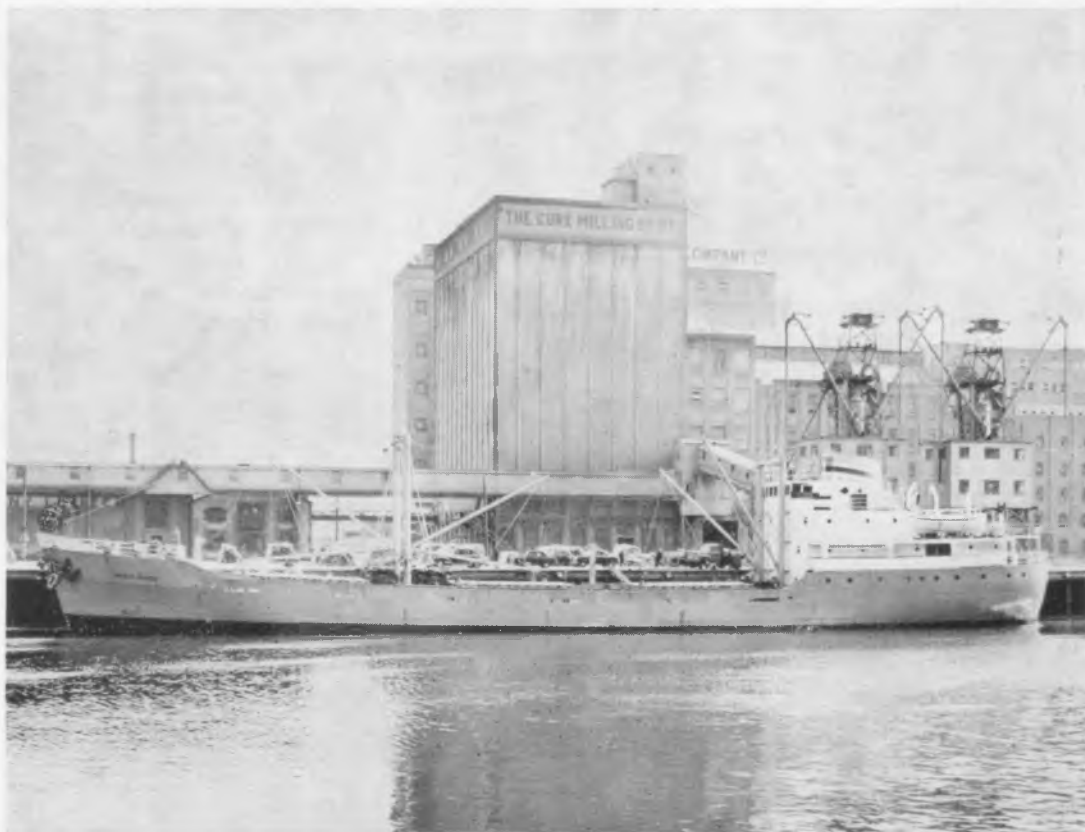
d'Afrettments of Bordeaux, for whom she traded between British, Continental and West African ports.

The "Irish Rose" paid her first visit to Irish waters in April, 1956, when she arrived in Cork with meal from Dakar. She also called at Waterford and completed discharge of her cargo at Belfast. In January, 1959, she paid her first visit to the port of Galway, where she discharged a cargo of phosphate from Casablanca. Subsequently she went on the North Atlantic Liner Service for a short while, and also served on the Canadian coastal trade, under the command of **Captain J. S. Kerr**.

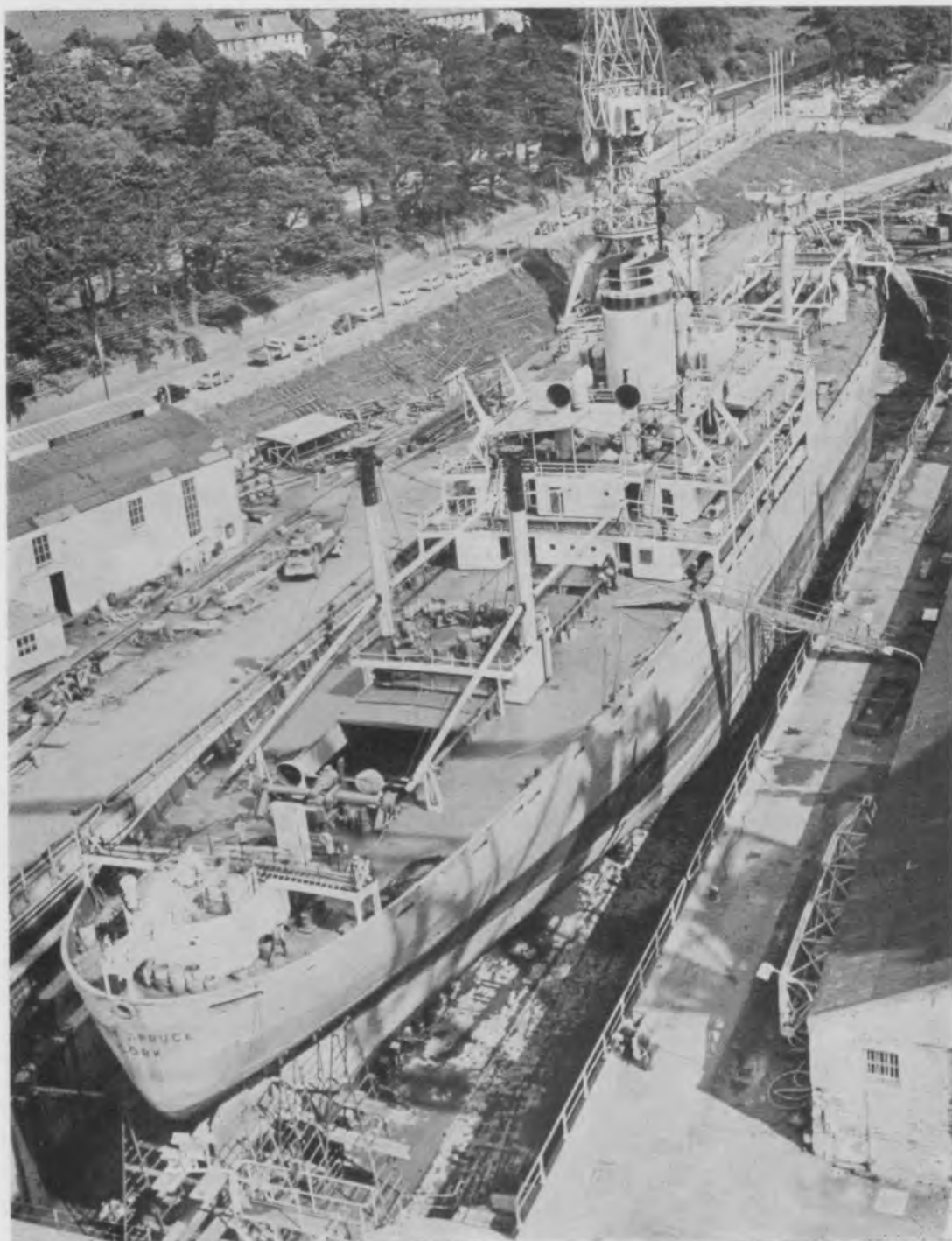
In 1965 she was chartered to Melville Trading Company of Trinidad and traded between Trinidad and Wilmington and between Trinidad and Galveston. During that time the ship's Master was **Captain J. Flanagan** and her Chief Engineer was **Mr. J.**

Reed and apart from Officer personnel, the crew were entirely from Trinidad. She completed her Carriibbean charter in October, 1966. In 1967, while on time charter to Matthew Shipping Company, the "Irish Rose" carried supplies to trading posts in the Hudson Bay area. **Captain M. McMahon** was Master of the vessel at that time. On the 15th November, 1968, the "Rose" sailed from Dublin with relief supplies for Biafra on charter to Africa Concern Limited, which was established to carry out charitable projects for the relief of hunger and distress. The cargo was donated by the people of Ireland for the relief of famine in Biafra. Her Master was **Captain J. Lee**.

In January, 1969, the "Irish Rose" was handed over to her new owners, St. Eirene Maritime Company Limited of Liberia, to whom she had been sold, and she was re-named "St. Sophia".



The third "Irish Rose" on the occasion of the vessel's first visit to the port of Cork in April, 1956.



The "Irish Spruce" pictured in drydock at Rushbrooke recently.

CADET NEWS

Congratulations to Cadets **J. A. Flanagan**, **T. Ruane** and **P. Kelly**, who are studying at Plymouth and who have been promoted; in the case of Cadet Flanagan to Cadet Captain, and in the case of Cadets Ruane and Kelly, to Executive Cadets.

We have been asked to express appreciation of the kind co-operation of **Captain Devaney** of B & I for making arrangements to have some of our Cadets placed on B & I vessels during the summer vacation. Cadets **M. Cronin** and **A. Flanagan** spent some time on the "Innisfallen" and "Tipperary" respectively. Cadets **T. Ruane**, **P. Kelly** and **C. Spain** spent some time on the "Leinster" and Cadet **T. Ruane** also sailed on the "Meath". Cadet **C. Spain** sailed on the "Kildare".

As part of the Exchange Scheme with Ocean Fleets, Cadets **J. Whelan** and **L. Gavin** made a voyage to West Africa and return on the "Fourak Bay". Cadet **S. O'Byrne** made a similar trip on the "Fulami".

VISITOR TO CORK

We were pleased to welcome to Head Office on the 26th July, **Mr. Stewart Anderson** of the Fleet Personnel Group, Mobil Marine Services Limited, who was on his way to Cork, where he visited the Crawford Technical College. Mr. Anderson's company are very interested in the facilities available at Crawford for marine training, and hope to select two Irish Cadets this year for

training in Cork. The Cadets selected would train with the Irish Shipping Cadets and if the initial experiment proves successful, it is probable that Mobil will increase the number of their Cadets at Crawford in the following year.

SINGLE UNSEATER

Competing in one of the toughest international canoeing events on 4th September will be **Engineer Cadet Karl Vekins**, a second year student at the Crawford Technical Institute, Cork. Karl will be endeavouring to remain aboard and "always afloat" in his slender craft over the testing 17.6 miles course in the Liffey descent.

This event will be open to international competitors and the start will be around mid-day from Straffan, Co. Kildare, with the finishers expected at Islandbridge about 5.30 p.m. (on the same day). Also taking part in the race will be Karl's father who is well known in sea scouting and is in charge of the Dollymount Troop.

We wish both good luck in the race.

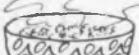
BIRTHDAY GREETINGS

To **Anthony O'Gorman**, "Irish Stardust". Best wishes and birthday greetings from Mother, Father, sister and brothers for your birthday on 21st September.

GALLEY GRUB

Lamb Corn Casserole

- * 1 TABLESPOON OIL
- * 1 lb COOKED LAMB, CUBED (FROM LEG OR SHOULDER)
- * 1 CHOPPED ONION
- * 1 CRUSHED GARLIC
- * 1 CAN VEGETABLE SOUP
- * 1/2 PINT CHICKEN STOCK
- * 7 oz. CAN CORN
- * 4 CHOPPED, SKINNED TOMATOES
- * SALT & PEPPER



- FRY ONION, GARLIC AND LAMB FOR 3 to 4 MINUTES
- ADD REMAINING INGREDIENTS AND BRING TO THE BOIL
- PLACE IN AN OVEN-PROOF CASSEROLE AND BAKE IN A MODERATE OVEN 350°F, GAS MARK 4 FOR 30 MINUTES



Success in Law Exam



John Wright of our Claims Department, who was recently called to the Bar. Our congratulations to John on his excellent achievement in obtaining fourth place in his Final examination.

ON WELDING COURSE

Mr. P. Shortall, Second Engineer, is at present on a two-weeks welding course at Verolme Cork Dockyard.

SOLUTIONS TO CROSSWORD

| Across | Down |
|-------------------|----------------|
| 1 Leopard. | 2 Pulp. |
| 6 Aide (de camp). | 3 Roars. |
| 7 Napper (Tandy). | 4 Iceberg. |
| 8 Sole. | 5 Tandy (era). |
| 11 Adder. | 9 Ocean. |
| 15 Car. | 10 Lag. |
| 16 Yale. | 12 Day. |
| 17 Egg. | 13 Elat. |
| 18 Yam. | 14 Reme. |

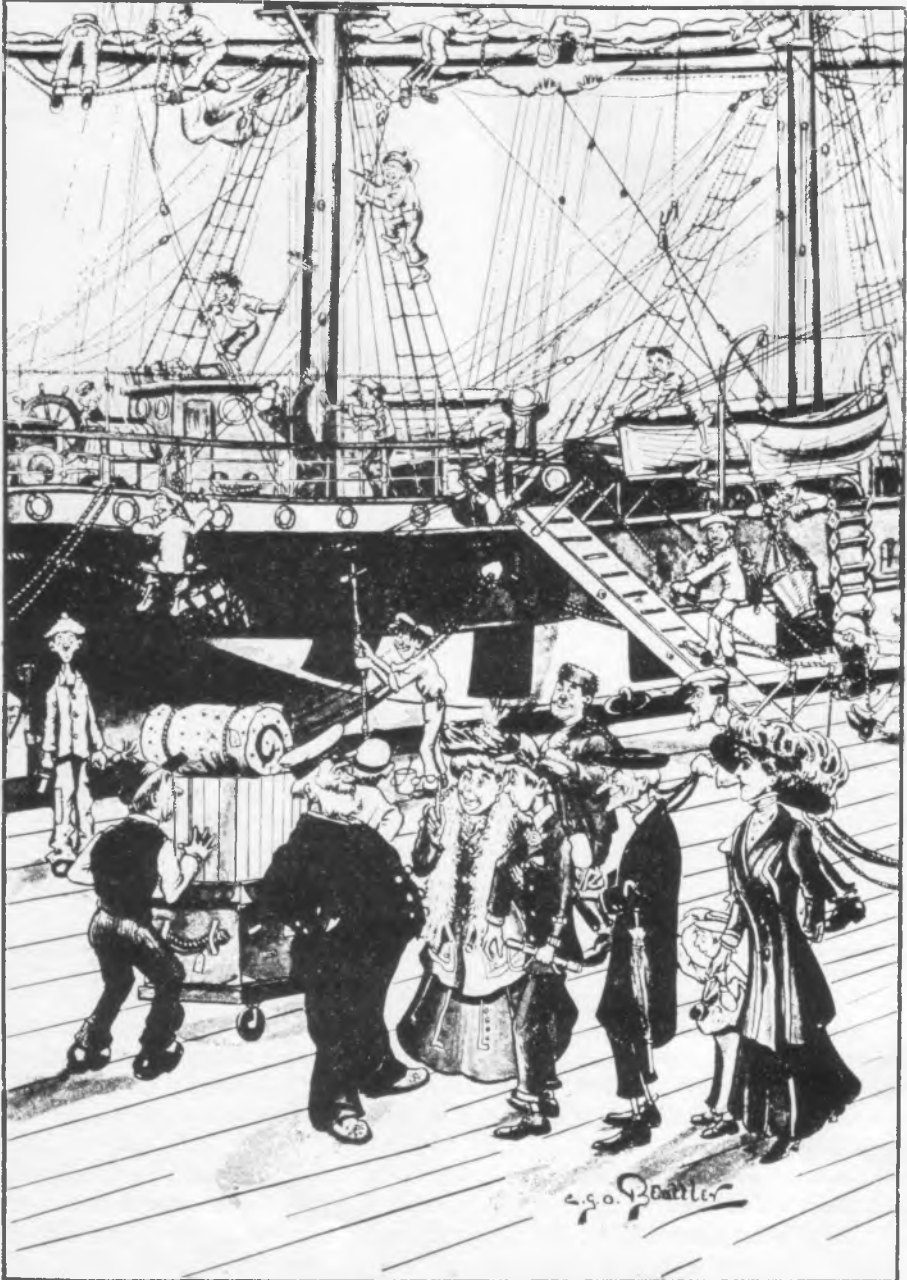


Belated congratulations to Liam O'Gorman of our Agency Division who became engaged last April. Unfortunately, our Fleet Street correspondent failed to make the necessary report, as a result of which he has been transferred to our Bohola office. However, regardless of the omission, Liam has gone ahead and made plans for his wedding, which will take place on 10th September. His fiancée is Miss Anne O'Reilly of Terenure.

LE MOT JUSTE

Two old friends met on the street. "Well, Sam," demanded the first man, "what's new with you?" "Oh," came the casual response. "nothing much. We just got back from a 72 day cruise." "Fabulous!" responded his friend. "Well, we wouldn't have stayed away so long except we bought a 17 room house and wanted it to be completely redecorated and refurnished and ready when we got back." "Fabulous!" repeated his friend. "Of course, it wouldn't have taken so long to get the house done except this decorator we used insisted every piece in the house had to be an authentic original." "Fabulous!" "Then, did I tell you, my daughter got married to a millionaire stockbroker and for the wedding we flew the family to Majorca for a week-end?" "Fabulous!" "Hey, that's enough about me," Sam said at last. "What's new with you?" "Oh," the other replied, "nothing exciting, really, except that I just graduated from charm school." "Charm school?" exploded his friend, "what in the world could you get out of going to a charm school?" "Well, did you notice that every time you told me something, I said 'fabulous'?" "Yes." "Well, before I went to charm school I would have said 'BULL!'."

Life in the Mercantile Marine.



No. 1. The New Hand is Introduced to his Ship and his Skipper.



FLEET NEWS

"SYCAMORE" IN JAPAN

This vessel made a long voyage in ballast from the Persian Gulf to the Western Australian port of Freemantle where she loaded a grain cargo for Japan. She arrived at Nagoya on 29th July and subsequently called at Yokohama and Kobe to complete discharge. At Kobe she loaded general cargo for Norfolk, Montreal, Toronto, Detroit and Chicago. It is of interest to note that at Freemantle the "bundling in bulk" method of loading grain was used on this vessel for the first time. This procedure involves the use of tarpaulin rather than the conventional grain fittings. While the vessel was in Japan, **Chief Engineer R. Tennent** was relieved by **S. Moynihan**. Third Engineer **J. Waters** was replaced by **L. Robinson** and Junior Engineer **J. Carr** was replaced by **F. Mullins**, who transferred to the "Irish Sycamore" from the "Irish Star". While the vessel was at Kobe, Junior Engineer **G. Davis** joined as a replacement for **P. Dowling** who was promoted to the rank of Fourth Engineer.

The "Irish Sycamore" sailed from Kobe on 20th August and is expected to transit the Panama Canal about 13th September. She is expected to arrive at Norfolk, her first discharge port, on 19th September, and should finish her discharge in Chicago about mid-October.

"POPLAR"

This vessel sailed from Liverpool on 13th July and arrived at Montevideo on 30th July with general cargo. She also called at Buenos Aires and Santos and sailed from the

latter port on 17th August with a general cargo for Glasgow, Liverpool and Swansea. She will be due at Glasgow on 1st September and is expected to spend three weeks between her discharge and loading at British ports.

The "Irish Poplar" is on time charter to the Argentine State Line.

"IRISH SPRUCE" DIVERTS

At present this vessel is on time charter to the Peruvian State Line and arrived at Guayaquil on 28th July from Liverpool. After calling at a number of South American ports, she was delayed at Eten in Peru where she loaded sugar for U.S. ports. The ship arrived at Eten on 8th August and completed and sailed on 21st August for her U.S. discharge ports. While on her present charter the vessel diverted to Puerto Rico to land **Cadet Eugene Curry**, following an accident and after hospitalisation in Puerto Rico. Cadet Curry was repatriated and is now home. When the vessel was five days off Puerto Rico the doctor from a Russian tanker called the "Marshall Birouzov" came aboard to examine Mr. Curry and recommended his hospitalisation.

We send our best wishes to Cadet Curry for a speedy recovery from his injuries.

The "Irish Spruce" is expected at her first American discharge port about the end of August.

"IRISH ROWAN"

While this vessel was at Port Elizabeth, one of her crew members, **Mr. Seán Ryan**, Deck Department, died following an accident.

The late Mr. Ryan was very popular and his tragic death occasioned great shock on board the vessel.

The "Rowan", which is on charter to South African Marine Corporation, sailed from Lourenco Marques on 27th July and arrived at Mauritius on 1st August. She was delayed at Port Louis, Mauritius, due to a shortage of sugar which she loaded for St. John, N.B. The vessel completed loading and sailed on 19th August and she is expected to call at Cape Verde about 7th September for bunkers. She is due at her discharge port on 17th September.

"CEDAR" IN PACIFIC

Captain J. H. Onions took over command of the "Cedar" at Japan from **Captain T. R. Hughes**. Chief Officer **G. Kyne** relieved **J. Martin**. While the vessel was in Japan, Junior Engineer **W. Malone** also left the vessel.

The "Cedar" arrived at Muroran on 20th August from Formosa and Korea, where she loaded plywood and steel. She completes loading at Muroran and Kushiro and is expected to sail from the latter port about 25th August for Newark, Montreal, Detroit and Chicago. The vessel is expected to transit the Panama Canal about 20th September and should arrive at Newark about 26th September. It is expected that the vessel will complete discharge in Chicago about 1st October.

"IRISH STAR"

A reception was held on this vessel recently at Vancouver when the Master was presented with a plaque by the wife of the Harbour Master at Vancouver. Representatives of the Star Bulk Shipping Co., the ship's charterers, were also present at the reception and Mr. Gronnerud, Vice-President of the Vancouver Office, presented **Captain Flanagan** with the "Star Bulk Totem Pole". There were sixty guests at the reception which was to have been held on the occasion of the ship's first call at Vancouver, but circumstances did not allow the function to take place on that occasion.

The vessel sailed from Kitimat, British Colombia, on 24th July and arrived at Kawasaki, Japan, on 6th August. She also called at the Japanese ports of Onahama,

Osaka, Kokura, Muroran, and will complete loading steel for Rotterdam and Antwerp at Kimitsu. She is expected to sail from Muroran on the 3rd September and will complete at Kimitsu on 4th September. She should transit the Panama Canal about 25th September, arriving at her discharge port about 9th October.



Captain J. H. Onions took over command of the "Irish Cedar" in Japan.

"IRISH STARDUST"

The "Stardust" arrived in Camden, New Jersey, on 7th August with a cargo of ore from Australia. At Camden the vessel's crew were relieved and only Second Officer **B. Tallon** and Second Engineer **M. Kennedy** remained on the vessel. She sailed on 8th August in ballast to Victoria, British Colom-

bia, where she arrived on 24th August to load a cargo of paper pulp for Japan. She will complete loading on 5th September and is expected at her Japanese discharge port about 18th September.

"IRISH PLANE"

The "Plane" arrived in Dublin on 21st August from Casablanca with phosphates and she is expected to complete discharge of her cargo in Cork about 28th August.

A German vessel, the "Hermann Wesch", struck the fertilizer jetty when entering the port of Dublin and caused damage to the conveyor system. Consequently, the "Irish Plane" will discharge her phosphate cargo by crane and grab.

"Plane" Sailing



While the "Plane" was anchored at Casablanca recently some of the ship's personnel went sailing in a dinghy.

"IRISH ELM"

This vessel discharged her cargo of motor cars from Newport, Monmouthshire, at Baltimore, and then loaded phosphates at Tampa, Florida, for Chinhae, South Korea, where she arrived on 20th August and completed discharge on 24th August. She then proceeded in ballast to Japan where she will load motor cars for a European Continental

port. It is expected that she will complete loading in Japan about 30th August.



This picture of the "Irish Elm" about to pass the "Irish Ash" in the Panama Canal was taken by Cadet Eugene Curry.

SAILING MISHAP

Under the heading "Four Rescued — by the Wind", the *Irish Independent* reports a sailing accident involving a sailing dinghy owned by **Mr. Michael Doyle** of Wexford, a Second Officer with the Company.

The craft got into difficulty in choppy seas on Sunday, 22nd August, and was rescued when the dinghy was blown ashore by a fresh north-easterly wind.

The Rosslare Harbour Lifeboat was launched after being alerted when the dinghy capsized half a mile off-shore. By the time the lifeboat reached the scene, the Mermaid craft, which had been taking part in a race, was blown ashore. The crew were helped to safety by local people, and the dinghy was dragged ashore.

SEA SCOUT REGATTA

The Annual Sea Scout Regatta was held on Saturday, 28th August, at Ringsend. The Regatta was opened by Captain T. McKenna of the Naval Service, and the prizes were presented by Captain M. D. Langran. Irish Shipping sponsored the Regatta.

There were seventeen events, which were enthusiastically supported by the Sea Scouts, and the Regatta was a very successful one.

Fleet Personnel



As at 31st August, 1971

Deck and Engineer Officers in Order of Rank

"IRISH SPRUCE": Captain J. S. Kerr. Deck Officers: H. B. Fidler, F. Healy, T. A. O'Connor. Deck Cadets: J. Murphy, H. O'Brien. Engineer Officers: J. T. Morgan, A. Bolger, M. Mulligan, D. Gerety. Junior Engineers: J. Devitt, J. M. English, M. Kehoe. Engineer Cadets: F. Foley, C. Corcoran. Electrical Engineer: N. J. Brock. Chief Steward: H. Bond. Radio Officer: P. Hayes. Deck Department: B. Carroll, P. Byrne, C. Maguire, E. McLoughlin, T. Perle, M. Doyle, J. Doyle, D. McDonnell, A. Murray, L. Freeney, A. Doyle. Engine Department: P. Moore, B. Malone, J. Robinson, K. McLoughlin, J. Kelleher. Catering Department: J. Smith, J. M. Molloy, J. Lloyd, D. Coombes, J. Early, J. Mullins, A. Byrne.

"IRISH POPLAR": Captain I. A. Shiel. Deck Officers: M. Carey, J. J. Whyte, J. M. Darcy. Deck Cadets: M. Purcell, F. Kenny. Engineer Officers: H. Mooney, T. J. Wren, M. Egan, D. Walsh. Junior Engineers: D. Gabriel, E. Malone, W. A. Roberts. Engineer Cadets: P. McCarthy, J. O'Keeffe. Electrical Engineer: J. Breen. Chief Steward: B. Dorgan. Deck Department: J. Heaney, H. Hannon, J. Doyle, H. Johnson, J. Donnelly, P. O'Neill, P. Colgan, J. Gallagher, V. Geraghty, P. Gray, T. Murdoff. Engine Department: J. Grace, P. Proctor, A. Myler, C. Coyle, M. Redmond, L. Phillip. Catering Department: J. Rourke, S. Paige, W. Muldoon, P. Leonard.

"IRISH CEDAR": Captain J. Onions. Deck Officers: G. M. Kyne, P. Gordon, L. A. Kinsella. Deck Cadets: C. Graham, W. Coyle. Engineer Officers: J. Johnson, W. D. McCarthy, D. O'Connell, T. Walsh, M. K. Byrne. Junior Engineers: N. Kearns, P. Caffrey. Electrical Engineer: M. O'Callaghan. Chief Steward: T. Mason. Radio Officer: J. A. Foreman. Deck Department: P. Shelton, J. Ryder, J. C. Beausang, A. Shiels, P. White, S. Smyth, P. McDonnell, M. Murphy, J. B. Sexton, P. Kavanagh, T. Kealy. Engine Department: J. Rossiter, M. Cogan, B. Hanley, J. Gaffney. Catering Department: B. W. Rogan, R. O'Reilly, J. Furlong, J. Owens, M. A. Dooley, T. Byrne, D. Early.

"IRISH PLANE": Captain J. Poole. Deck Officers: N. Hearne, F. Henderson, J. A. Moynihan. Deck Cadets: P. Cahalane. Engineer Officers: M. J. Byrne, J. Nangle, M. J. Murphy, J. T. Reilly. Junior Engineers: D. O'Halloran, F. Dillon, A. Barry. Engineer Cadets: M. O'Gorman, J. O'Meara. Electrical Engineer: D. Niall. Chief Steward: P. Fanning. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, H. J. McElwain, C. Chamberlain, D. Driscoll, C. Coleman, M. Brennan, M. O'Neill, J. Roice, M. Kelly, C. Ireland, D. Hill. Engine Department: M. Thullier, P. Walsh, P. Leonard, S. Keane. Catering Department: E. Byrne, U. Maher, D. Gregg, S. McCarthy, C. Guiden, T. Keegan, C. Scannell.

"IRISH STARDUST": Captain J. A. Caird. Deck Officers: G. Mahon, J. Tallon, P. Farnan. Deck Cadets: M. Cronin, P. McNulty. Engineer Officers: H. Dowdall, M. J. Kennedy, C. P. Kelly, K. A. Barry. Junior Engineers: W. Dalton, E. Kealy. Engineer Cadets: C. Powell, M. McCann,

T. Wrafter. Electrical Engineer: R. Dunne. Chief Steward: J. Doran. Radio Officer: C. Allen. G.P.R.s: V. Murphy, N. Reynolds, W. K. Whitty, P. Bolland, J. White, S. Ryan, P. Hyland, G. Maguire, M. Macken, A. O'Gorman, P. Lalor, J. B. Brennan, P. Brennan, D. Cahill, E. Farrelly. Catering Department: D. Meagher, T. Doyle, E. Mulreaddy, G. O'Toole, R. Wright, J. Brady, J. Roche.

"IRISH STAR": Captain J. Flanagan. Deck Officers: E. Greevy, P. J. Tyrrell, E. Cowman. Deck Cadets: J. Hickey, J. Clarke. Engineer Officers: M. Dillon, M. A. O'Sullivan, W. P. Quigley, E. Sweeney. Junior Engineers: T. J. Kenny, A. Scanlon. Electrical Engineer: J. McCormick. Chief Steward: T. O'Connell. Radio Officer: J. Butler. G.P.R.s: D. Rogan, S. McCarthy, M. Walsh, G. Byrne, F. McCarthy, W. Boon, L. Byrne, P. Brannigan, P. Codd, J. Kelleher, P. Cummins, M. Murray, W. Grimes, S. Corrigan. Catering Dept.: R. Whelan, D. O'Neill, E. Murphy, L. Kiernan, J. Hanlon, I. Culligan.

"IRISH ELM": Captain M. McMahon. Deck Officers: M. Devine, J. Ryder, D. P. Hopkins. Deck Cadets: M. O'Callaghan, M. D'Arcy. Engineer Officers: T. O'Sullivan, D. McLoughlin, P. A. Collins, T. J. O'Keeffe, J. J. Fahey. Junior Engineers: S. McLoughlin, D. O'Brien, C. H. Teehan. Engineer Cadets: E. Burke, P. McGlade. Electrical Engineer: T. Duggan. Chief Steward: J. Clinton. Radio Officer: P. J. Behan. G.P.R.s: K. Maher, B. Kerrigan, K. O'Malley, M. Moriarty, J. Pidgeon, T. Hughes, H. Corrigan, D. Hunt, T. Caffrey, M. Bougioukas, J. Cullen, B. Freney, S. Fleming, J. Farrelly, T. Kelly, M. Bonnie. Catering Dept.: D. Gibbons, B. Kennedy, T. Mahony, J. Carroll, R. Raymond, A. McCann, W. McCarthy.

"IRISH SYCAMORE": Captain M. O'Connell. Deck Officers: P. A. Murphy, F. W. Kirk, B. R. Coburn. Deck Cadets: P. Richardson, J. Kenny, D. Cogan. Engineer Officers: J. Moynihan, D. J. W. Knott, L. Robinson, P. Dowling. Junior Engineers: P. Wogan, W. Davis, F. Mullin. Electrical Engineer: W. Brett. Chief Steward: E. Fricker. Radio Officer: M. Murphy. Deck Department: M. Scallan, M. Allen, J. Willis, B. Quigley, L. Crowe, A. McLoughlin, P. Carr, T. Hanley, N. Byrne, J. Stack, J. Murphy. Engine Department: M. Manson, T. Doyle, M. Sheehan, N. Shields. Catering Dept.: P. Farrelly, J. Kane, D. Burnett, D. McClean, J. Murphy, P. O'Reilly, J. Evans.

"IRISH ROWAN": Captain E. C. G. Horne. Deck Officers: P. Donohue, J. A. Desmond, E. A. Keane. Deck Cadets: D. Corrigan, M. Ryan. Engineer Officers: M. J. Curley, N. O'Neill, J. Doran, O. Prunty. Junior Engineers: T. Rossiter, M. Donovan, J. Dixon. Electrical Engineer: E. Walsh. Chief Steward: F. Walshe. Radio Officer: P. O'Shea. Deck Department: M. Murphy, P. McDonnell, M. Kavanagh, M. O'Rourke, J. Griffin, E. Frampton, J. Murphy, L. Byrne, B. Bridgeman, J. Finn, O. Shiels, F. Galvin, P. Boyle. Engine Department: T. Kinsella, J. Dowdall, P. O'Brien, J. Sprague. Catering Department: J. Rourke, J. V. Moynihan, M. Curedale, A. Boyle, J. Keogh, J. Grimston.