

MAY/JUNE 1971

# Signal

Vol. 9, No. 2

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.



**OFFICERS ASHORE**  
**AS AT 30th JUNE, 1971**

**Masters :** J. A. Caird, J. A. Gleeson, J. S. Kerr, F. W. Kirk, M. G. O'Dwyer, P. F. O'Shea, B. Reilly, J. J. Walsh.

**Chief Officers :** J. Mitchell, P. Kelly, W. D. Garvey, M. Kelly.

**Second Officers :** G. M. Kyne, M. Coleman, M. J. Doyle, R. Gordon, D. Kavanagh, P. Gordon, N. Hearne, P. Kehoe.

**Third Officers :** A. Coghlan, E. Connellan, J. A. Cotter, P. A. Cowman, J. A. Moynihan, T. A. O'Connor.

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

**Chief Engineers :** M. J. Byrne, G. Cunningham, H. Dowdall, D. Falvey, J. Moynihan, P. Otter.

**Second Engineers :** P. Bardon, J. J. Hennessy, J. Nangle, L. J. O'Toole, T. J. Wren, P. Shortall.

**Third Engineers :** D. J. Menzies, F. Cronin, E. Doyle, M. Egan, K. Edwards.

**Fourth Engineers :** K. A. Barry, K. J. Branagan, M. Mulligan, F. O'Beirne, M. O'Riordan, J. Pryme, J. A. O'Toole, D. Walsh.

**Junior Engineers :** A. Barry, M. Cahalan, W. Dalton, D. Gabriel, J. P. Geary, D. Hayes, J. O'Connor, D. O'Halloran, J. T. Reilly.

**Electrical Engineers :** J. Dunn, R. Dunne, D. Niall.

**Chief Stewards :** H. Bond, J. Doran, J. Dillon, T. Forde, P. Murphy, C. O'Donovan.

**CONGRATULATIONS**

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

To **J. Ryder** on obtaining his First Mate's Foreign-Going Certificate and on his appointment as Second Officer on the "Irish Elm".

To **J. A. Moynihan** on obtaining his First Mate's Foreign-Going Certificate.

To **F. O'Beirne** on obtaining his Second Class Motor Certificate and on his appointment as Third Engineer, "Irish Elm".

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

To **Alex Stanley** on obtaining his E.D.H. Certificate.

To **J. Smith** on obtaining his Chief Cook's Certificate.

To **J. Molloy** on obtaining his Chief Cook's Certificate.

To **U. Maher** on obtaining his Second Cook's Certificate.

To **J. Rourke** on obtaining his Second Cook's Certificate.

To **R. Moynihan** on obtaining his Second Cook's Certificate.

Our cover picture shows the tug "Shandon" bringing the "Irish Plane" up-river to Cork with phosphates from Casablanca.

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

# Record Year for the Company

In the year ended 31st March, 1971, Irish Shipping Limited made a gross profit of £1,731,774, the highest figure ever achieved in the Company's thirty years history. This increase of 55% on last year's satisfactory result was achieved despite the fact that bunker costs have more than doubled in the last twelve months, and ship repair and building costs have increased by about 25% over the last year to eighteen months. In his statement to the Annual General Meeting held on the 9th June, Chairman, Mr. Perry Greer, indicated that the key factor in last year's highly successful trading results was the high level of freight rates which obtained in the summer of 1970 — the Company took full advantage of these higher rates. The Company's three largest vessels, the "Irish Elm", "Irish Star" and "Irish Stardust", are on long-term charters at attractive rates. The "Elm's" five-year charter will end in mid-1973, but the vessel has already been fixed for a further five years to 1978 at an advantageous rate. In addition to the specific cost increases already mentioned, Mr. Greer said that substantial increases have also been incurred in port charges, stevedoring costs and, of course, in salaries and wages. He added that the Company was doing everything possible to minimise the consequences of excessive escalation in costs. "It is clear," said Mr. Greer, "that 1971/72 will be a difficult year for ship-owners. I am satisfied, however, that we are better equipped to meet these problems now than we have been for some years."

## THE FLEET

The Chairman referred to the four bulk carriers, of 26,000 tons each, at present on order with Upper Clyde Shipbuilders, three of which are due for delivery in 1972 and the fourth in early 1973. The cost of the four ships is £13.1 million which is approximately the equivalent of the total capital employed at the 31st March, 1971. The finance for the new building is being provided through United Kingdom shipbuilding credit terms carrying interest at 5½% per annum and repayable over eight years from the delivery of the vessels. Mr. Greer commented: "The Board considered this to be of considerable benefit, both to Irish Shipping Limited and the Irish economy, bearing in mind the significant earnings that these ships will generate over their economic life." On delivery of the vessels, the Company's total capital will rise to a figure of £23 million, of which 50% is borrowed at advantageous rates. Mr. Greer termed this development as "both realistic and desirable".

In his statement the Chairman outlined the Company's Fleet Development Plan as

follows :—

Year	No. of ships	Total dead-weight tons	Average tons per ship	Average age per ship
1970	9	144,769	16,085	9¼ years
1971	9	180,393	20,044	7½ years
1972	12	257,493	21,458	7 years
1973	13	283,193	21,784	6½ years

## COMPANY ACTIVITIES

Mr. Greer referred to the new developments during the year, including the establishment of Port Services Limited last November, which merged the substantial stevedoring interests of R. A. Burke Limited, Dublin, and Irish Shipping Limited. Mr. Greer said that the new Company had been trading at satisfactory levels since its inception and expressed confidence that important advantages will accrue to both companies as a result of the association. The establishment of our Agency Division as a result of the considerable expansion in our agency activities was also referred to in the Chairman's Statement and this Division will now operate as a separate profit centre. The Division looks after the accounts of A.C.L./United States services; Blue Funnel Line/

Far East services; **Bugsier Reederei und Bergungs A.G./**North European services; **Furness Warren/**United States services; **Manchester Liners Ltd./**Canadian and Great Lakes services; **Manchester Prince Line/**Mediterranean services, and **South African Marine Corporation/**South African services. Said Mr. Greer: "We are confident that this Division will make a useful contribution to the results of the Company in future years."

**Normandy Ferries,** Rosslare/ Le Havre service had a record year and achieved an average 85% load factor on its sailings from mid-May to early October. It is expected that carryings for 1971 will be at least as good as last year.

### LATE MR. SEÁN F. LEMASS

"We in Irish Shipping Limited were understandably deeply grieved at the death of Mr. Seán Lemass on May 11th. It was through his courage and vision that the company was established in the dark days of 1941. The development of Irish Shipping Ltd. as a significant international deep-sea company will remain as an eloquent and abiding tribute to his memory," said Mr. Greer.

The Chairman also recorded with regret the death of Mr. J. J. Stafford who was appointed a member of the first Board of Irish Shipping Ltd. when the Company was incorporated in 1941. He served continuously as a Director until 1954 when he became Chairman of the Board, a position which he retained until his retirement, owing to ill-health, in 1965. Added Mr. Greer: "The success which we now enjoy is in a large measure based on the work of those like Jim Stafford who preceded us."

### THE FUTURE

Mr. Greer indicated that 1971 may be a year of heavy weather for the shipping industry. "For us in Irish Shipping," he said, "it will be one in which we will need all the expertise, imagination and courage of both our seagoing and shore personnel to take advantage of every opportunity for progress and perhaps at times we may even have to heave to." On behalf of the Board, Mr. Greer thanked the management and staff afloat and ashore for a job well done.

On a personal note Mr. Greer thanked his colleagues on the Board for the support, advice and help which they had given him.

### RETIREMENT OF MR. GERARD JONES

With reference to the retirement of Mr. Gerard Jones and the appointment of two new Directors, the Chairman, Mr. Perry Greer, issued the following statement on behalf of the Board of Directors following the Annual General Meeting on the 9th June. "It is always the prerogative of the Shareholders to appoint Directors of a company. This is normal in all companies.

"We, as a Board, very much appreciated the great contribution that Mr. Gerry Jones made to the Board of the Company and we would like to thank him for all that he did.

"We would like to welcome to the Board our two new Directors — Mr. Frank Reihill and Mr. Hugh McMahon. Mr. Reihill's father was for many years a member of the Company's Board and contributed a great deal to it.

"It is also very nice to welcome Mr. Hugh McMahon and to have once more a representative from Limerick."



COME PLY WITH ME

# NEWS FROM HOME



**G.A.A.** — After a lapse of 24 years Limerick became National Hurling League champions when they defeated Tipperary in Cork on 30th May. A unique feature of this win was the fact that it was the third victory Limerick had over Tipperary in the current league series. In the final, as in the previous two games, the margin of victory was slender with Limerick scoring a last-minute point after Tipperary had drawn level with only four minutes play remaining.

In the semi-finals of the National Football League Kerry beat Derry and Mayo accounted for Dublin. Kerry eventually emerged League champions by defeating Mayo in the League Final.

In the current All-Ireland Hurling Championship series Limerick continued their winning way beating Waterford in the first round of the Munster Championships. They then beat Cork in the Munster Semi-Final, while Clare who had a good run in the recent National League will provide a stiff test for Tipperary in the other semi-final.

Surprise of the Football Championship series was the first round defeat of Dublin by Laois and the defeat of Leinster champions Meath by Kildare.

**SOCCER** — Ireland's international soccer prestige has never been at a lower ebb than at present. After being held to a draw by a third-rate English eleven at Lansdowne Road the side suffered a humiliating 4 goals to 1 defeat by Austria in the European Nations Cup at Dalymount Park.

Team Manager, Mick Meagan, has been faulted in public statements by members of the international selection committee, following which Meagan declared his intention of resigning from the position when his term of office expires. However, it is clear that it would need a miracle-worker rather than a manager to mould the present Irish selection into a winning combination.

Good news for Shelbourne is that the European authorities have agreed to allow

the Dublin side to participate in this year's Inter-Cities' Fairs Cup although the rules of the competition, as revised, do not permit the Shield-winners to participate.

**RUGBY** — Irishmen selected for the present British and Irish touring side in New Zealand are Mick Gibson, Ray McLaughlin, Seán Lynch, Bill McBride, Fergus Slattery and Mick Hipwell. The heavy defeat of Ireland by Wales in the last International campaign probably accounts for the small Irish representation in the touring team.

**BOXING** — At the European Amateur Boxing Championships which commenced in Madrid on the 12th June Ireland's representatives were expected to do well despite very stiff opposition. Ireland got off to a very good start in the Flyweight Division when Neil McLoughlin outpointed his Bulgarian opponent. Four of the five remaining Irishmen won their first round contests. Paddy Doherty, Mick Dowling, Brendan McCarthy and Charlie Nash were all successful and the only Irish boxer defeated in first round bouts was Ned Hendricks. Eventually Dowling, McLoughlin and McCarthy won bronze medals and gave Ireland her best result in these Championships for many years.

**ATHLETICS** — In preparation for the European Championships the Irish middle distance runner, Frank Murphy, scored two very impressive wins against top-class international competition in Spain. His performance in decisively overcoming his rivals in the 1,500 metres at Madrid looks good for his chances of a European title this year.

At the same athletic meetings in Spain, the Clonliffe Harriers lady athlete, Mrs. Claire Walsh, won her races in the 400 metres and 800 metres events, breaking the Irish record in the shorter distance race.

**E.S.B. INCREASES** — Recent increased charges for electricity by the E.S.B. have met with stiff opposition both inside and outside the Dáil. Electricity charges have increased by 19% within the past year and the E.S.B. have stated that still further increases will be inevitable later this year. As a result of the criticism made of the Management of the E.S.B., the Minister for Transport and Power, Mr. Lenihan, has stated that there is to be an investigation into the operations of the Board.

**E.E.C.** — Negotiations are still going on in Brussels in connection with Ireland's application for membership of the European Economic Community. Apart from the problem of undue access to Irish fisheries by member-States, questions of a longer transition period for road transport rules, free movement of workers and the special problems relating to the motor assembly industry are points of major importance in the present negotiations.

As a result of a Dáil question, it has been officially confirmed that food prices in the Common Market countries are considerably higher than those obtaining here at home. It is expected that negotiations on entry will be completed before the end of this year and when the necessary amending legislation has been passed the way will be open for full membership of the E.E.C. This, of course, assumes that the Referendum which must necessarily be held results in public approval of the decision to join the European Community.

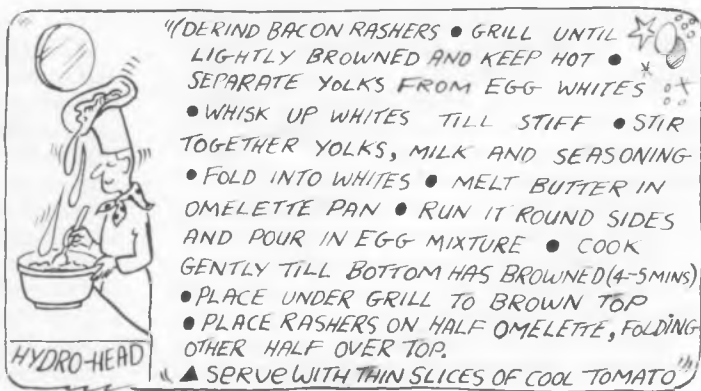
**THE NORTH** — The Northern Premier, Mr. Brian Faulkner, has stated the Government's intention to invite the Opposition M.P.s to act on special committees to be set up in connection with social, environmental and industrial services. Meanwhile, a controversy is going on between the Government and the Orange Order with regard to Orange parades, some of which have been banned by the Government.

**BUS STRIKE** — The C.I.E. Mechanics' Union has been holding a series of one-day strikes for the past seven weeks in support of a claim for additional annual leave. Recently, however, the Irish Congress of Trade Unions have ruled that these strikes are contrary to the National Wage Agreement and have instructed their member Unions to ignore the pickets of the striking group. The result has been to make the strikes ineffective and the strikes were called off on 30th June.

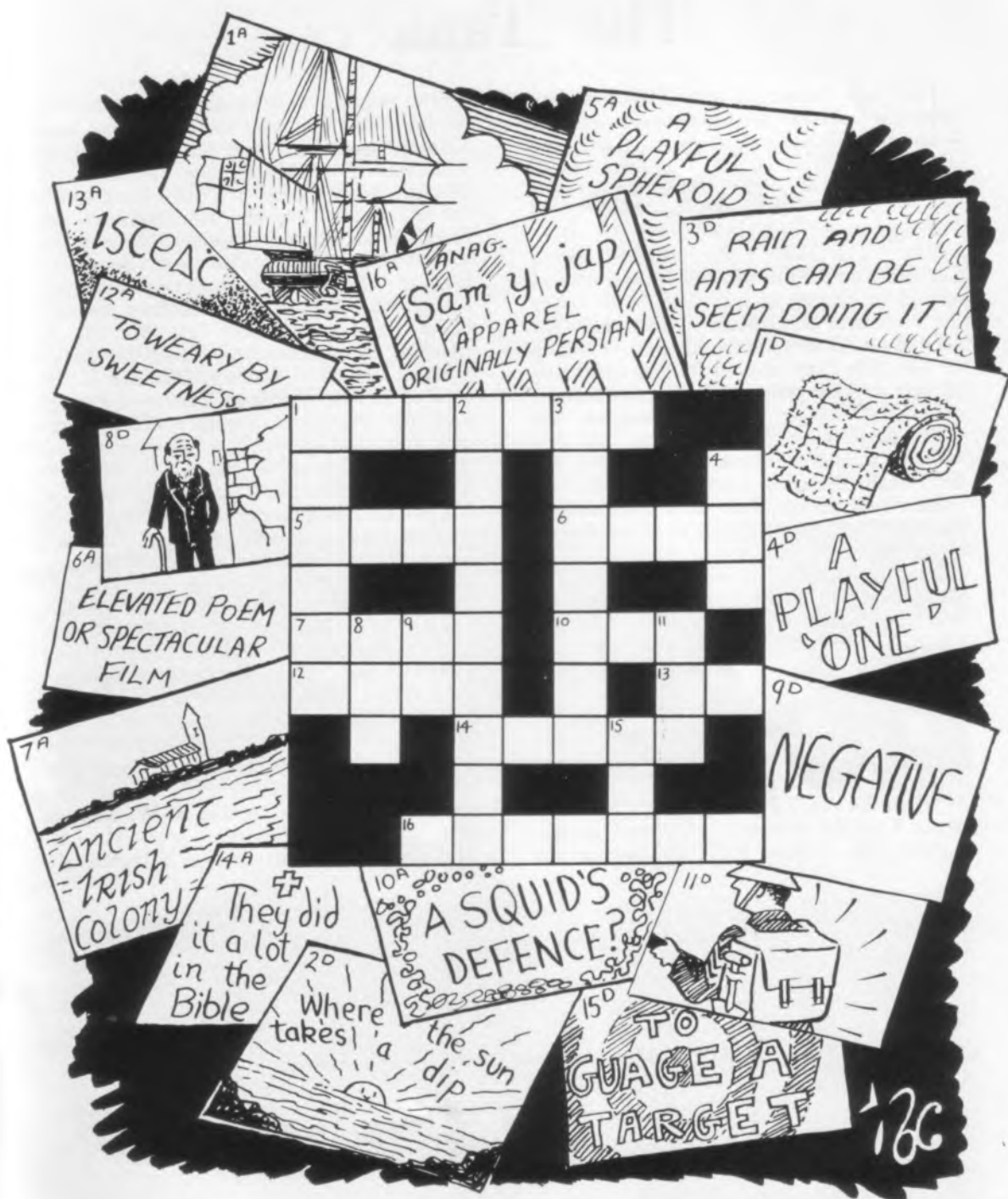
**GOLF** — This year's Carrolls' International Tournament at Woodbrook was won by Neil Coles and the fact that Christy O'Connor was injured for the event detracted considerably from the Irish interest. Christy, who has been suffering from a muscular complaint, will participate in the British Open Championship at Royal Birkdale.

The Irish International Amateur golf team were placed fifth in the European Championships which were won by England who defeated the holders, Scotland, in the final. Ireland won a play-off against Wales for fifth place in the Championships.

## GALLEY GRUB







Solutions to Crossword on page 19.

# The Tankers

The first tanker of the Irish Shipping fleet was built for the Company at William Gray and Co.'s yard at West Hartlepool. The vessel, "Irish Holly", was launched on the 6th January, 1954, and the naming ceremony was performed by **Mrs. L. S. Furlong**.

The "Irish Holly" was delivered to the Company on the 6th May, 1954, and entered service on charter to Irish Shell Ltd., under the command of **Captain T. Donovan**. She arrived on her first visit to the port of Dublin on the 26th May and discharged 3,000 tons of petrol. The present Technical Manager of Irish Shipping, **Mr. D. Hodgins**, was Chief Engineer of the vessel on that first visit. It is also of interest to note that the first Irish Shipping cadet to receive his Master's Certificate, **Mr. John O'Connell** of Passage West, Co. Cork, was Chief Officer on the "Irish Holly".

In July, 1967, she was sold to Anapo Compania de Navigazione E Bunkeraggi S.P.A., of Sicily, and was renamed "Etna". On the 15th January, 1968, the vessel was grounded at Vibo, Valencia, and was a total wreck.

During her career with Irish Shipping, the "Holly" was engaged in the coastal tanker trade and made many visits to the Whitegate Refinery.

When the "Irish Hawthorn" was launched at the Fairfield Shipyard in Govan, Glasgow, on the 30th August, 1957, she became the

biggest vessel ever registered in Ireland up to that date. The ship was named by **Mrs. Lemass**, wife of the late Mr. Seán Lemass, who was then Minister for Industry and Commerce. The vessel of 17,980 d.w.t. sailed on her maiden voyage from Glasgow to Curacao on the 2nd March, 1958, to begin a five years' charter with Shell Petroleum Co. Ltd. Master of the vessel on her maiden voyage was **Captain R. W. Robson** and her Chief Engineer was the late **Mr. A. T. Metcalf**. She subsequently called to Indian ports as well as to Durban. Included in the crew of 48 were **Mr. John Hearne** of Passage East, Co. Waterford, together with his two sons, John and Paddy. The "Hawthorn" was the first I.S.L. vessel to call at New Zealand. The "Irish Hawthorn" was sold to Cia. Argolia de Navigazione S.A., of Panama, in August, 1965, and was renamed "Esperis". She is still trading under that name and has called to the port of Dublin four times in the past year under charter to Gulf Oil Co.

The "Irish Blackthorn", of 18,050 d.w.t. was also built at the Fairfield Shipbuilding Yard and was launched on the 27th January, 1959. The naming ceremony was performed by **Mrs. James Ryan**, wife of the then Minister for Finance. The christening ceremony was performed entirely in Irish. The master of the "Irish Blackthorn" on her maiden voyage was **Captain R. W. Robson**, and her Chief Engineer was **Mr. C. McSwiney** who is at present a lecturer in



The "Irish Holly", wrecked on the 15th January, 1968.



the Crawford Technical Institute, Cork.

In December, 1964, the "Irish Blackthorn" visited Port Everglades, Florida, and there the Master, the late **Captain J. H. O'C. Devine**, was presented with the key to the port by Mr. L. Corcoran, a member of the Port Authority, and also an Irishman.

The "Irish Blackthorn" was sold in August, 1965, to Mohawk Cia. Navigazione, S.A., of Liberia, and she was renamed "Profitis Elias". Subsequently the vessel was renamed "Captain Elias" and she was finally scrapped in the summer of 1970 after being badly damaged on a voyage to South America.

Tailpiece: It is of interest to recall that **Mr. N. J. Healy**, now retired, sailed on the maiden voyages of all three tankers as

Engineer Superintendent and that he also visited the former "Irish Hawthorn", now the "Esperis", when the vessel called at Dublin on four occasions in the past year.

#### WELCOME VISITOR

A very welcome visitor to Head Office recently was **David Fitzpatrick**, formerly of our Accounts Department. Despite being confined to a wheelchair David was in excellent spirits and still retains the good humour which has sustained him so well in his long illness. His many friends in I.S.L. were delighted to see him in such good form.



"Irish Hawthorn."



"Irish Blackthorn."

# Cooke's Inspection

by Edward O'Regan

There is silence in the office. A blazing fire crackles away on the hearth. The boys are working away at the monthly returns. Each is thinking it's about time for a "break" and turning over pretexts for getting their behinds close to that lovely fire, but knowing the Captain will monopolize it if someone starts the "crack". The angel appears in the form of Checker Cooke, a young fellow of some sixty-five years, a Boer War veteran, who has a standing stock of yarns that everyone knows.

Cooke is a great mimic, and a bit of a philosopher in his own way. He whistles "One Fine Day" from *Madame Butterfly*, day in, day out, all through the year, occasionally varying it with some tune he has heard that day on the radio. The one book he has read is Hitler's "*Mein Kampf*", and never tires of talking about it. In fact he never tires of talking on the same subjects, though oddly enough no one tires of listening to him. This is a tribute to his talent for raconteur. He is acknowledged "good crack", second only to George, the foreman, who is far and away the most original and best "crack" any of us ever heard.

Stack thinks the Captain best, not in the accepted sense of the colloquialism "crack", but as a character given to deep thought and shrewd calculations, and also for the wild theories he conjures up from nowhere. But he is not in it for yarn-spinning with Cooke and George.

Cooke walks over to the fire and takes the place of honour. He has a railway cap on him, without which he is never seen as he's as bald as an egg. He wears a brown canvas smock over his uniform. He stands there for several minutes debating with himself the topic he will offer his willing listeners. Then he clears his throat and addresses Stack. All, as if pulled by strings, put their pens down, except Stack, who keeps it in his hand but settles back comfortably on his high stool almost as if he expected a pint of stout to be drawn for him.

"Did ever ye think of joining the army, Stack?" Cooke starts.

"Ave," Stack answers. "I suppose I did, Bob. It's a good clean life, but I guess I just never got around to it. Lots of reasons, y' know. Home ties and all that."

## SPIT AND POLISH

"It's a tough life, Stack," says the old checker, with ponderous emphasis, "a tough life. But it's good. Ye'll meet the quarest boys ever ye met, in the army. Lord, when I think iv some of the ones I knew." He gives a broken cackle, looks over to the Captain who is smiling happily under his enormous moustache.

"D'ye know Aldershot, Mr. Stone?" The Captain was only waiting on the direct address. He puts down his pen, slowly, deliberately, and marches over to the fire. Cooke makes room, and the two old soldiers, ex-captain and ex-corporal, hold court among the boys on their favourite topic — army life and its experiences and characters.

"Do I know Aldershot?" he says, "I should think I do." Stack vainly tries to see the fire between the four ex-army legs. Cooke proceeds: "I remember one day there was going to be a big inspection be the king. Were ever ye inspected be the king?" He turns to the Captain. "I was, Bob. In France, in the '14 war. But I can tell you it was not a spit and polish affair. We were in the front line then. Covered with mud and lice we were. It wasn't a real inspection," tapping Cooke's breast with a stubby forefinger, "He just was going round some of the front line posts, y'know."

"Well, I remember the time he inspected us," Cooke went on, "Be God we were cleaning and rubbing and polishing from 6 a.m., and at 11 a.m. we were all drawn up on the square. It was a huge square. And a brave sight it was, what with scarlet uniforms and brass buttons, and the Guards with their big busbys, och, man, it'd gladden the sight iv ye're eyes. Well, the next thing was the

Brigadier came along. He was a little short fat fellow with a red face and neck, and riding the grandest little white horse that ever ye seen. It was white as milk, Stack, and it prancing and stepping like a woman." Cooke pranced about the stone floor to illustrate the mincing gait of the Brigadier's horse, his eyes wide, his lips drawn taut over his toothless gums. He gave a loud laugh after the performance and playfully smacked the Captain on the chest. The Captain guffawed and the boys joined in.

"Well, there he was, stepping like he was picking his way among glass. And the wee Brigadier he stops him short, and says: 'When His Majesty comes on the square you will not present arms until the order is given to you all together by the commanding officer.' And then, Mr. Stone, he stands right up in the stirrups and smacks himself on the chests and shouts: 'That's me on the white 'orse'."

There was a loud belly-laugh from the Captain, Cooke repeating several times the last phrase, "That's me on the white 'orse", and laughing after each declamation, given in a good imitation of a Cockney accent. He waltzed out of the office in the general direction of the store, cavorting and pirouetting like a Lippizaner stallion, his mocking

imitation of the Brigadier coming faintly back to their ears.

## MASTER'S LONG SERVICE

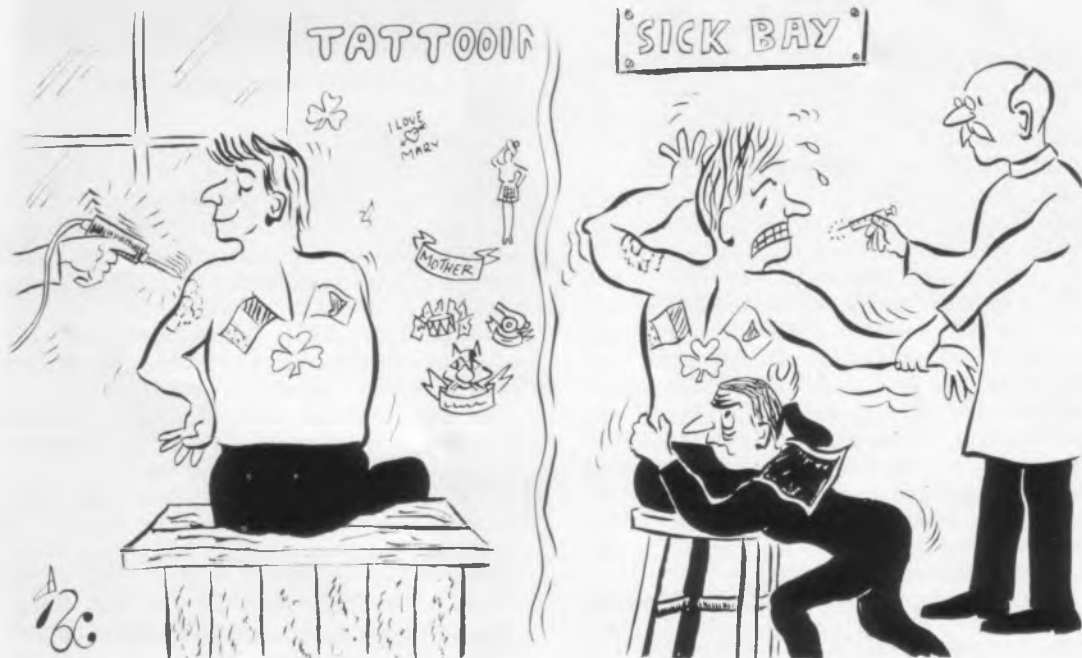
On Friday, 2nd July, **Captain Mindrop**, Master of the "Norderau", celebrated his fortieth year as an officer for the Bugsier Line with a reception on board the vessel in Dublin. With the exception of the war years, Captain Mindrop has been coming to Dublin since 1932.

At the function on board the vessel **Mr. S. M. Clery**, Manager (Operations) of our Agency Division, made a presentation to Captain Mindrop to mark the occasion.

## GOOD WISHES

Two good friends of ours with Manchester Liners retired recently. They were **Mr. David Attenborough** of the Company's Head Office, and **Mr. Frank Stafford** of the Manchester Liners Dock Office.

Both gentlemen were well known to our ships' and operating personnel, and all their friends in Irish Shipping send them best wishes for many years of health and happiness in their retirement.



# MARTIN POWER

The name of Martin Power of Dungarvan, Co. Waterford, will be familiar to many of our readers who served on our ships during and immediately after the Second World War. We have recently had news of Martin from his good friend, Mr. Tom McHugh, Principal of the nearby Garranbane National School, whose pupils are ardent "Followers of the Fleet".

In the long and eventful seagoing career of Martin Power, undoubtedly the most memorable and dramatic experience took place at the very beginning of the Second World War. This was when his vessel, the "Royal Sceptre", was sunk by enemy action some 300 miles west of Ushant Island. This happened on the 6th September, 1939, less than one week after the commencement of the World War. It can be seen from the letter sent to Mr. Power's wife in Dungarvan by the owners of the "Royal Sceptre", and which is reproduced opposite, that the crew of the vessel had been given up as lost. However, some weeks later word was received that the crew had in fact been picked up near Madeira by the British freighter, "Browning". This vessel was stopped by the U-boat which had sunk the "Royal Sceptre" and her master was told to search for the lifeboats from the sunken ship. The "Browning" kept radio silence until she arrived in Bahia on 26th September, 1939, when the rescue of the crew of the "Royal Sceptre" was made known.

From May, 1940, until the end of April, 1943, Martin Power served on "The Lady Belle" which was engaged on the coastal trade. In July, 1943, his association with Irish Shipping began when he signed on the "Irish Ash" as A.B. At that time Captain W. Jeffers was master of the first "Irish Ash". Martin Power served on this ship until the 29th January, 1946, when he signed off the vessel at Dublin. During that time he served both as A.B. and Bosun under Captain Jeffers, Captain J. Poole and the late Captain T. Donoghue, who was a fellow townsman of Martin Power. For a short three-voyage spell in 1947 Martin served on the "Irish Spruce" under Captain Jeffers and the late Captain D. Foley, who was also a Dungarvan man.

In December, 1947, Martin Power signed on the "Irish Larch", again under Captain Foley, and he remained on this vessel until



A recent picture of Martin Power.

July, 1949. During this time Captain J. A. Caird was appointed master of the vessel and the final voyage of the vessel under the Irish Shipping flag also marked the final voyage of Martin Power on an Irish Shipping vessel.

Until April, 1965, Martin continued his seagoing career on a number of British freighters and tankers.

In the words of Tom McHugh, "Martin Power and the men of his time served their Country and their Company well."

We know that all our readers who knew Martin will be pleased to hear that he is enjoying his retirement in his native Dungarvan where he spends a great deal of his time in his favourite hobby of gardening. We wish him many more years of continuing health and happiness.

TELEGRAMS: HALL BROS.  
TELEPHONES: NEWCASTLE 20581, 3 LINES  
50088  
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ALSO AT  
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GENERAL MANAGER,  
UTTRICK COE.

SECRETARY,  
N. GUSTHART.

YOUR REF.

OUR REF. UC/EIS

Hall Brothers Steamship Company Ltd.

Royal Arcade. G.P.O. Box 86.

Newcastle upon Tyne, 1.

25th September 1939

Mrs. Power

47 O'Connell Street

DUNGARVAN

Dear Madam,

You will no doubt have heard the official announcement, relating to the personnel on board the ss. "ROYAL SCEPTER", by the Board of Admiralty on Saturday night. We feel that this would come as a great shock to you, as indeed it did to all of us here, but we fear we must reluctantly face the position that all of their enquiries have failed to establish any news of survivors having been picked up by other steamers.

In these circumstances we wish to tender to you our sincere condolence in what we know must be a very severe blow to you.

We have unrelentingly endeavoured to trace any steamer which might have picked up survivors, but without success, and, consequently, we have had no means of softening the blow in advance, although, of course, there is the slender hope that fishing craft or outward bound steamers may still make some report.

Yours faithfully,

## LATE SPORTS RESULTS

Leinster Senior Hurling Championship  
Final: Kilkenny 6-16, Wexford 3-16.

Connaught Senior Football Championship  
Final: Galway 2-15, Sligo 2-15 (a draw).

Munster Senior Hurling Championship  
Semi-Final: Tipperary 1-15, Clare 3-4.

Ulster Senior Football Championship  
Semi-Final: Down 0-11, Cavan 2-3.

# With the 'Irish Stardust'

BY J. S. WOOD

The routine breaks in retirement come — little and big — little when old friends phone for a game of snooker, is ends at bowls or a reunion lunch. The big one came for my wife and myself from Irish Shipping and Star Bulk Shipping, when, out of their courtesy, consideration and kindness, they offered us a passage on this fine ship to see our son and his family in Australia and whom we had not seen for several years. We here record our gratitude to these companies for their insight into the feelings of ageing parents to see their overseas children, for their hospitality and the comfort of our quarters on a long voyage, blessed by a ship's company of happy and ever-smiling people.

From the moment we set foot on "Irish Stardust" we were at home. Captain and Mrs. Caird greeted us heartily (they were going on leave) and the Master for the voyage, Captain T. Byrne, received us with a smiling warm welcome and was a charming and gracious host to us throughout the voyage.

We joined the ship on March 14th at Brake, North Germany — a small port on the River Weser between Bremerhaven and Bremen, and were there for St. Patrick's Day. We are from the "other" side of the Irish Sea and the day was for St. Patrick and old Ireland. Irishmen certainly remember their patron saint and Irish Shipping provide the means for their people to mark the day. Luncheon was a feast, and it seemed to us that when the world was clothed in rosy tints eleven gallant members of the crew challenged the regular Brake football team for a match to be played at 5.30 p.m. Our lads had never played together before and must have forgotten to pack football boots in their sea bags. To say they were "handicapped" on the marshy and mole-hilled ground in their plimsolls, street shoes and baseball boots is an under-statement. They skidded, cut corps-de-ballet poses, and slid in tackling the Germans, whose studded boots kept them on course and away from the in-and-at-'em but slithering Irish. Our boys were not in match condition — (remember the lunch), frequently out of "puff" and to the extent of changing the goal-keeper

six times. The centre half (probably the best player on the field) unwittingly provided the comic incident of the game during his spell in goal. He cleared a goal kick ponderously and following the ball went his Chelsea boot! The wearers o' the green never gave up and at the final whistle two sporting teams cheered each other. The Irish Captain of the XI presented the Germans with the Company's house flag and the German souvenir of the occasion, the town crest of Brake mounted on an oak backboard now adorns the ship's recreation room. After the match and back on board we were all "with it" in a sing-song and larks on the dart board. All in all St. Patrick's was a happy, jolly and memorable day despite unsettled weather of rain, hailstorm and sunshine.

## AWAY ON PASSAGE

We left Brake at 6.45 a.m. on Friday, March 19th for Saint John, New Brunswick. North Atlantic weather at this time of year is well known, yet of our ship :

*Smooth and sure, and when the ocean  
is in tantrums,  
With positive, enormous power to  
o'ercome,  
In pitching and in rolling, righting  
certain  
Thrusting to the calm and with speed  
to destination.*

The ship's notice board should never be passed without seeing the latest. How about this for compelling interest on important information :

19.3.'71

*"Our position at noon in the German bight  
Was north 54 and easterly 8,  
Down the North Sea we're wending our way,  
We'll pass by Dover at six, Saturday,  
To compensate for our wondrous speed,  
The clocks tonight — it is decreed,  
Will move back one full hour  
Giving more sleep for y'all to devour."*

During the North Atlantic crossing we had our "ups and downs". We tied up at Saint John (N.B.) at 2 a.m. on Monday, March 29th in a snowstorm with ice floes moving





The "Irish Stardust" football team. Back row (left to right) : K. O'Brien, D. Murphy, A. Doyle, P. Duffy, J. Hannah, A. O'Toole. Front row : R. Nugent, P. Lowe, R. Broderick, P. Cantwell, J. Hunter.

seawards from the harbour. On loading, the weather changed and kept good until we left. The cargo — line upon line of steel railway trucks, in all 340 of them, for transportation to Port Dampier, West Australia. The smooth and mechanically beautiful "Munckloaders" handled these 21-ton wagons as easily as a mother does her baby. The dockside workers dismantled the bogies from the bodies, to insert what was "under" into that "above" for the 290 below decks to sit squarely one above the other; on deck 50 were loaded in the form they were on the arrival railway line. Supervision of the loading, security precautions — the struts, chocks, packings and lashings against movement at sea were meticulously executed; and the safe arrival at Port Dampier of this valuable rolling stock the outcome.

We crossed "the line" on April 16th. The ship's bard rose to the occasion (he's of the sort that can laugh in all situations) and on the 15th this marconigram appeared on the notice board :

#### To — All Crew — Irish Stardust

*Greetings, my hearties, up there on the brine,  
I see that you're fast approaching my line,  
I reckon you'll reach me on Friday at three  
So I'll lay here in waiting to board thee  
Have my throne prepared and some  
smelly goo*

*For I hear I'll have about a dozen to do  
My matrons of honour, I want well endowed,  
And the feast for me after must do me proud.*

NEPTUNE, REX OCEANORUM

Neptune and his Court in the full regalia of women's clothing on men's bodies, gongs, mourning clothes, bishop's cassock, executioner's robes, wigs, and old NEP himself with wife and daughter carrying his trident, white sheeted and with flowing curls of tarred hemp, in procession descended from the top deck for the ceremony on No. 3 deck, scheduled for 3.30 p.m. The initiates brought before the Court individually stopped, stared and wondered while the "adviser" read out the charges, that for

absolution spelled cleansing — inside and outside, enduring the order of the seaweed (sago pudding tinted green) and for the males, haircuts of varying severity that made one young Irishman Yul Brynner No. 2.

The Court, good men and true, having given fair treatment and artistic signed certificates to each candidate, and a rollicking entertainment to the onlookers, became unpopular and were subjected to their own machinations by the initiates and spectators, were overpowered and thrown into the swimming pool to become involved in the flotsam of their own regalia. What a lark and all done in good fun!

From Brake to Port Dampier, the way we came is 15,610 miles, from St. John to Dampier 12,300 miles. That we never stopped on either leg of the voyage is proof of the efficiency and conscientiousness of our Engineers and Deck Officers. Our arrival spick and span, bespeaks the excellent maintenance work of the Deck Crew. To the catering staff we expressed our thanks on

several occasions for their efficient and polite service and selection of food, so remarkably well chosen and indeed to suit the many changes of weather that incidentally took in the four seasons of the year on an eight weeks passage.

We record our thanks to Captain T. Byrne and his ship's company for their taking us into the family, their hospitality, their happy diversions in film shows, darts, cribbage and quiz competitions, sing-songs and for their consistent courtesy, consideration and kindness throughout the long voyage. Bless them all; we are of an older generation and yet never felt the "age gap" because of the understanding good nature of all aboard this good and happy ship "Irish Stardust". To all who sail in her we wish the same happiness that we, two people in retirement, so thoroughly enjoyed.

We were duly met by our son, Captain G. J. Wood, Star Bulk's Marine Superintendent, Australasia, at Port Dampier on Sunday, May 9th.

**Can you identify this ship's company? See page 18.**



# CADET NEWS



Engineer Cadets of Athel Line, London, and of Irish Shipping photographed during a recent visit to the "Athel Monarch", the first molasses tanker of the Athel Line to call at Cork and the first vessel to berth at the Pfizer Chemical Corporation jetty at Ringaskiddy. Included in the photograph are : front row (left to right) : M. Cahill (Athel), E. Burke (I.S.L.). Centre : D. Barrett (Athel), J. O'Keeffe (I.S.L.), P. McGlade (I.S.L.), F. O'Reilly and D. Burke of Crawford Technical Institute, V. McMahon (I.S.L. Cork), C. Townend (Athel). Back row : Captain W. Meneight of Athel, London, C. McSwiney, Crawford Technical Institute, D. O'Neill (Athel) and N. Kelly, Crawford Technical Institute.

## MARINE ENGINEERING SPORTS ASSOCIATION

A new Committee has just been formed by the engineering cadets to encourage, organise and finance all forms of sports and adventure activities. Those already elected to the Committee are : Chairman, Mr. D. Burke; Secretary, Cadet John Denham; Treasurer, Mr. V. McMahon; and Members, Mr. C. McSwiney, Cadet D. Power, M.

O'Carroll and M. Tyrrell. It is intended to elect two new members from the cadets who will be joining in September.

## EXAMINATION RESULTS — CRAWFORD

*First in College :* Second Year Damien Power; First Year Frank Keane.

*First in Workshop Course :* Second Year Finbarr Cotter, First Year Frank Cronin.



Deck and Engineer Cadets photographed at a recent course held at the Plymouth School of Maritime Studies. Left to right from back: P. Pyne (Athel Line), A. Flanagan and P. McGlade, F. Foley, P. Kelly and J. Murphy. T. Ruane, S. O'Meara and C. Corcoran. E. Burke, C. Powell, M. O'Gorman, J. O'Keeffe, D. Barrett (Athel) and P. McCarthy.

## LATE REGINALD CLOTHIER

We regret to learn of the recent death of Mr. Reginald Clothier, who was the first Electrical Engineer employed by Irish Shipping.

He served on the maiden voyage of the "Irish Poplar" in 1956 and subsequently sailed on a number of I.S.L. vessels until November, 1966, when he took up a position ashore. After some time ashore he returned to sea with B. & I. Line, and he was with that Company up to his final illness.

We extend sympathy to his wife and family.

## SEE PAGE 16

The old photograph which is reproduced on page 16 was sent to us by Mr. M. Murphy, Bosun, of Cork. He tells us it was taken on the arrival of the first I.S.L. vessel in a U.S. port. He thinks the ship was the "Irish Beech".

Perhaps some of our readers can throw further light on the matter. We will be glad to hear from you.

## CORK PRESENTATION



Cork office staff recently made a presentation of Waterford Glass to Mr. P. P. English, former Secretary of I.S.L., to mark the occasion of his retirement. This picture was taken at the time of the presentation. (Left to right): P. O'Connor, Miss F. Nic Curtain, E. Walsh, V. McMahon, Captain R. H. Greene, Miss M. Murphy, D. Whitehouse, P. P. English, Miss R. Barrett, Miss M. Humphreys, L. Barry and P. J. Crowley.

# Presentation to Mr. T. E. Urell



Mr. D. Burke (right) making the presentation on behalf of past and present students to Mr. Urell.

On Tuesday, 9th June, a special retirement reception for Mr. Thomas Emmiett Urell of the Crawford Technical Institute, Cork, was held in the Metropole Hotel. Mr. Urell was lecturer in Mechanical Engineering and Marine Engineering at the Crawford Technical Institute, Cork, for many years, and the large attendance at the reception was, in itself, a very fine tribute to the guest of honour.

A number of presentations were made to Mr. Urell at the function including a silver tray on which was engraved a drawing of the "Irish Poplar". This memento was presented by Mr. Donal Burke, Lecturer in Marine Engineering, on behalf of past and present students of Mr. Urell.

Mr. B. W. Lynch, Divisional Manager Personnel and Operations, made a presentation on behalf of I.S.L. It was clear from the many laudatory speeches at the reception that Mr. Urell enjoys both the friendship and

gratitude of his students present and past. His comprehensive knowledge and easy command of the subjects which he taught, especially mathematics, were emphasised by the various speakers and his dedication to the work in which he was engaged was another of the many personal qualities gratefully acknowledged by those who have benefited from his instruction down the years.

Mr. Urell took a very deep personal interest in each individual student under his care and his ability to recognise and remember instantly each of his many pupils is a practical illustration of his personal concern.

The good wishes of all those privileged to have made his acquaintance will be extended to Mr. Urell for a long and happy future.



Mr. Urell pictured instructing some of the Marine Engineer Cadets at Crawford Technical Institute, Cork.

## SOLUTIONS TO CROSSWORD

### Across

- 1 Frigate.
- 2 Ball.
- 6 Epic.
- 7 Iona.
- 10 Ink.
- 12 Cloy.
- 13 In.
- 14 Begat.
- 16 Pyjamas.

### Down

- 1 Fabric.
- 2 Galway Bay.
- 3 Teeming.
- 4 Ace.
- 8 Old.
- 9 No.
- 11 Kit.
- 15 Aim.

# Cadet of the Year—1970

**Deck Cadet, Patrick Farnan**, 6 Ferryview, Rushbrooke, Co. Cork, has won the Insurance Corporation of Ireland annual award for the Irish Shipping Ltd. Cadet of the Year—1970. Mr. Farnan, who is 22, was educated at St. Joseph's National School, Cobh; North Monastery, Cork, and Presentation College, Cobh. He joined Irish Shipping in 1967 and has since served on the "Irish Poplar", "Irish Alder", "Irish Spruce", "Irish Plane" and was also on the "Irish Stardust" when this vessel made her maiden voyage calling at ports in Europe, the U.S., Brazil, Japan and on the Canadian west coast.

Mr. Farnan recently obtained his Second Mate's Certificate and had a very successful academic career both at the Plymouth School of Maritime Studies and at the Irish Nautical College, where he is at present attending a Radar Observers' course. He is an only son and has four sisters. His engagement to Miss Carmel Brown of Cobh was announced recently.

Cadet Farnan takes a keen interest in sailing and in the F.C.A., where he holds the rank of Corporal in the Coast Defence Artillery. His favourite sports are football, hurling and volley ball.

Mr. P. W. Redmond, Assistant General Manager of the Insurance Corporation of Ireland, presented the trophy, an inscribed sextant, and congratulated Mr. Farnan on his success. Mr. Redmond said that although much had been heard on the subject of education in recent times it seemed a pity that so little public attention had been focussed on the excellent training schemes provided by Irish Shipping for merchant marine cadets. He said that sea-faring was the proud heritage of the Irish people and that today's Irish merchant fleet makes a very significant contribution to the country's economy. He added that in the course of his business he visited many foreign countries attending marine insurance conferences, and everywhere he went he heard generous tributes being paid to the overall efficiency of Irish Shipping Ltd. "The high regard in which Irish Shipping is held," said Mr. Redmond, "in international shipping circles is due in large measure to the high standards of efficiency maintained by the Company's officers and ships personnel."



Cadet of the Year, Patrick Farnan, with the inscribed sextant which he received from Mr. P. W. Redmond of the Insurance Corporation of Ireland, is seen here chatting with Capt. J. A. Caird and Mr. John Mitchell, Chief Officer.

Mr. W. A. O'Neill, Assistant General Manager of Irish Shipping Ltd., also congratulated Mr. Farnan and thanked the Insurance Corporation of Ireland for making this annual award. He said that this year's cadets reached a very high standard and this made Mr. Farnan's achievement all the more praiseworthy.

Captain K. Dixon, Assistant Principal, Irish Nautical College, also paid tribute to Mr. Farnan and said that the present group of cadets attending the College took a keen interest in their studies and it was very easy to communicate with them.

Captain M. D. Langran, Training Superintendent, Irish Shipping Ltd., said that the competition for this year's award was very keen and Cadet Farnan had to be extremely good to win the coveted trophy.

## CONDOLENCE

We extend sympathy to **Deck Cadet Michael Cronin** on the death of his father, following a recent road accident.

Sympathy is also extended to **Engineer Cadet E. Kealy** on the sudden death of his father.





### **"IRISH SYCAMORE" DOWN UNDER**

During this vessel's sojourn in the Persian Gulf she called at the ports of Doha, capital of the State of Qatar; Dammam in Saudi Arabia; Bahrain and Kuwait before finally sailing from Abadan on the 17th June. While the vessel was at Abadan she was joined by Chief Officer P. Murphy, Second Engineer D. Knott and Chief Steward E. Fricker, who relieved M. Kelly, P. Bardon and P. Murphy respectively.

The vessel is at present on her way to Western Australia in ballast and she will load grain in Australia for discharge at Japanese ports.

### **"ROWAN" FOR SOUTH AFRICA**

The "Irish Rowan" is at present on time charter to South African Marine Corporation to whom she was delivered at Bremen. At the same port Captain E. C. G. Horne took over command in place of Captain M. O'Dwyer. Also joining the vessel at Bremen were Chief Engineer M. Curley, and Junior Engineer J. Donovan who relieved J. Moynihan and D. Lennon respectively.

Having loaded part cargo at Bremen the "Irish Rowan" completed loading at Hamburg and sailed from there on the 23rd June for Port Elizabeth where she is expected to arrive on the 13th July. She is also due to call at East London, Durban and Lourenco Marques on her present voyage.

### **"IRISH PLANE"**

After trading on the Casablanca to Dublin

and Cork run since last summer, the "Irish Plane" sailed from Cork on the 3rd June for Baie Comeau in the Gulf of St. Lawrence where she arrived on the 11th June. After loading wheat and barley the vessel sailed on the 15th June and arrived at Liverpool on the 23rd June. It is expected that she will complete discharge by the 1st July and then will proceed to Rushbrooke where she will drydock for about ten days. The crew will be paid off at Cork and when the vessel leaves drydock she will go back on the regular run bringing phosphates from Casablanca for Gouldings.

### **"IRISH CEDAR" AT TAIWAN**

The "Cedar" arrived at Taiwan on the 6th June with a cargo of scrap iron from Tampa and Port Everglades.

The vessel has been anchored at buoys due to congestion at Taiwan, and discharge has proceeded very slowly as the cargo is being loaded onto barges which ferry it to the quayside. It is expected that the "Cedar" will not complete discharge until the 14th July. Her further itinerary is not available at the time of going to press.

### **"ELM" VISITS FIRST BRITISH PORT**

Chief Engineer G. O'Sullivan, Electrical Engineer T. Duggan, and Chief Steward J. Clinton relieved P. Otter, J. Dunne and P. O'Donovan respectively while the "Irish Elm" was at Antwerp. She arrived in Antwerp on the 22nd June with a cargo of Japanese motor cars; sailed for Bremerhaven on the 24th June and after Bremerhaven

she will complete discharge at Drammen in Norway, and sail from there on the 28th June. She then goes to Newport, Monmouthshire, to make her first call at a British port and there she will load a cargo of motor cars for discharge at Baltimore. She is expected to load from the 2nd July and to arrive at Baltimore about the 13th July. After unloading the cars at Baltimore she goes to Hampton Roads to load a coal cargo for Japan. Her estimated time of arrival in Japan is the 13th August and her transit of the Panama Canal is expected to take place about the 24th or 25th July.

### **"IRISH STARDUST"**

Having discharged her cargo of railway wagons at Dampier, Australia, this vessel arrived at Bunbury on the 8th June and sailed on the 13th June after loading ore. She then went to Newcastle and she will complete loading her cargo of ore at Hobart, Tasmania, before sailing for Texas City. She is expected to transit the Panama Canal on the 17th July and should arrive in Texas on the 22nd July. She has two other ports of discharge, Mobile and Camden, New Jersey. She is due at Mobile on the 27th July and should sail from there three days later, arriving at Camden about the 4th August.

### **"IRISH STAR" FOR BRITISH COLOMBIA**

This vessel is due at Muroran, Japan, on the 29th June with a cargo of coal from Baltimore, Maryland. She is expected to sail in ballast on the 1st July for British Colombia where she will load woodpulp for Japan. Her first port of call in British Colombia will be Stewart where she is expected to arrive on the 11th July. She will also call at Crofton, Harmac, Port Mellon, Woodfibre, Vancouver, Kitimat, Eureka and Longview. It is expected that she will sail from her final loading port about the 27th July and should arrive in Japan on the 9th August. It is estimated that she will take twelve days to discharge her cargo at Japan.

### **"IRISH SPRUCE"**

After discharging her cargo of sugar from Ocho Rios in Jamaica at Liverpool, the "Irish Spruce" went into drydock at Rushbrooke on the 27th May. After undergoing repairs she sailed in ballast on the 13th June

for the St. Lawrence where she loaded a cargo of barley and wheat for discharge at Liverpool. She is due in the Mersey about the 1st July and she will pay off at her discharge port.

Her further itinerary will be on time charter with the Peruvian State Line and she will load at Liverpool for South American ports, Guayaquil, Chimbote, Matarani and Iquique.

### **"IRISH POPLAR"**

This vessel is at present in drydock at Glasgow where she is undergoing repairs. Prior to entering the drydock the "Irish Poplar" discharged general cargo at Leixoes and Liverpool from Salvador and Buenos Aires.

The crew will rejoin the vessel at Glasgow on the 28th June. The vessel will then load general cargo at both Glasgow and Liverpool for discharge in Brazil.

The "Irish Poplar" is on time charter to the Argentine State Line and will load cargo in South America for the U.K. at the end of her present voyage.

### **END OF "MENAPIA"**

We are indebted to Captain J. E. Askew of the "Manchester City" who has advised us in a letter of the sad end to the famous Wexford steamship vessel, "Menapia".

Captain Askew writes: "While looking through my latest Lloyd's Shipping Index the other day, I came across a report where the Greek motor vessel 'Agia Anna' had become a casualty. On looking further I found that this ship was originally the 'Menapia' of the Wexford Steamship Company, having been sold to the Greeks in 1965.

"Apparently she struck an unknown object while on a voyage from Sikka to Abu Dhabi and was beached in a sinking condition on the 17th December, 1970, some 40 miles south of Karachi. The crew had abandoned the ship, and it was reported that her cargo of cement had solidified. So it looks as though this could be the end of the old 'Menapia'.

"I hope that this information will be of interest to your readers, especially to my friend, Captain Poole, who once sailed in her. The 'Menapia' was built in 1939 by A. Vuijk & Zonen, Capelle, Holland, for the old Wexford Steamship Co. Ltd. She was a frequent visitor to the Manchester Ship Canal after the war right up to her sale."

## BIRTHDAY GREETINGS

To **John Molloy**, Greeting and best wishes for your 21st birthday from parents and family.

To **Martin Murphy**, "Irish Cedar", congratulations and best wishes for your 21st birthday, which was on the 28th April, from Mam, brothers and sisters and Auntie May. We will have a party when you come home.

To **James Kenny**, "Irish Sycamore", our best wishes and congratulations on your 21st birthday which takes place on 1st July, with love from Mum, Dad, Jane and Winifred.

To **L. Kiernan**, Catering Department, "Irish Star". "Hello Lar, Wishing you a happy birthday on July 19th — from Dad, Mam, brothers, sisters, Grannie and all at No. 10 Stella Gardens — from Grandfather, Grannie and all at 73 Glenealy Road, and also sister-in-law Sheila. We all hope you will have a wonderful time, and love from all. Hope to see you soon."

To **Jerry Desmond**, Second Officer, "Irish Rowan". Happy birthday, Jerry, and best wishes for the 8th July from Mam, Brian, Marion and Mr. and Mrs. O'Connell and family.

To **John Whelan**, Deck Officer Cadet, at present studying in Plymouth. Congratulations and best wishes for a happy birthday from Mam, Dad, Marion, Ed and Karen.

To **Larry Byrne**, "Irish Star". Happy birthday, Larry, from Mother, Sally, Billy, Tony, Bebe, Dave, and all relations in Portsmouth.

## ENGAGEMENT

Our congratulations and best wishes to Miss Finola Wynne on her recent engagement to Mr. Norman Cunningham. Finola, who was Private Secretary to our Assistant General Manager up to the time of her departure to Canada some 18 months ago, was a welcome visitor to our Head Office recently, as indeed was her fiance, who is a Director of Sir Wm. Reardon Smith & Sons Ltd.

## STAFF SOCIAL COMMITTEE

Our very active Social Committee have published a programme of events which they have planned for the coming months. Already a successful Treasure Hunt was held on the 30th June and the Pitch and Putt Championship, originally fixed for the 19th June, was washed out and has been refixed for Saturday, 3rd July. Other events to be noted in the social diary are :

10th July —

Lawn and Table Tennis Tournament.

24th July —

Outing for afternoon and evening.

13th August —

Treasure Hunt.

24th August —

Swimming Gala.

Early September —

Golf Outing.

During the month of September visits will be arranged to some of the Company's vessels calling at Dublin.

Indoor bowling is another activity which has been planned for the winter season, and already arrangements have been made to hold this year's Christmas Dinner Dance at the Clare Manor Hotel on the 15th December. We note from the comprehensive notice which we received from Committee Chairman, John Wright, that as a result of the opinion poll which was held in the office recently dress this year will be informal rather than optional.

Football matches have also been arranged by Frank Cheevers and already a ladies team has inflicted a defeat as well as injuries on a team of veterans chosen from the wide selection of such types to be found in the office.

## A TOAST TO OUR PRINTER

Although we eschew all reference to new arrivals, other than ships, we make an understandable exception in extending our congratulations to the man without whom "Signal" would not be "Signal". The recent arrival of two bouncing baby boys to the Ring household gives Tom a third of a hurling team and one camogie player. Tom was an outstanding exponent of rough hurling in his younger days although no relation to Cork's Christy.

# Fleet Personnel



**As at 30th June, 1971**

## Deck and Engineer Officers in Order of Rank

**"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: R. Tennent, D. Knott, J. Waters, L. Robinson. Junior Engineers: J. Carr, P. Wogan, P. Dowling. Electrical Engineer: W. Brett. Chief Steward: E. Fricker. Radio Officer: M. Murphy. Deck Department: M. Scallan, W. Carroll, M. Allen, J. Willis, B. Quigley, L. Crowe, A. Loughlin, P. Carr, T. Hanley, N. Byrne, J. Stack, J. Murphy. Engine Department: M. Manson, T. Doyle, M. Sheehan, N. Shields. Catering Department: P. Farrelly, J. Kane, D. Burnett, D. McClean, J. Murphy, P. O'Reilly, J. Evans.

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

**"IRISH STARDUST"**: Captain T. Byrne. Deck Officers: M. Doyle, J. Tallon, T. Brennan, G. Pell. Deck Cadet: R. Allen. Engineer Officers: P. Walker, M. J. Kennedy, R. Broderick, W. Sherringham. Junior Engineers: T. O'Toole, A. McCarthy. Engineer Cadet: K. O'Brien. Electrical Engineer: W. Cadogan. Chief Steward: J. Rogan. Radio Officer: J. Hynes. Deck Department: P. Duffy, D. O'Sullivan, J. Haanah, J. Hunter, J. Knight, L. Maloney, M. O'Connor, P. Cantwell, R. Nugent, J. Beggs. Catering Department: D. Murphy, P. Doyle, R. Dunne, O. Murphy, W. Burnett, P. Lowe, J. McGrath.

**"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. 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. Shields, F. Galvin. Engine Department: T. Kinsella, J. Dowdall, P. O'Brien, J. Sprague. Catering Department: J. Rourke, J. Moynihan, M. Curedale, A. Boyle, S. Ryan, J. Keogh, J. Grimsdon.

**"IRISH SPRUCE"**: Captain J. Onions. Deck Officers: H. B. Fidler, R. Courtney, P. Healy. Deck Cadets: P. McNulty, P. Cahalane. Engineer Officers: J. Morgan, A. Bolger, C. Kelly, D. Gerety. Junior Engineers: J. English, J. Devitt, G. Davis. Engineer Cadet: M. Kehoe. Electrical Engineer: T. Brock. Chief Steward: P. Fanning.

Radio Officer: P. Hayes. Deck Department: P. Byrne, B. Carroll, P. Bradshaw, C. Maguire, E. McLoughlin, M. Doyle, J. Boyle, D. McDonnell, L. Freney, A. Murray. Engine Department: P. Moore, B. Malone, J. Kellegher, J. Robinson, K. McLoughlin. Catering Department: G. Zachert, M. Moody, E. Mulready, R. Wright, J. Early, J. Brady, J. Mullins.

**"IRISH POPLAR"**: Captain I. Shiel. Deck Officers: M. Carey, J. J. Whyte, J. Robinson. Deck Cadets: P. Kenny, M. Purcell. Engineer Officers: H. Mooney, A. Bolster, G. Dorgan, T. Ryan, W. Roberts, P. Ruddy, J. O'Connor. Electrical Engineer: H. P. Stears. Chief Steward: J. Bennett. Radio Officer: D. Harley. Deck Department: J. Tallon, M. Leonard, T. Grannel, M. Lennon, J. Donnelly, P. O'Neill, A. Stanley, T. Maguire, P. Gray, V. Geraghty, T. Murditt. Engine Department: P. Proctor, E. Kinney, A. Myler, C. Coyle, M. Redmond. Catering Department: J. Chaney, J. Smith, S. Faige, R. Murphy, J. McGran, P. Leonard, M. Kavanagh.

**"IRISH ELM"**: Captain M. McMahon. Deck Officers: M. Devine, J. Ryder, D. P. Hopkins. Engineer Officers: T. O'Sullivan, D. McLoughlin, P. Collins, T. O'Keefe. Junior Engineers: D. O'Brien, S. McLoughlin, H. Teehan. Engineer Cadets: P. McGlade, E. Burke. Electrical Engineer: T. Duggan. Chief Steward: J. Clinton. Radio Officer: P. J. Behan. Deck Department: K. Maher, J. Doyle, K. O'Malley, H. Johnson, C. Chamberlain, T. Hughes, M. Brennan, M. O'Neill, I. Flynn, M. Bougioukas. Engine Department: N. Kavanagh, J. Farrelly, T. Kelly, M. Bonnie. Catering Department: R. Egan, J. Edwards, B. Cullen, T. Mahony, S. McCarthy, G. Walsh, J. Kennedy.

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

**"IRISH PLANE"**: Captain J. Poole. Deck Officers: C. Mahon, F. Henderson, W. Twomey. Deck Cadet: H. O'Brien. Engineer Officers: G. Rowe, B. Larkin, M. Hayes, M. Murphy. Junior Engineers: F. Hennessy, D. Tierney, P. Byrne. Electrical Engineer: P. Fitzgerald. Chief Steward: B. Dorgan. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, G. Derham, D. Driscoll, D. Ahearne, J. McElwain, C. Coleman, J. Hume, J. Roice, F. Cole, E. McGowan, J. Duff. Engine Department: M. Thullier, P. Walsh, J. White, S. Ryan. Catering Department: E. Byrne, U. Maher, D. Gregg, M. Keogh, C. Guiden, T. Somers, D. O'Connell.