

MARCH/APRIL 1971

# Signal

Vol. 9, No. 1

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.



## OFFICERS ASHORE AS AT 28th APRIL, 1971

**Masters :** J. A. Caird, E. C. G. Horne, J. S. Kerr, M. McMahon, J. Onions, J. Poole, I. A. Shiel, J. J. Walsh.

**Chief Officers :** M. Carey, M. Devine, E. Greevy, C. Mahon, J. S. Mitchell, P. A. Murphy.

**Second Officers :** M. Coleman, R. Gordon, P. Gordon, F. Healy, P. Kehoe, J. P. O'Leary, P. J. Tyrrell, J. J. White.

**Third Officers :** J. A. Cotter, E. Cowman, P. A. Cowman, J. A. Moynihan, J. Ryder.

**Deck Cadets :** B. Byrne, I. Connellan, J. M. Darcy, A. Davis, B. M. Desmond, P. Farnan, J. Flanagan, L. Gavin, P. Kelly, M. Lydon, J. A. Murphy, O. Murphy, P. Murphy, S. O'Byrne, J. J. Reilly, J. Robinson, T. Ruane, C. Spain, J. Whelan.

**Chief Engineers :** A. Bolger, M. J. Curley, H. Dowdall, D. Falvey, H. Mooney, T. O'Sullivan, G. Rowe.

**Second Engineers :** W. Cleary, J. J. Hennessy, D. J. W. Knott, D. McLoughlin, J. Nangle, P. Shorthall, J. P. Ward.

**Third Engineers :** P. V. Carroll, F. Cronin, E. Doyle, T. G. Duff, M. N. Hayes, C. P. Kelly, T. J. Wren.

**Fourth Engineers :** K. A. Barry, J. Leahy, M. Mulligan, M. J. Murphy, F. O'Beirne, T. O'KT. J. O'Keeffe, J. A. O'Toole, E. Sweeney.

### COVER PICTURE

"Irish Star" arriving at Portland Harbour, Victoria, Australia.

**Junior Engineers :** P. A. Collins, J. Cummins, O. Delaney, J. Devitt, J. Dixon, J. M. English, D. Gerety, T. J. Kenny, E. McGillycuddy, J. A. McGrath, D. O'Brien, B. O'Meara, W. A. Roberts.

**Electrical Engineers :** R. Dunne, P. Fitzgerald, M. Lawler, T. Lyne.

**Engineer Cadets :** F. Hennessy, M. Kehoe,

**Chief Stewards :** H. Bond, J. Clinton, J. Dillon, J. Doran, T. Forde, E. Fricker.

### CONGRATULATIONS

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

To **J. Fahey** on obtaining his First Class Steam Certificate.

To **B. Larkin** on obtaining Part A, First Class Motor Certificate.

To **P. Carroll** on obtaining his Second Class Motor Certificate.

To **A. Bolster** on obtaining his Second Class Steam Certificate and on his appointment as Second Engineer, "Irish Poplar".

To **S. McCarthy** on obtaining his E.D.H. Certificate.

### COURSES

Captains **E. C. G. Horne**, **J. Poole** and **J. Flanagan**, together with Chief Officer **E. Greevy** and Second Officer **T. O'Brien** attended a Radar Simulator Course at Belfast on the 21st March. Also on the 21st March Second Officer **P. Tyrrell** attended a Work Study Appreciation Course at Westcliffe-on-Sea, Essex.

At present attending a Chief Cooks Course at Liverpool, which commenced on the 19th April, are : Part I — Messrs. **U. Maher**, **J. Rourke** and **R. Moynihan**; Part II — **J. Smith** and **J. Molloy**.

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 Management Structure

In the revised management structure recently approved by the Board of Directors, one new appointment, that of Divisional Manager (Financial Controller), has been made, and functions have also been re-allocated. The new management structure is as follows :—

Mr. L. S. Furlong, General Manager.

Mr. W. A. O'Neill, Assistant General Manager and Commercial Manager.

Mr. D. Hodgins, Divisional Manager (Technical), with responsibility as before for all technical matters, new building and technical standards and with responsibility now added for the running maintenance of the fleet.

Mr. B. W. Lynch, Divisional Manager (Personnel and Operations), with responsibility as before for fleet operations and with responsibility now added for the personnel function relating to seagoing staff.

Mr. A. McElhatton, Divisional Manager (Financial Controller), with responsibility for financial control, accounts and projects evaluation.

Mr. J. N. McGovern, Company Secretary and Divisional Manager (Administration), with responsibility as before for legal and insurance matters, purchasing, work study and office services, and with responsibility now added for the personnel function relating to office staff.

Mr. D. O'Neill, Chartering Manager.

(Top right) Mr. J. N. McGovern, Company Secretary and Divisional Manager (Administration).

(Bottom right) Mr. B. W. Lynch, Divisional Manager (Personnel and Operations).





Mr. A. McElhatton, Divisional Manager,  
(Financial Controller).



Mr. D. O'Neill,  
Chartering Manager.

## Re-allocation of Office Space

As a result of the transfer of our Agency Division to Curran House, Fleet Street, Dublin 2, it has now been possible to accommodate our entire Personnel Department on the ground floor at Head Office. All enquiries for Personnel Department, therefore, will be dealt with at Head Office in future and our sea-going staff should note this change.

The telephone number of our Agency Division is 782277 and the telex number is 5279.



"FRESH FISH SIR?"

# NEWS FROM HOME



**G.A.A.** — At this year's Congress of the Association, held for the first time in Belfast, the traditional Ban on foreign games, which has been a controversial rule of the G.A.A., was removed without a debate. Prior to Congress, the various County Conventions decided in favour of the removal of the Ban, with the exception of Sligo and Antrim. The decision of Congress means that members of the G.A.A. can now, without penalty, attend or play in games organised by soccer, rugby, cricket and hockey clubs.

At Congress the President of the G.A.A., Mr. Pat Fanning, stated that he was setting up a special Committee whose recommendations will be considered at a special Congress in Dublin next month on the steps which should be taken by the Association to preserve the G.A.A. grounds and property exclusively for the purposes of the Association and to re-affirm the Association's commitment to national ideals.

The National Hurling League, which has provided a number of excellent matches, is now drawing to a successful conclusion. Wexford, Kilkenny, Cork, Tipperary, Limerick, Clare and Kildare, are still concerned in the final outcome. Limerick, who beat Tipperary and drew with Cork, beat Tipperary for the second time on Sunday, 25th April, to go forward directly to the League semi-final. Tipperary have to play-off now with Kildare, Clare and either Wexford or Kilkenny. Kerry, Derry, Dublin and Mayo are through to the National Football League Semi-Finals.

A novel Gaelic Football match was played in Croke Park recently in connection with a Charity Walk organised to help handicapped children. Both teams were composed of members of the Senate and Dáil and the big attendance thoroughly enjoyed seeing their respective T.D.'s bouncing about on the broad stretches of Croke Park.

**SOCCER** — This year's F.A.I. Cup competition produced a new name as holders of the trophy. The final was played between Drogheda and Limerick with the Munster

team winning by 3 goals to nil, after a replay of a scoreless drawn game. The novelty of the final pairing created much interest in the competition, although it is felt that the removal of the G.A.A. Ban did not make any great difference to the attendance at the final and replay.

In the League of Ireland the battle for the title depended on a play-off between Cork Hibernians and Shamrock Rovers, which took place on Sunday, 25th April, with Hibs. winning match and League by three goals to one.

Shelbourne, who won the League of Ireland Shield, may not have an opportunity of participating in the European Inter-Cities' Fairs Cup next season, as the latter competition may be confined to the League runners-up in the participating countries.

**RUGBY** — After defeating Scotland, Ireland suffered a heavy defeat by Wales at Cardiff in the final international match of the season.

In Club Rugby, St. Mary's College beat U.C.D. in the final of the Leinster Senior Rugby Cup, Garryowen beat Young Munster in Munster and Galwegians beat Corinthians in Connaught.

**EUROVISION SONG CONTEST** — This year's contest was held in Ireland at the Gaiety Theatre, Dublin, and was won by Monaco, with the Irish entry well down the field in eleventh place. However, the organisation and presentation of the event by R.T.E., was accorded high praise by the international press who were gathered in Dublin for the competition.

**MANY MARRIAGES** — From information published by the Central Statistics Office recently, it was confirmed that more people were married in Ireland in the past year than in any year since 1864. Over 20,000 marriages took place, or an average of seven per thousand of the population.

It can be seen from the pages of recent

# New Minesweeper for Naval Service



Picture shows the new Naval Service Minesweeper, "L.E. Grainne", leaving Dun Laoghaire Harbour to continue her first patrol along the East Coast. Our congratulations to her Commander, Lieutenant S. Daly, who sailed on a training voyage in the "Irish Spruce" last year.

copies of "Signal" that Irish Shipping staff members have made a very worthwhile contribution to the establishment of this very commendable record.

**TRAFFIC PROBLEMS** — A recent effort by the "powers-that-be" in Dublin Corporation to improve the movement of traffic in the city of Dublin created the biggest tangle of traffic that the city had previously suffered. Among plans for the future are the building by C.I.E. of a new central rail terminal on the site of the present station at Amiens Street, and the removal of the Loop Line Bridge over the Liffey at Butt Bridge. The estimated cost to C.I.E. of the various proposed changes is £3 million.

In addition to the plans of C.I.E., the Dublin Corporation also has a scheme in hand for the improvement of the road

between the city and Dublin Airport. The cost of these road improvements is expected to be about £120,000.

**NEW HOSPITAL** — The Dublin district of Raheny is the site which is proposed by the Department of Health for a new General Hospital. This follows a meeting between senior Department officials and a deputation from people resident in the Dublin North Eastern Area.

**INSURANCE LIMIT RAISED** — The Minister for Social Welfare is seeking Dáil approval for increasing the salary limits on insured workers from the present £1,200 per annum to £1,600 per annum. The increase would have the effect of bringing an additional 30,000 non-manual workers within the scope of the scheme. The Minister for



Social Welfare has introduced an order which renders ineligible for Unemployment Assistance single men without dependents, during the period from 14th April, 1971, to 16th November, 1971. The exclusion of the people involved would result in an estimated saving of £1,200,000 for the Government.

### SINGAPORE APPOINTMENT

Our best wishes for success in his new career to **P. V. Buckley**, former Chief Officer with I.S.L., who has taken up an appointment with P. & O. Lines and who will be based in Singapore.

### ENGINEER OFFICERS' CONFERENCE

A conference was held in Dublin on the 16th and 17th February last for Engineer Officers at which matters affecting Engineer Officers both on board ship and in their relations with shore personnel were discussed. Those who attended were **Chief Engineers M. Curley, J. Morgan, J. Moynihan, R. Tennant and P. Walker; Second Engineers B. Knott, J. Nangle, N. O'Neill, P. O'Driscoll, J. P. Ward and J. Fahy; Electrical Engineers W. Cadogan, P. Doyle, T. Dugan, H. Stears, E. Walsh and J. McCormick.**

Head Office personnel at the conference were **W. A. O'Neill, Assistant General Manager, B. W. Lynch, Personnel and Operations Manager, D. Hodgins, Technical Manager, Capt. M. Langran, Training Superintendent, P. Devine, Work Study Officer, P. Lawlor, Electrical Superintendent, M. Whooley, J. D. Murphy and G. Cronin, Superintendent Engineers.**

### CONDOLENCE

We extend sympathy to **Mr. W. G. Garvey**, Chief Officer, on the recent death of his mother.

### PRESENTATION

Prior to his departure on 6th April, our former Secretary, **Mr. P. P. English**, was the recipient of a presentation from Management and Staff. **Mr. P. Shanahan**, who made the presentation, paid tribute to Mr. English and wished him every success in the future.

**Mr. English** said he had enjoyed the many years spent with Irish Shipping and he would always cherish the many friendships made

amongst those with whom he had worked in Aston Quay. He saw a bright future for the Company and he hoped it would prosper and grow.

The function was concluded in the new traditional manner with toasts all round and a rousing send-off for **Mr. English** from his friends and colleagues.

### STAFF SOCIAL COMMITTEE

The following staff members were recently elected to the Social Committee, for the twelve months commencing 1st April, 1971:

*Chairman:* John Wright.

*Secretary:* Colette Keogh.

*Treasurer:* Frank Carey.

*Committee Members:* Bairbre O'Kelly, Lisa McKenna, B. W. Lynch.

The Chairman of the Social Committee takes to task our correspondent in the last issue of "Signal", regarding the inadequacy of the Old Shieling Ballroom for the Annual Staff Dance, held last December. He says that while the Committee accepts to a point the suggestion that the ballroom was not large enough for the overflow crowd, he asks can we last remember when more than 200 people attended an Annual Staff Dance. He continues that the ballroom would have been ideal for an attendance of up to 200 people but, in fact, 271 attended, which he feels must be a record for the Company. He asks us not to blame the Committee, as they were caught unawares by the huge increase in attendance.

We do not indeed blame the Committee and we feel that perhaps the reason for the increase in attendance may have been in large measure due to the fact that dress was informal.

For the coming months the Committee has organised a weekly swimming class and has entered a team in the Dublin Business Houses Tennis League and will be coming up later with details of Treasure Hunts, Football Games (we understand a Ladies Team is a distinct possibility), probably some kind of summer outing, tennis competition, pitch-and-putt championship and golf outing. Many more ideas are being considered and reasonable suggestions to the Honorary Secretary, Miss Colette Keogh, will be very welcome.

## TWO “HAZELS”



The first “Hazel”.

The first “Irish Hazel” was built at Stockton-on-Tees in 1895, and was named the “Empire Don”. She had a deadweight tonnage of 3,750 tons and an overall length of 290 feet.

The vessel was sailing under the Panamanian flag when she was bought by Irish Shipping Ltd., in 1941. At that time she was named “Noemi Julia” and after being taken over by the Company she spent about two years in drydock at Barry in Wales, where she was almost entirely rebuilt. On going into service in November 1943, she was requisitioned by the British Ministry of Transport and was returned to Irish Shipping ownership in 1945.

The late Captain J. C. Clarke of Belfast was closely associated with the vessel as Master, and indeed it was on the “Irish Hazel”, while on voyage from New York to Limerick in October 1948, that Captain Clarke was taken seriously ill and subsequent-

ly died a few days later in Barrington’s Hospital, Limerick, where he was taken on being landed from the vessel. Following a radio call from the “Hazel”, the naval corvette “Cliona” tried to make contact with the vessel some 200 miles off Galway with a doctor, but was unable to make the transfer due to the extremely bad weather. It was not until the “Irish Hazel” arrived in the Shannon estuary that Captain Clarke was eventually transferred to the corvette and brought to Foynes where he was landed and rushed to hospital by ambulance.

The “Irish Hazel” was subsequently sold to Turkish owners in May 1949, and her new crew arrived in Dublin from Istanbul to take over the vessel. She was renamed “Uman”.

The second “Irish Hazel” was launched by Mrs. P. McGilligan, wife of the then Minister for Finance, at West Hartlepool, on the 21st October, 1949. The ship, of 8,840 deadweight tons, left on her maiden voyage



on the 14th March, 1950, under the command of Captain Duncan McDonald, for Cuba, where she loaded a cargo of sugar for the Irish Sugar Co., and the vessel arrived back in Dublin on the 1st July, to complete her maiden voyage.

The "Hazel" sailed from Cobh in February 1957, on around-the-world voyage, with Captain J. A. Caird in command and the Chief Officer on that occasion was Captain C. C. Raftery, with Mr. D. Tooher, Second Officer. Her Chief Engineer was Mr. A. Taylor. The vessel sailed first for Baton Rouge, where she loaded grain for Japanese ports. She then went in ballast to Astoria, Oregon, where she loaded grain for India. She took on bunkers at Balik Papan in Borneo, and discharged part of her cargo at Visakhapatnam, before going on to Calcutta to complete discharge. After Calcutta she went to Mauritius where she loaded a cargo of sugar for Montreal. While in Mauritius, she was berthed near the "Irish Elm", which was then under the command of Captain J. S. Kerr, with Captain J. J. Walsh

as Chief Officer, and the Chief Engineer being Mr. H. Mooney. Following discharge of her cargo at Montreal, the "Irish Hazel" loaded grain for Hull, where she arrived in early December 1957. It is of interest to note that during her world voyage the "Irish Hazel" carried three cargoes of bulk grain and one cargo of sugar totalling approximately 24,000 tons.

The "Irish Hazel" was sold in 1960 to Yugoslav owners and renamed "Konavli".

### BIRTHDAY GREETINGS

To **John Hickey**, Deck Cadet, "Irish Star", happy 21st birthday from Mam, Dad, Ann, Kathleen and Tina. Also from Casey and Scullion.

### CONDOLENCE

We extend our sympathy to **Mr. John Davis** on the death of his mother which took on 1st May.



The second "Hazel".

# Going for your A.B.'s Ticket ?

*The following is re-printed from "The Seaman" and any of our sea-going personnel eligible to take the examination concerned can be assured that all possible assistance will be forthcoming from our Training Superintendent, Captain M. D. Langran, to whom they should address all queries for information or advice.*

The Board of Trade has issued new regulations governing the award of the able seaman's certificate. Applicants for the certificate must now satisfy the following requirements :

## THE QUALIFYING EXAMINATION

Each applicant must pass an oral test in nautical knowledge and must also be able to demonstrate his ability to carry out practical deck department work tasks. The following list of possible subjects shows the type of problem which may be encountered when undergoing the practical examination :

### NAUTICAL KNOWLEDGE

1. The meaning of common nautical terms.
2. The names and functions of various parts of a ship, for example, decks, compartments, ballast tanks, bilges, air pipes, strum boxes.
3. Knowledge of the compass card 0 degrees to 360 degrees. Ability to report the approximate bearing of an object in degrees or points on the bow.
4. Reading, streaming and handling a patent log.
5. Marking on a hand lead line, taking a cast of the hand lead and correctly reporting the sounding obtained.
6. Marking of the anchor cable.
7. Understanding helm orders.
8. The use of lifesaving and fire fighting appliances.

### PRACTICAL WORK

1. Knots, hitches and bends in common use : Reef knot, timber hitch, clovehitch, rolling hitch, figure of eight, wall and crown, bowline, and bowline on the bight, sheet bend, double and single, sheepshank, round turn and two half hitches, marlinspike hitch.

To whip a rope's end using plain or palm and needle whipping. To put a seizing on rope and wire. To put a stopper on a rope or wire hawser, and derrick lift.

2. **Splicing, plaited and multistrand manila and synthetic fibre rope, eye splice, short splice and back splice.** Splicing wire rope, eye splicing using a locking tuck. Care in use of rope and wire.

3. Slinging a stage, rigging a bosun's chair and pilot ladder.

4. Rigging a derrick. Driving a winch, general precautions to be taken before and during the operation of a winch whether used for working cargo or for warping.

5. The use and operation of a windlass in anchor work and in warping. Safe handling of moorings with particular reference to synthetic-fibre ropes and self-tensioning winches. Precautions to be taken in the stowage of chain cable and securing the anchors for sea.

6. A knowledge of the gear used in cargo work and an understanding of its uses. General maintenance with particular reference to wires, blocks and shackles.

7. The safe handling of hatch covers, including mechanical hatch covers, battening down and securing hatches and tank lids.

### AGE

In normal circumstances applicants must be at least 18 years of age. However, special arrangements will be made on behalf of any seaman who can prove by a certificate of discharge or a certificate of service issued by the Registrar General of Shipping and Seamen that he was serving on or before 1 May, 1952, as an A.B. or in an equivalent or superior deck rating in a sea-going British ship, other than (i) a fishing boat or (ii) a ship of less than 80 tons net registered tonnage engaged exclusively in trading between different ports of the United Kingdom or Republic of Ireland. Seamen who have served as certificated efficient deck hands on or before 1 May, 1952, together with quartermasters, bosuns, bosun's mates, deck store keepers, fourth-year apprentices and deck officers, are regarded as having serviced in an equivalent or superior deck rating for the purpose of the regulations. Any seaman who considers he is eligible for the issue of a

certificate of competency as A.B. under this provision should make application at any time to any Mercantile Marine Officer.

### LIFEBOAT CERTIFICATE

An applicant for an A.B. certificate must produce a lifeboatman's certificate.

A seaman may submit his application to be examined for a certificate of efficiency as lifeboatman at the same time as he applies to take the qualifying examination for the A.B. certificate and, if desired, arrangements will be made for both examination to be taken together. These arrangements will, however, depend upon sufficient candidates being present to form a boat's crew.

If no lifeboatman's certificate is held, a candidate will be required to satisfy the examiner that:

- (a) He understands the general principles of boat management and can carry out orders relating to lifeboat launching and operation and the handling of a



Happy wedding photograph of staff members Alex Mullin and Eilish Morrissey who recently took the "giant leap", and to whom we extend best wishes for their future happiness.



This is a wedding photo of Hilary Keelaghan of our Agency Division who was married recently to Mr. Alan Davidson at Clontarf, Dublin.

boat under sail;

- (b) He is familiar with a lifeboat and its equipment and the starting and running of the engines of a power boat;
- (c) He is familiar with the various methods of launching liferafts and precautions to be taken before and during launching, methods of boarding and survival procedure.

### STEERING CERTIFICATE

A steering certificate is required from candidates for the qualifying examination except in the case of boys from National Sea Training School, Gravesend, and certain engine room personnel as will be described.

All candidates must be in possession of such a certificate before an E.D.H. or A.B. certificate may be issued.

This certificate must show that, apart from periods of instruction, the seaman has taken turns at the wheel in steering ships (other than fishing boats) having a tonnage of 100 gross tons or more, or sailing ships having a tonnage of 40 gross tons or more, for periods totalling at least 10 hours. Masters are re-

*(Continued on page 12)*

# 'Follow-the-Fleet' Enthusiasts



These girls of Presentation Convent Primary School, Carrick-on-Suir, show artistic talent in their imaginative presentation of a project on "Follow-the-Fleet".

*Followers of the fleet in Terelton, Co. Cork, remembered the Company's thirtieth anniversary in the following generous terms :*

Dear Sir,

We congratulate you on your thirty years of successful business with the Irish Shipping Company. We thank you for the attention that you have paid to us over the past three years, sending to us every week charts which tell us where the different ships are and what cargo they have and where they pick them up. Our Geography has improved a lot with the help of the information you have given us. I like the pictures of the ships that you send us most weeks. We will be very grateful if you will continue sending us charts and pictures. We hope that your business will continue growing and become the most successful in the world.

Yours sincerely, on behalf of the children of Terelton N.S., Macroom.

KATHYRN TWOMEY

*(Continued from page 11)*

quested to certify the time spent at the wheel by seamen who will require a steering certificate and to ensure that certificates are issued to them.

## QUALIFYING SERVICE

Subject to the special alternative provisions to which reference is made later on, a seaman may apply for examination only after he has served a period at sea of :

- (a) 12 months as a deck rating;  
or
- (b) 18 months as a general purpose rating (i.e., as a G.P. rating in a ship manned by general purpose or integrated crews); or
- (c) Between 12 months and 18 months, partly as a deck rating and partly as a general purpose rating, such periods to be counted proportionately.

A seaman may apply for the issue of an A.B. certificate after he has served at sea

for two years as a deck rating or as a general purpose rating, in addition to an initial period of sea service of either 12 months as a deck rating or 18 months as a general purpose rating or between 12 months and 18 months mixed service counted proportionately.

Not less than 25 per cent of the qualifying service must have been performed in ships (other than fishing boats) of 100 gross tons or more, or in sailing ships of 40 gross tons or more. The remainder of the service may be performed in any type of vessel of 15 gross tons or more, but service in ships of less than 100 gross tons or in sailing ships of less than 40 gross tons is allowed to count at half rate only. Qualifying service also includes service as a deck rating in sea-going vessels of the Royal Navy.

### BOYS

Boys attending pre-sea training courses at the National Sea Training School at Gravesend may take the qualifying examination at the school before going to sea. Those boys who are successful in the examination will

have their discharge books noted to this effect. A certificate will not be issued at this stage.

When all the requirements in regard to age, qualifying service and steering experience have been fulfilled, a seaman who has passed the qualifying examination at the Gravesend school before going to sea should make application for the issue of an E.D.H. certificate at any Mercantile Marine office. The applicant should take his discharge book to the M.M.O. Superintendent who, if satisfied that the seaman is eligible, will issue him with a certificate and will endorse his discharge book accordingly.

### EX-ENGINE ROOM RATINGS

Ex-engine room ratings who have attended one of the approved engine room/ deck conversion courses may take the qualifying examination at the end of the course. No certificate will be issued until the requirements in regard to qualifying service and the required steering experience have been fulfilled.



This picture of the 1948 Staff Social Committee provides an interesting flash-back to the days of our youth. The memory is tinged with some sadness by the fact that two of that happy group are no longer with us — Gay Rooney (extreme left, back row) and Ray OHalloran (centre, middle row), have since gone to their eternal reward.



The tall well-groomed woman pushed open the door of the repository, entered, and walked impatiently to and fro before the counter, until the owner, an elderly, stout woman, came from behind a screen at the end of the shop.

"Yes, Madam, good-evening." She stood waiting, in an attitude of poised expectancy.

"I am looking for a statuette of St. Francis of Assisi. I have been to three shops already, and not one of them has such an article in stock. I hope I am luckier here." She spoke in a cultured American accent, the voice of one used to giving orders. Her tone was loud, and there was a hardness in it as of one not unused to big business deals. She was here to purchase and to pay. She was quite business-like to the woman behind the counter.

"I think you are lucky, Madam," replied the proprietress in a warm, friendly tone, "I am sure I have one statuette of St. Francis left. Strangely enough, there's little call on him now, though a few years ago he was very popular." Her intimacy with her statuettes and holy pictures had brought her the homely habit of referring to them as "he" or "she", as if they lived.

She spent several minutes peering along shelves, under the counter, among glass cabinets, and in dark recesses behind the cabinets. The customer stood leaning against the counter, one hand resting lightly on the glass top, the fingers drumming idly.

"You are sure you have one?" she asked. And then, as if it might help to unearth the elusive figure, "My daughter particularly

asked me to try to obtain one. We are visitors here and she would like it as a souvenir. We don't have much time."

"I don't know where it can have got to, I'm sure. I know there was one. I saw it only a week ago. I'm afraid Eileen must have sold it. I can't find it anywhere." She returned to the counter, a little worried look on her face.

"Would you not consider a replica of some other saint, Madam?"

The customer made a noise of impatience with her tongue.

"I suppose I sha'n't obtain one now; it's getting late, and besides I'm tired walking. What else have you in stock?"

The stout woman waved to her wares with a chubby hand. She reeled off the names of several saints, male and female, and stopped suddenly in the middle of the litany.

"Why, I have just the thing. You'll love this one, and so will your daughter, I'm sure. He's a great favourite altogether. I've never seen such a rush on a saint. They say he's wonderful for favours, and I can testify to that myself, madam." She had had her back turned while speaking, as she leaned forward to reach the replica on its shelf. Now she turned and placed on the counter a small statuette of a man in the pale cream robes of a Dominican lay brother. The hands were joined in an attitude of devotion, and they and the face were a deep brown colour, almost black.

The tall lady looked at it and her lower lip drooped a little at the edges. The proprietress kept up her patter. "It's Blessed



Martin De Porres, madam. He's dead these hundreds of years, but lately there's been an extraordinary revival of devotion to him. He spent his life amongst the Indians, and it is said he performed many miracles."

"Well, it's not really what I want," replied the customer, "I can't say I'm much taken with his appearance. I never was very fond of niggers." There was an acidity in the tone that seemed to surprise the shopkeeper. She was not used to having her statuettes spoken of so slightly. Her demeanour stiffened perceptibly. She returned Blessed Martin to the shelf.

"Have you Our Lady of Mount Carmel?" "I have heard my daughter speak of her, though I don't know a lot about these things myself."

The shopkeeper produced this statuette without any delay. It was a figure of the Virgin in a light ivory colour.

"Yes, that will do. I think this will please her. You may wrap it up." She paid the price and bade a cold good-day to the shopkeeper, who stood for a long time looking after her as she walked down the street.

When the woman reached her hotel she put her purchases on the round mahogany table that stood in the centre of the bright, well-furnished room. She called her daughter, who was just then changing into an evening gown in the bedroom that they both shared.

"O Lois, I've brought you a little thing that I think you will like to take back. You'll find it here amongst the parcels. Open it yourself. I intend to bathe my feet immed-



**A consignment of Irish brown bread mix seen leaving Cork for Britain and Canada; on St. Patrick's Day it formed part of the Irish promotion in the huge Dominion Stores, Toronto. In the photograph are, left to right: Mr. H. McLean, Manager, B. & I. Ferryport, Cork; Captain R. H. Greene, Dock Superintendent, I.S. Ltd.; Mr. M. Dwyer, Project Sales Manager, Howard Bros. Ltd., Crookstown, Co. Cork; Mr. M. Goulding (in van), Howard Bros. Ltd., Crookstown, Co. Cork.**

ately. I haven't walked so much in years, and my feet are killing me."

When she returned from the footbath, her daughter said, "That's awfully thoughtful of you, mother. Imagine your remembering to buy me a statuette. I had intended to get one of St. Francis of Assisi to-day, but those French sisters kept me gossiping all afternoon."

"I turned four of those image shops upside-down to-day looking for your precious St. Francis. Not one of them had such a thing in stock. I selected the Virgin of Mount Camrel instead."

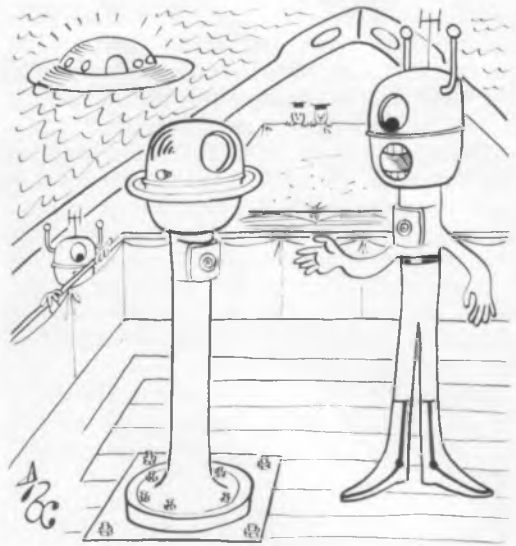
The girl gave a peal of rich, musical laughter. Her mother looked at her without smiling.

"What's so funny about that?" she asked.

The young girl laughed several times before she spoke.

"Well, mother, firstly, the idea of your walking around four repositories looking for a statue of St. Francis. Perhaps you are turning over a new leaf, you know. But who told you that that statue was of Our Lady of Mount Carmel? It's a very odd statue indeed, but it's not the Virgin of Carmel. I thought at first it was Our Lady of Montserrat, but the robing is totally different. Montserrat is one of the very few coloured Virgins in the world. Have you discovered a new one?"

The mother jumped rapidly to her feet from her armchair and crossed the room to the table, where the statuette stood amongst brown paper, twine and other parcels. The



"GROMOLDA! WHAT ON EARTH ARE YOU DOING HERE?"

face and hands were of a deep brown colour, almost black.

She stared at it for a very long time, her eyes wide. A flush stole up from her neck and slowly diffused on her face. She said very quietly to her daughter, who was busy before a mirror, "The woman in the shop said it was Our Lady of Mount Carmel. She may have given me a wrong image by mistake. It's very strange."

## GALLEY GRUB



**GLAZED MEAT LOAF** SERVES 6-8  
 \* 1 1/2 lb MINCED BEEF \* 1/2 lb PORK  
 SAUSAGE MEAT \* 2 OZS STREAKY  
 BACON, RINDED AND CHOPPED \* 1 LARGE  
 ONION, SKINNED AND GRATED  
 \* 3 STICKS OF CELERY, VERY FINELY  
 CHOPPED  
 \* 3 OZS FRESH WHITE BREADCRUMBS \* SALT &  
 PEPPER \* 2 TSPS WORCESTERSHIRE SAUCE \* MILK TO MIX  
 \* 2 HARD-BOILED EGGS  
 @ 1 ANT ASPIC  
 JELLY  
 RADISHES  
 & GRAPES



● PUT THE BEEF, SAUSAGE-MEAT, BACON, ONION, CELERY & BREADCRUMBS IN A BASIN & MIX WELL TOGETHER  
 ● SEASON WELL WITH SALT, PEPPER & WORCESTERSHIRE SAUCE & ADD JUST ENOUGH MILK TO MOISTEN THE MIXTURE ● LIGHTLY GREASE A LOAF TIN ● PRESS IN HALF THE MIXTURE ● ARRANGE THE EGG IN THE CENTRE & COVER WITH THE REMAINING MEAT  
 ● COVER WITH TWO THICKNESSES OF FOIL OR GREASE-PROOF PAPER AND TIE DOWN  
 ● BAKE IN THE CENTRE OF A MODERATE OVEN (350°F., MARK 4) FOR 1 1/2 - 1 3/4 HRS.  
 ● WHEN THE LOAF IS COOKED, REMOVE IT FROM THE OVEN ● PUT IT ON A DISH & LEAVE TO COOL WITH A WEIGHT ON TOP ● OR TURN OUT & COAT WITH ASPIC JELLY JUST ON THE POINT OF SETTING  
 ● LEAVE TO SET ● GARNISH WITH RADISHES, WATERCRESS AND FROSTED GRAPES  
 ▲ FROSTED GRAPES = BRUSH SMALL BUNCH OF GRAPES WITH BEATEN EGG WHITE ▲ TOSS THEM IN CASTOR SUGAR & LEAVE TO DRY ON GREASEPROOF PAPER

# The 'Star' at the Equator

The afternoon of the 25th February, 1971, was very hot. The only sound breaking the stillness was the stereo music of twin diesels as the "Irish Star" streaked towards the Equator. Bunting adorned the area around the swimming pool. A throne and a variety of court accoutrements stood ready at one side of the pool. An air of expectancy hung over the vessel. The "Star" was ready to greet that time-honoured old gent, King Neptune.

He was coming off station to meet us a little early as the Court Chancellor had put the clamps on overtime in an effort to curb inflation — but nobody minded.

The King and his Queen boarded and puffed and panted their way to the bridge, where they requested permission to "borry de boat" for a while. Permission being granted, they then made their way down to the throne deck, followed by the Doctor, the Barber, the Court Clerk, the Electrocutiener, the Press, the Policemen, the Mermaids and the general public.

As their Royal Highnesses settled themselves to hold Court, the comely Queen was overheard to say, in gentle, lilting Kerry accents, "Get offa me fut, will ya!" She then smiled graciously at those around her and proceeded to comb her long luxurious tresses with a comb of four-inch nails.

The proceedings commenced and the first two prisoners, Mrs. P. Bolger and Mrs. E. Hearne were brought forward. The charges were read out by the stentorian voiced Court Clerk. In view of their lack of knowledge in matters nautical, punishment was comparatively light and the Probation Act was applied to make up the balance.

The remainder of the offenders were brought forward, one by one, and dealt with. As each culprit was sentenced he was gently smeared with a liberal helping of a mixture of flour, sawdust, sand, oil and goo, with a dash or two of dye thrown in for colour — from a bucket. He was then given over to the tender care of the mermaids in the pool.

With some the policemen were kept busy, running them to earth (?) and bringing them before their Majesties. It took over a half-hour before the last offender was located and brought out. This person gave no end of trouble, struggling throughout, with the



The Court in session.

result that he got everybody mixed up, and half the Royal Court wound up in the pool with him still outside looking in, instead of vice versa.

As the sun began to lower in the west, the proceedings were completed. The King, his face shining with perspiration and obviously thinking of a cool pint before tea, signalled that the session was closed. He quietly nudged the Press representative who fell into the water, where his finery promptly dissolved.

With characteristic quick thinking, King Neptune dived in after him, thereby forestalling retaliation. His quick action, however, caught his Missus unawares. With her nose now showing the same shade as her lipstick, she had been sitting back with the satisfied appearance of having done a good job, and had not been following the nearby action.

When she saw her beloved spouse jump into the water, she figured it must be a part of the programme and jumped in too. Quick thinkers, those Neptunes!

Finally the whole Court set out for home, and as they sank below the Pacific water, we waved good-bye.

A very patient and interested spectator, sitting with dignity throughout the whole ceremony was young David Lee, aged seven months.

Later that evening, at a royal banquet in the Officers' Bar, "Old Nep", as he became

after a few pints, presented certificates to the newcomers, including David. Neptune had to come alone for this ceremony because his Missus was on watch, but we all missed her.

**"O.K. LET'S MEDITATE AWHILE, HUM!"**



"You know, when a fella's only just seven months, crosses the Equator for his first time and then has the "Order of the Seven Seas" conferred on him, he's got to just sit down quietly and jolly well think things out for hisself."

### LIST OF CHARGES

**L. Hearne, P. Bolger.** *You are both charged with the most unforgiveable crime of presenting yourselves in the Royal domain and daring to compete with the beauty of Her Royal Highness.*

**R. Murphy.** *The audacity and impudence of this person is most serious, in his impersonation of one known as "Pancho". This crime is most displeasing to His Majesty.*

**P. Branagan.** *You are hereby charged with unlawful loitering in the Northern Hemisphere and daring to trespass upon King Neptune's domain.*

**J. Kehoe.** *You have been found guilty of appearing in the presence of His Royal Highness, King Neptune, without paying homage to his Royal person.*

**P. Codd.** *The Court finds displeasure in the fact that you consider the alcoholic beverages on this vessel leaves your head in a disorderly state on the morning after having partaken of the said beverage.*

**J. Brady.** *You are charged by the Court with viciously molesting potatoes and cruelly*

*removing their eyes, and daring to enter the royal domain.*

**D. O'Neill.** *Like his colleague, the prisoner here before the Court has cruel tendencies in that he dares to incinerate the creatures of the Deep for his own and other's consumption.*

**David Lee.** *For his patience and forbearance in all that has taken place on this day, His Royal Highness has bestowed upon him THE ORDER OF THE SEVEN SEAS.*

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### THE MORNING AFTER

The wife speaks :

Good morning, my bright international mate,  
My outstanding genius in problems of state.  
I trust all is clear in that wonderful mind,  
Which last night remodelled the whole of mankind.

Your handling of Russia, the Ruhr, Palestine,  
And China and Greece — it was masterly fine.  
You're sure to be named "Man of the Year" —  
Here's four or five aspirin, swallow them, dear.

Awake, my fine songster, it's well towards Noon,  
All morning I've waited, just hoping you'd croon  
A measure from "Chloe" or "Deep Rolling Sea".  
Which last night you sang until half past three.  
And one of your props was the hostess's knee.  
I'm sure she'll want you again for tonight —  
The life of the party whenever you're tight.

Arise, my sweet prince, but be careful, don't skid.  
Arise and consider the things that you did.  
The uprooted gardens, the splintered garage —  
It sounded just like an ack ack barrage.

So, go see your hostess, and carry a check.  
I think if you signed it just "Pain in the Neck".  
The bank will okay it — it would have to be you,  
The clown that went beserk "twixt dawn  
and the dew".

So, drink up that seltzer, you chattering drone,  
It's said to be good for that splintering dome.  
I wish I were Sandow, how far would I throw you,  
For the next thirty days, just pretend I don't  
know you.

My juvenile jackass, my dimwitted duffer —  
You say you feel awful?  
So to hell with you — SUFFER !

# CADET NEWS



Receiving shamrock at Plymouth from a charming Aer Lingus hostess are Deck Cadets P. Kenny, M. Cronin, M. Purcell, J. Hickey, M. Ryan, E. Curry and J. Murphy.

Both Deck and Engineer Cadets have returned to their studies, following the Easter vacation. Cadets M. Lydon, P. Hughes, A. Davis, J. Richardson, P. Farnan, O. Murphy and B. Byrne, have completed their seetime and we wish them success in their Second Mate's certificate examination. Newcomers taking Phase 1 training at Plymouth this term are Cadets L. Gavin, P. Murphy, S. O'Byrne, D. O'Leary, C. Spain and J. Whelan.

Cadet J. Murphy is taking his second term for Phase 3 training at Plymouth and first term trainees for Phase 3 are J. Flanagan, P. Kelly and T. Ruane.

We congratulate Cadet Paul Kenny who took first place in the Phase 3 examinations at Plymouth last term and by doing so won the Furness Line prize.

By special arrangement with B. & I. Line recently, Cadet P. Farnan and Engineer Cadet S. O'Meara, gained some practical seagoing experience on the "Innisfallen",

while Cadets Michael Lydon and Alan Davis had similar trips on the "Leinster".

Deck Cadet J. D'Arcy is at present serving on the Ocean Fleet vessel, "Fourah Bay" on a voyage to West Africa, while on a similar voyage, Deck Cadet J. Robinson is serving on the Ocean Fleet vessel "Falaba". Ocean Fleet Cadets serving on Irish Shipping vessels at present are Michael Knight on the "Irish Elm" and R. Allen on the "Irish Stardust".

## Visit to "UNIVERSE KOREA"

Fourteen of our Engineer Cadets at present studying at the Crawford Technical Institute paid a visit to the "Universe Korea" at Bantry, on the 23rd March. The visit was arranged by courtesy of Captain F. L. Tap-house, Port Captain of National Bulk Carriers Inc., and Mr. Murphy of the Bantry Tanker Agency Ltd. The Cadets were accompanied on the visit by Crawford

## Cadet Wed



Our congratulations to Cadet Séamus McLoughlin and his bride, Miss N. Joyce, who were married at The Lough Church, Cork, on 27th February. Simon McCarthy.



Mr. N. J. Healy presenting the "N. J. Healy" prize for 1970 to Mr. Cahalan.

Lecturers, Mr. C. McSwiney and Mr. D. Burke, together with Mr. V. McMahon of I.S.L. Cork Office.

## SECOND SUCCESS

Our congratulations to Cadet John O'Keeffe of Cork, on his success in qualify-

ing for the National Final Examinations in Engineering Drawing, to be held in April this year. These examinations are part of the National Apprenticeship competition held under the auspices of the Department of Education, and Cadet O'Keeffe's achievement is all the more noteworthy since he was successful in reaching the finals again last year. This year a spokesman for the Department of Education declared that the standard was exceptionally high and that the competition was very keen.

## BIRTHDAY GREETINGS

To **Aidan Doyle**, "Irish Stardust". Birthday Greetings and best wishes for your 20th birthday which was on 14th March, from Mother, Father, brothers and sisters. Aidan had hoped to be home for his birthday but had to join the vessel on 11th March. Nevertheless, his family and friends drank a toast to him and send him lots of love.

To **Brian Bridgeman**, "Irish Rowan". Birthday Greetings and best wishes from all at home.

To **Thomas Healy**, "Irish Cedar". Best wishes for your birthday on 5th April, from Mother, Father and all the family at 14 Gurteen Park, and also from brother, Val, on the "Irish Plane".

To **Richard Nugent**, "Irish Stardust". Birthday Greetings for your birthday, which was on the 17th March, from your wife, Paulien, and all the family.

To **Michael Walsh**, "Irish Stardust", who was 20 years on the 17th March, Greetings and Best Wishes from Mam, Dad, and all at home, also from Kathleen in Toronto. Hoping you are keeping well.

To **Jim Geary**, Junior Engineer, "Irish Elm", on the occasion of your 21st which was on the 5th April. Greetings and best wishes from Mam, Dad, Tony, Joe and Jackie. Also from your sister D.D., and Paddy and the three children. Love also from Marion and all your friends in Cork and Cobh. All hope you have a happy birthday and are thinking of you.

To **Joe Pryme**, Fourth Engineer, "Irish Elm". Love and best wishes from your wife Bernadette, who is longing to see you in July. Also greetings and best wishes from Mum, Dad, Patricia, Mother Deegan, Aunts and Uncles in Dublin, Nana Pryme and Uncle H. in Manchester and from all at 30, Portrane.



# ***FLEET NEWS***

## **"IRISH SPRUCE"**

On her present voyage, the "Irish Spruce" loaded general cargo at Liverpool and Dublin for North American ports. She arrived at Halifax on the 11th April, and subsequently called at St. John, Boston and Philadelphia. She sailed from Philadelphia on the 23rd April to call at Ocho Rios, in Jamaica, where she is expected to arrive on 27th April. There she will load a cargo of sugar for discharge at a U.K. or European Continental port. At present it seems likely that she will discharge at Liverpool.

We send our best wishes to **Mr. D. Kehoe**, of the Catering Department of the "Irish Spruce", who was hospitalised at St. John. We hope that Mr. Kehoe will have a speedy recovery.

## **"IRISH POPLAR"**

After discharging cargo at Dublin, Waterford and Cork, the "Poplar" sailed in ballast for Buenos Aires, where she is expected to arrive on the 2nd May. She loads general cargo at Buenos Aires, Monte Video and Santos, for discharge at Glasgow, Liverpool and Swansea.

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

## **"SYCAMORE" bound for Persian Gulf**

The "Irish Sycamore" loaded general cargo at Hamburg, Antwerp and Rotterdam, for discharge at Persian Gulf ports and sailed from Rotterdam on 31st March. Her discharge ports are, in order of discharge, Muscat, Dubai, Doha, Dammam, Kuwait and Abadan.

The vessel is expected to arrive at her first discharge port on 3rd May and will complete discharge at Abadan in the first week of June.

The "Sycamore" is on charter to Hansa Line.

## **"IRISH PLANE"**

We extend our best wishes for a speedy recovery to **Mr. D. Coombes** of the Catering Department, "Irish Plane", who is at present in hospital in Dublin.

The vessel is expected to sail from Cork on the 26th April, for Casablanca, where she will load another full cargo of phosphates for discharge at Dublin. The vessel is expected back in Dublin on the 5th May.

## **"IRISH ELM"**

We are pleased to report that **Mr. J. Clarke**, who was hospitalised off this vessel at Honolulu on her last voyage, is now fully recovered and has joined the "Irish Star" as a Deck Cadet.

The "Elm", which discharged a cargo of motor cars at Baltimore from Antwerp, then went on to Norfolk, Virginia, where she loaded a cargo of coal for Sakaide in Japan. The vessel went through the Panama Canal on the 15th April and is expected in Japan on the 8th May. When she completes discharge of her cargo of coal, she will then load at two or three Japanese ports a cargo of Japanese motor cars for the Continent. It is expected that she will sail from Japan about the 16th May and should transit the Panama Canal about the 8th or 9th June, arriving at her European discharge port about the 22nd June.

## "IRISH STARDUST" in Australia

This vessel arrived in St. John, N.B., on the 29th March, from Brake, Germany, to load a cargo of rail wagons for Dampier in Australia. She sailed on the 5th April from St. John and is due in Australia on the 8th May. She will be at her discharge port for a month and her further itinerary is not available at the time of going to press.

## "IRISH STAR"

This vessel, which returned from Australia to Europe in early April, has completed discharge at Hamburg and sailed on the 23rd April for Contrecoeur, Canada, where she is expected to arrive on the 1st May, to load a cargo of coke breeze for probable discharge at Amsterdam. The vessel should arrive back in Amsterdam about the 12th May.

We are pleased to report that **Mr. G. Byrne**, who was hospitalised off the "Irish Star" in Australia, is now fit and well again and rejoined the vessel at Hamburg.

The present crew of the "Irish Star" joined the vessel at Hamburg during her recent visit to that port.



Pictured on board the "Irish Star" at Hamburg on 22nd April are (left to right) front row : J. Kelly, Mrs. M. Dillon, Capt. J. Flanagan, Mrs. M. Sullivan, J. Doran. Back row : E. McGillicuddy, J. Lee, J. Ward, M. Dillon, M. Molloy (Irish Consul at Hamburg), M. Sullivan and J. Hickey.

## "ROWAN" for Mexico

The "Irish Rowan" completed discharge of her Australian cargo at Glasgow and sailed on the 6th April, for Port Alfred, where she arrived in ballast on the 15th April. She



Look who's only here for the beer. In the "Star" bar while the ship was at London — our Personnel Dept. sent their top barman to help out.

also called at Chandler, in Chaleur Bay, Gulf of St. Lawrence, where she loaded paper products for Vera Cruz, on the east coast of Mexico.

The "Irish Rowan", which is on charter to Price Shipping of Montreal, is expected to arrive in Mexico on 1st May and should complete discharge by the 4th May. Her further itinerary after Vera Cruz is not fixed at the time of going to press.

## "IRISH CEDAR" on voyage to Formosa

The "Cedar" completed at Newark and sailed on 8th April for Port Everglades, where she loaded scrap iron and completed loading at Tampa, in Florida, on the 22nd April. She is expected to transit the Panama Canal on the 27th April, on her way to Formosa, where she will discharge her cargo. She is expected at her discharge port about the 25th May.

## VISITOR TO "STARDUST"

A welcome visitor to the "Stardust" at Tilbury was **Capt. Brian Yolland** of the Department of Maritime Studies, Plymouth, who came to familiarise himself with the performance and maintenance of Munck Loaders and other features of the "Stardust" class of vessel. Capt. Yolland is involved in the teaching of Irish Shipping cadets attending Plymouth.

## LATE SPORTS RESULTS

National Hurling League Final :

Limerick 3-12, Tipperary 3-11.

National Football League Semi-Final :

Mayo 1-9, Dublin 0-8.

Mayo now meet Kerry in the Final.

Across :

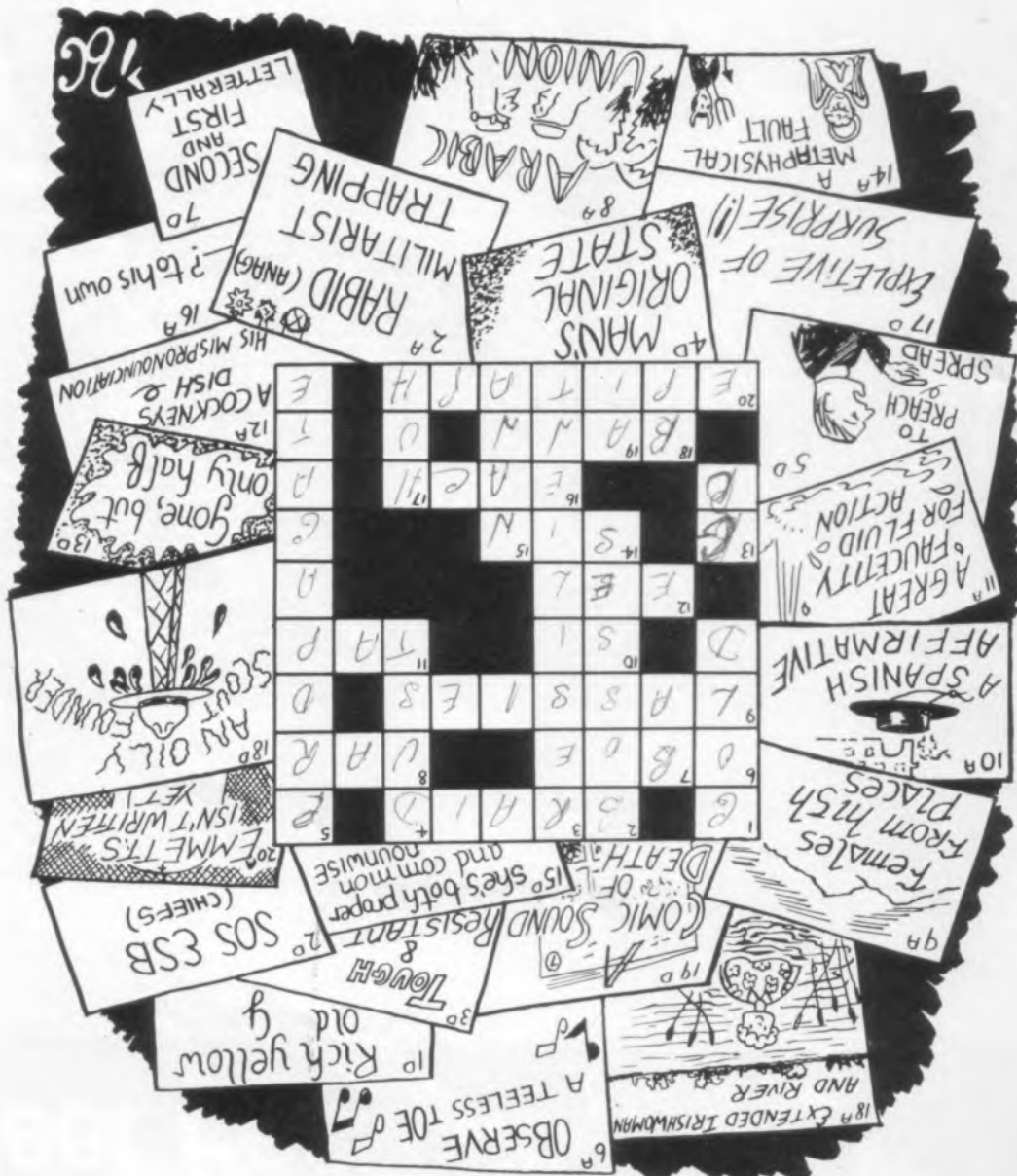
- 2 Braid  
6 Oboe.  
8 UAR.  
9 Lassies.  
10 Si.  
11 Tap.  
12 Eel.  
14 Sin.

Down :

- 1 Gold.  
2 Bosses.  
3. Resilient.  
4 Dust.  
5 Propagate.  
7 B A  
13 Go.  
15 Nana.

- 17 Huh!  
18 BP.  
19 Ai.

SOLUTIONS TO CROSSWORD



# Fleet Personnel



**As at 28th April, 1971**

## Deck and Engineer Officers in Order of Rank

**"IRISH ELM"** : Captain B. Reilly, Deck Officers : P. Kelly, G. M. Kyne, D. F. Hopkins, Deck Cadets : M. D'Arcy, Hugh McGowan, Chief Engineer : P. Otter, Engineer Officers : L. J. O'Toole, D. J. Menzies, J. Pryme, Junior Engineers : A. Barry, Denis Hayes, James P. Geary, Engineer Cadet : C. H. Teehan, Electrical Engineer : J. Dunn, Chief Steward : C. O'Donovan, Radio Officer : Peter J. Behan, Deck Department : Kevin Maher, John Doyle, Kevin O'Malley, Henry Johnson, Christopher Chamberlain, Thomas Hughes, Michael Brennan, M. O'Neill, I. Flynn, Mikes Bougioukas, Noel Kavanagh, James Farrelly, Thomas Kelly, Michael Bonnie, Catering Department : Richard Egan, James Edwards, Brian Cullen, Trevor Mahony, S. McCarthy, G. Walsh, John Kennedy.

**"IRISH POPLAR"** : Captain J. A. Gleeson, Deck Officers : F. G. Raftery, D. Kavanagh, A. Coghlan, Deck Cadets : M. Cronin, E. Curry, M. Purcell, Chief Engineer : G. Cunningham, Engineer Officers : A. Bolster, B. Dorgan, T. Ryan, Junior Engineers : P. Ruddy, E. Malone, J. O'Connor, Engineer Cadet : S. McLoughlin, Electrical Engineer : H. P. Stears, Chief Steward : J. Bennett, Radio Officer : Robert Drake, Deck Department : James Tallon, Martin Leonard, Thomas Grannell, Matthew Lennon, B. Clinton, Hugh Hannon, P. Hyland, Thomas Maguire, Anthony O'Gorman, Peter Gray, Philip Brennan, Engine Department : Patrick Proctor, Edward Kinney, Andrew Myler, Chris Coyle, Michael Redmond, Catering Department : John Fricker, T. Doyle, John Lloyd, Walter Muldoon, Joseph McGran, Patrick Leonard, John Hayes.

**"IRISH SPRUCE"** : Captain P. F. O'Shea, Deck Officers : H. B. Fidler, H. Courtney, M. J. Doyle, Deck Cadets : J. Daly, P. Cahlane, P. McNulty, Chief Engineer : J. T. Morgan, Engineer Officers : J. J. Fahey, M. Egan, M. Cahalan, Junior Engineers : J. G. Everitt, W. Dalton, W. Davis, Electrical Engineer : J. Breen, Chief Steward : P. Fanning, Radio Officer : Patrick Hayes, Deck Department : Peter Byrne, B. Carroll, Patrick Bradshaw, Nicholas Murphy, John Donnelly, M. Moriarty, Daniel O'Mahony, J. Dillon, W. Kavanagh, Liam Freeney, Patrick Moore, John Ryan, William Russell, Bernard Malone, M. McElgiott, Catering Department : G. Zachert, Michael Moody, John Butler, Robert Wright, John Early, Andrew Murray, Desmond Healy, Terence Brazil.

**"IRISH ROWAN"** : Captain M. G. O'Dwyer, Deck Officers : P. Donohue, J. A. Desmond, E. P. Keane, Deck Cadets : D. Corrigan, M. Ryan, P. Kenny, Chief Engineer : J. Moynihan, Engineer Officers : Noel O'Neill, J. Doran, O. Priuty, Junior Engineers : D. J. Lennon, T. Rossiter, D. O'Halloran, Electrical Engineer : E. Walsh, Chief Steward : F. Walshe, Radio Officer : Patrick O'Shea, Deck Department : James Birmingham, Peter McDonnell, Michael Kavanagh, Martin O'Rourke, J. Griffin, Edward Frampton, James Murphy, L. Byrne, Brian Bridgeman, Joseph Finn, O. Shiels, F. Gavin, John Grace, J. Dowdall, Anthony J. Byrne, John Sutton, Catering Department : John Rourke, Thomas Healy, Michael Curedale, Anthony Boyle, Sean Ryan, James Keogh, John Grinston.

**"IRISH SYCAMORE"** : Captain M. O'Connell, Deck Officers : M. Kelly, F. W. Kirk, B. R. Coburn, Deck Cadets : James Kenny, P. Richardson, D. Cogan, Chief Engineer : R. Tennent, Engineer Officers : P. Bardon, J. Waters, L. Robinson, Junior Engineers : Joseph F. Carr, P. Wogan, Peter Dowling, Electrical Engineer : W. Brett,

Radio Officer : M. Murphy, Chief Steward : P. Murphy, Deck Department : M. Scallan, William Carroll, Michael Allen, James Willis, Bernard Quigley, L. Crowe, Andrew Loughlin, P. Carr, Thomas Hanley, N. Byrne, J. Stack, Jerome Murphy, Michael Manson, Thomas Doyle, Martin Sheehan, N. Shields, Catering Department : Peter Farrelly, Joseph Rourke, Daniel Burnett, Derek McClean, John Murphy, Peter O'Reilly, John Evans.

**"IRISH PLANE"** : Captain F. W. Kirk, Deck Officers : W. G. Garvey, F. Henderson, E. Connellan, Deck Cadets : M. O'Callaghan, M. Purcell, Chief Engineer : M. J. Byrne, Engineer Officers : K. Edwards, K. J. Branagan, D. Walsh, Junior Engineers : Donal Gabriel, J. T. Reilly, P. Byrne, Electrical Engineers : T. Duggan, D. Niall, Chief Steward : B. Dorgan, Radio Officer : P. Clarke, Deck Department : A. Corlett, Joseph Byrne, Denis Driscoll, David Ahearne, Gerard Derham, J. McElwain, Valentine Kealy, C. Coleman, Alexander Martin Stanley, James Roice, Francis Cole, John Hume, Paul McGowan, James Duff, Michael Thullier, Patrick Walsh, James White, Samuel Ryan, Catering Department : Eric Byrne, Christopher Maloney, D. Gregg, M. Keogh, James Bishop, T. Somers, D. O'Connell.

**"IRISH CEDAR"** : Captain T. R. Hughes, Deck Officers : J. J. Martin, B. Stockdale, L. A. Kinsella, Deck Cadets : C. Graban, W. Coyle, D. Mundow, Chief Engineer : J. Johnson, Engineer Officers : W. D. McCarthy, D. O'Connell, Thomas Walsh, M. K. Byrne, Junior Engineers : N. Kearns, W. Malone, P. Caffrey, Electrical Engineer : M. O'Callaghan, Chief Steward : Timothy Mason, Radio Officer : A. Woods, Deck Department : P. Shelton, James Ryder, James C. Beausang, Anthony Shiels, P. White, Stephen Smyth, P. McDonnell, Martin Murphy, Jeremiah B. Sexton, P. Kavanagh, T. Kealy, James Rossiter, Michael Cogan, B. Hanley, John Gaffney, Catering Department : Brian William Rogan, Richard O'Reilly, J. Furlong, John Owens, Michael A. Dooley, T. Byrne, Derek Early.

**"IRISH STARDUST"** : Captain T. Byrne, Deck Officers : M. Doyle, John Tallon, T. Brennan, G. Pell, Deck Cadets : R. C. Allen, Chief Engineer : P. Walker, Engineer Officers : M. J. Kennedy, R. Broderick, W. Sheringham, Junior Engineers : T. O'Toole, A. McCarthy, Engineer Cadet : K. O'Brien, Electrical Engineer : W. Cadogan, Radio Officer : J. Hynes, Chief Steward : J. Rogan, Deck Department : Patrick Duffy, Daniel O'Sullivan, James Hannah, Jim Hunter, Henry Hunter, J. Knight, Liam Maloney, Matthew O'Connor, Patrick Cantwell, R. Nugent, J. Beggs, Catering Department : Dermot Murphy, Paul Doyle, Rowan Dunne, O. Murphy, William Burnett, Lowe Philip, James McGrath.

**"IRISH STAR"** : Captain J. Flanagan, Deck Officers : J. F. Kelly, N. Hearne, T. A. O'Connor, Deck Cadets : L. Hickey, James Clarke, Chief Engineer : Mr. M. Dillon, Engineer Officers : J. A. Lee, M. A. O'Sullivan, W. P. Quigley, Michael O'Riordan, Junior Engineer : A. Scanlon, Engineer Cadets : E. Kealy, F. Mullin, Electrical Engineer : J. McCormick, Chief Steward : T. O'Connell, Radio Officer : James Butler, Deck Department : Dermot Rogan, Simon McCarthy, Michael Walshe, G. Byrne, Felix McCarthy, William Boon, L. Byrne, P. Brannigan, C. Patrick, Jeremiah Kellegher, P. Cummins, M. Murray, William Grimes, S. Corrigan, Catering Department : Raymond Whelan, Derek O'Neill, Edward Murphy, Kiernan Laurence, James Hanlon, Liam Culligan.