

NOVEMBER/DECEMBER 1971

Signal

Vol. 9, No. 5

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

NOLLAIG FÉ SHÉAN
IS FÉ MHAISE D'AR
LÉITHEOIRÍ UILE.

OFFICERS ASHORE
AS AT 26th NOVEMBER, 1971

Masters: J. Flanagan, E. C. G. Horne, T. Hughes, M. O'Connell, J. Poole, B. Reilly, J. J. Walsh.

Chief Officers: M. Carey, P. Donohue, H. B. Fidler, E. Greevy, G. Kyne.

Second Officers: M. Coleman, J. A. Doyle, F. Henderson, F. W. Kirk, P. J. Tyrell, B. Stockdale.

Third Officers: T. Brennan, B. R. Coburn, E. Cowman, D. P. Hopkins, E. A. P. Keane, L. A. Kinsella.

Deck Cadets: B. Byrne, J. Clarke, E. Curry, J. Daly, M. D'Arcy, J. Kenny, J. A. Murphy, O. Murphy, M. McCarthy, P. Richardson.

Chief Engineers: M. J. Byrne, M. Dillon, J. Johnson, J. T. Morgan, P. Otter.

Second Engineers: P. A. Collins, J. J. Fahey, J. Nangle, T. O'Driscoll, N. O'Neill, M. A. O'Sullivan, P. Shortall.

Third Engineers: J. Doran, G. Dorgan, E. Doyle, M. Egan, D. J. Menzies, D. O'Connell, M. O'Riordan, J. Pryme, W. P. Quigley, J. Waters.

Fourth Engineers: M. Byrne, O. Prunty, A. Scanlan, W. Sherringham, D. Walsh, T. Walsh.

Junior Engineers: L. Bannon, P. Caffrey, P. F. Cullen, F. Dillon, M. Donovan, J. Dixon, I. P. Geary, D. Hayes, N. Kearns, T. J. Kenny, E. Malone, W. Malone, J. O'Connor, T. O'Toole, P. Wogan.

Electrical Engineers: W. Brett, T. Brock, T. Duggan, J. McCormick, M. O'Callaghan, H. P. Stears, E. Walsh.

Engineer Cadets: E. Burke, F. McCarthy.

Chief Stewards: J. Bennett, J. Clinton, J. Dillon, T. Mason, T. O'Connell, F. Walshe.

CADETS ATTENDING PLYMOUTH COLLEGE

P. Cahalane, J. Clarke, E. Curry, L. Gavin, C. Graham, P. Kelly, H. McGowan, P. Murphy, S. O'Byrne, T. Ruane, C. Spain, J. Whelan, J. Flanagan.

CONGRATULATIONS

To: **Brian Byrne** on obtaining his First Mate's Home Trade Certificate.

To: **M. Cahalane** on obtaining his Second Class Steam Certificate.

To: **P. Hughes** on obtaining his Second Mate's Foreign-Going Certificate and on his appointment as Third Officer on "Irish Cedar".

To: **J. Robinson** on obtaining his Second Mate's Certificate and on his appointment as Third Officer on "Irish Sycamore".

To: **H. Gaines** on obtaining his E.D.H. Certificate.

To: **E. Murphy** on obtaining Part One of his Cook's Examination.

To: **D. O'Neill** on obtaining Part Two of his Cook's Examination.

To: **K. O'Malley** on obtaining his Lifeboat Certificate.

To: **E. Murphy** on obtaining his Lifeboat Certificate.

To: **M. Walsh** on obtaining his Lifeboat Certificate.

To: **A. Shiels** on obtaining his Lifeboat Certificate.

COURSES

The following recently attended a fire-fighting course at Liverpool:

Capt. T. Hughes; **W. McCarthy**, 2nd Engineer; **J. Fahy**, 2nd Engineer; **N. O'Neill**, 2nd Engineer; **P. Fanning**, Chief Steward; **J. Clarke**, Cadet; **J. Clinton**, Chief Steward and **D. O'Connell**, 3rd Engineer recently attended a Work Study Appreciation Course.

Cadets **E. Curry** and **J. Clarke** recently attended a Radar Observer's Course at Plymouth.

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

FROM THE GENERAL MANAGER:

As 1971 draws to a close, I am glad to have the use of "Signal" to wish all of the company's staff — at home and abroad — as well as their families a Happy and Peaceful Christmas.

Everyone who read our Chairman's report to the last Annual General Meeting will, I am sure, have felt gratified about the financial results for the past financial year. I can assure you that he was sincere in ending his report on a note of thanks to the staff "for a job well done".

As he forecast we are in this present year having a difficult task in trying to cope with a freight market unprecedentedly low. In such circumstances, I know that everyone will appreciate the need to keep an even tighter rein on costs of every kind.

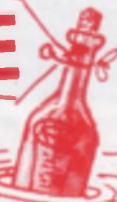
The liquidation of Upper Clyde Shipbuilders where orders for four 26,000 d.w. ton ships had been placed quite understandably caused worry and anxiety about the future size of the Fleet, apart from the effect on the company of possible substantial cash loss. I am now pleased to be able to tell you that full agreement has been reached on the guarantees which we needed to reconfirm the contracts.

The vessels will be built at no extra cost to us and while the first three vessels will be slightly delayed, the fourth is scheduled to be handed over at the original delivery date, viz. March 1973. By the time "Signal" goes to press, work on the first vessel will be underway at the Yard.

I hope that 1972 will be a happy one not alone for all those associated with I.S.L. but that it will also see peace and happiness being restored to all the people of Ireland.

L. S. FURLONG

NEWS FROM HOME



G.A.A. — The new season's National League competitions are arousing keen interest in the fortunes of the various counties in both hurling and football.

In hurling the League Title-holders, Limerick, remain unbeaten after four matches and are making a bold bid to retain their title. With victories already achieved over Clare, Dublin, Kilkenny and Wexford, they have now to meet Tipperary, Cork and Offaly to complete their League programme. Tipperary, who drew with Wexford, were beaten by Kilkenny and chalked up wins over Clare and Dublin. Cork, who also lost to Kilkenny, were sur-

prisingly held to a draw by Clare at the Athletic Grounds while Dublin who lost to Offaly are the only county still without a point in the First Division League Table.

In the Second Division of the National Hurling League, Galway are the only unbeaten side.

In football, Offaly continue their winning way while the other All Ireland finalists Galway drew with Dublin on 28th November. Kerry are also showing good form and it looks as if the final stages of the National Football League will provide plenty of excitement for followers of the game.

SOCCER—After nine matches in the League of Ireland, Waterford lead with 17 points and in joint second place are Cork Hibernians and Bohemians with 13 points each. As a result of their surprise win over Shamrock Rovers at Milltown, Finn Harps are in third place with 12 points and they are followed by Shelbourne, St. Patrick's Athletic and Limerick, each with 10 points. Rovers share the next spot with Dundalk, having 9 points each.

For the first time since they joined the League of Ireland, Finn Harps scored a win over Shamrock Rovers when they beat the Dublin side by 3 goals to 1 at Milltown on 28th November. So far, Waterford are unbeaten and only dropped one point, to Shelbourne, in their nine games.

An effort will be made this year to extend membership of the League of Ireland and it is rumoured that a team to represent Galway will participate, but since previous similar efforts did not succeed there is no guarantee that a Galway team will enter senior ranks for the first time.

RUGBY—In the Interprovincial series of matches, Munster have lost to both Ulster and Leinster, while Connaught have also lost to the same sides. Munster and Connaught now play for the undesirable "Wooden Spoon" while Leinster and Ulster will do battle for the Interprovincial Championship.

The Irish rugby selectors have chosen a panel of players for the forthcoming international season. Once again, Tom Kiernan has been selected as full-back and no other recognised full-back has been chosen so that it looks as if the selectors are satisfied with the Corkman's current form. Surprise omissions from the panel are Alan Duggan, Eddie Grant and Barry O'Driscoll. Also excluded are Roger Young, who has emigrated to South Africa; Mick Hipwell and Fergus Slattery, both of whom are recovering from injuries.

DUBLIN TRAFFIC—C.I.E. recently announced a new super plan for Dublin transport services involving underground rail services, and re-routing of existing bus services as well as the introduction of additional rail services to outlying areas. The plan would cost an estimated £240 million. While there is no definite provision for the re-opening of the Brav/Harcourt Street railway line, the right of way on this route has

been preserved and the Dublin County Council state that the bridges which were removed when the line was closed would have to be replaced in any event.

The railway station at Sydney Parade, Ballsbridge, which was closed eight years ago is to be re-opened due to increased demand for a train service in that area.

PRICES—According to a reply given in the Dail to a Fine Gael question, prices have risen since 1968 by 26%.

A campaign which has been launched by the Irish Housewife's Association brought a boycott on the purchase of certain goods in recent weeks. The first items subjected to the boycott were fruit and meat and shopkeepers reported a substantial drop in the sale of these items. In the following week, jam and detergents were placed on the boycott list.

In the Dail the Minister for Posts & Telegraphs stated that increasing costs would force his Department to increase the cost of postal services in the near future. This follows some big increases in postal charges over the past two years and has brought a storm of protest from public representatives.

POLITICS—Both Mr. Neil Blaney and Mr. Paudge Brennan have been expelled from the Fianna Fáil Parliamentary Party following their abstention in a vote on a no-confidence motion proposed by Fine Gael in relation to the Minister for Agriculture, Mr. Jim Gibbons. Both Mr. Blaney and Mr. Brennan were not expelled from the Fianna Fáil Party. Mr. Des Foley, former G.A.A. star, has also been expelled from the Parliamentary Party of Fianna Fáil as a result of his public criticism of the Taoiseach in relation to the Government policy on Northern Ireland.

In our last issue we referred to Mr. Boland as a Dáil Deputy which, of course, was incorrect. Mr. Boland resigned his seat when he refused to vote in favour of the confidence motion in the Taoiseach earlier this year.

NORTHERN IRELAND—The comprehensive plan proposed by Mr. Harold Wilson for the settlement of the troubles in Northern Ireland has been received with mixed feelings both north and south of the Border. The idea of unity with the Republic is not welcomed by Unionists while the proposal that Ireland should return to the British Commonwealth has been described as unacceptable to the Republic.

Meteorological Presentation to Capt. Ó Séaghdha



Framed by a television cameraman and sound engineer at the presentation ceremony were Dr. P. M. A. Bourke, Director of the Meteorological Service, Capt. P. F. Ó Séaghdha Mr. L. S. Furlong.

Capt. P. F. Ó Séaghdha became the first Irish ship's master to receive an award from the Irish Meteorological Service at a presentation ceremony held on board the "Irish Plane" at Dublin on 15th November, 1971. The award, which took the form of a barograph, was presented by the Director of the Irish Meteorological Service, Dr. P. M. A. Bourke, as a mark of appreciation of the active part played by the vessels of Irish Shipping in the international programme of weather reporting on board what are known as "selected ships". In making the presentation, Dr. Bourke said he hoped that in future annual awards would be made to the captains who, in the opinion of the Meteorological Service, best contributed in having made regular and good quality meteorological observations on board the ships of their command.

Background of Selected Ships Scheme

"It might be of interest", said Dr. Bourke, "to consider the background of the scheme for these awards. The Governing Body of Meteorology is the World Meteorological

Organisation, a specialised agency of the United Nations. The scientific work of the Organisation is carried out by eight technical commissions, each dealing with a relevant

aspect of meteorology. Thus, as regards meteorology in relation to the oceans of the world, the appropriate commission is the Commission for Marine Meteorology. Other commissions deal with the meteorological aspects of aviation, agriculture and so on. The oldest of the commissions is the Commission for Marine Meteorology and it is as a result of its establishment, almost exactly one hundred years ago, that international co-operation in meteorology first began ultimately leading to the present World Meteorological Organisation. I may say in passing that this country has been honoured by the world Meteorological Organisation in that the President of the Commission for Marine Meteorology for a four-year period is Mr. E. L. Tierney, Assistant Director of the Irish Meteorological Service.

One of the programmes most vigorously sponsored by the Commission for Marine Meteorology is the so-called "Selected Ships Scheme". All member-States of C.M.M., and there are some sixty of them, are urged to equip as many "selected ships" as possible of their merchant fleets with meteorological instruments so as to enable these ships to provide a service of regular reporting of meteorological observations from the oceans. These observations provide the main source of meteorological information from the oceans and supply meteorologists with the basic material necessary for issuing weather forecasts and warnings for sea areas. In spite of recent technological advances, including meteorological satellites, the role of ships' observations will never diminish and, in fact, the recruitment of additional "selected ships" is being actively pursued with C.M.M. at the present time.

Irish Ships

To bring this nearer home, I should refer to the part played by Irish Shipping vessels in supplying weather observations. Four ships, the "Plane", the "Spruce", the "Poplar" and the "Elm" are now equipped by the Meteorological Service. The equipment includes a precision aneroid barometer for measuring atmospheric pressure; a marine barograph for determining the rate of pressure change; a whirling psychrometer fitted with thermometers for measuring the temperature of the air and the dew point temperature. The latter instrument is first whirled by the ship's officer so as to permit the thermometers to take up equitable tem-

perature values. Then there is the sea bucket. This is a specially designed bucket fitted with a thermometer for measuring the temperature in the top layer of the water. The bucket is towed behind the ship to allow the thermometer to adjust to the sea temperature. In addition, the ship's officer makes visual observations of wind speed and direction, using the well-known Beaufort Scale, cloud types and amount, weather visibility and sea and swell waves. The observations are finally enclosed in a special meteorological code designed by W.M.O. and the reports of the observations, which are on a six-hourly basis, are sent by radio to the nearest coastal radio station. They are then very soon available in the main forecasting offices of the world.

The reports from our Irish Ships are eagerly awaited, not merely by forecasters in the Irish Meteorological Service, but by many world meteorological centres. For example, in 1962 during the progress of Hurricane "Alma" in the North Atlantic, the U.S. Weather Bureau was extremely appreciative of the many weather reports made by the "Elm" and, in fact, issued a Certificate of Merit to the ship. Some years earlier, on a voyage in the great Australian Bight, the "Irish Cedar" supplied a series of observations which enabled Australian meteorologists at Perth accurately to trace the movement of a low pressure system in that area. An article to this effect appeared in the Australian Meteorological Magazine.

Our own forecasters have often welcomed extra observations made nearer our own shores, which enabled them to pinpoint the centres of active depressions and helped them to accurate forecasts of the paths of these depressions.

The Award

As I mentioned, this is the first occasion on which the Irish service is to make an award to the Captain of an Irish ship. As usual with first occasions, there was the inevitable difficulty in deciding which captain should be the recipient. There were many worthy men and it was only after a very thorough examination that we decided that the first winner should be Capt. Pádraig Ó Séaghdha.

Capt. O Seaghdha has been associated with weather observing over a period of twenty years and throughout there has been a uniformly high standard in the observations from the ships of his command. He is at

present in command of this ship, the "Irish Plane", and is now providing a regular service of observations on the Casablanca run, an area where reports are normally scarce which makes his observations all the more welcome."

Duirt an Captaen Ó Seaghdha go raibh sé an-bhuioch do'n Dochtúir De Búrca mar gheall ar an mbronntanas. Bhí athas air an onóir a ghlacadh ar a shon féin agus ar son na hoifigigh eile a bhí pairteach leis san obair tábhachtach seo.

Speaking in English, Capt. Ó Séaghdha said he was very honoured to receive this award on behalf of the many masters and officers of Irish Shipping who had provided weather observations over the past twenty years. He added that, while he and his colleagues were pleased to provide useful information for the Meteorological Service, they were also aware, perhaps more than people ashore, of the vital need for accurate weather report. It was essential to the safety of ships and the people who sailed in them.

Capt. Ó Séaghdha thanked Dr. Bourke for the award and called on Mr. Furlong, General Manager of Irish Shipping, to say a few words.

Mr. Furlong welcomed the guests on board and said that Capt. Ó Séaghdha and his colleagues, by meriting this award, brought honour to the Company as well as to themselves. He referred to the establishment during the past year of a Steering Committee of the National Commission of Geodesy and Geophysics to which the Irish Lights Service, the Naval Service and B. & I. Line also contributed. The purpose of this Committee was to study our marine environment with a view to the future development of our marine resources.

In conclusion Mr. Furlong assured Dr. Bourke that Irish Shipping was very pleased to provide selected ships for the important work of weather observation and added that the four new vessels to be built in the Upper Clyde would also be available to the Irish Meteorological Service if required.

Attendance

The attendance at the presentation ceremony on board the "Irish Plane" included Mr. S. L. Tierney, Assistant Director of the Meteorological Service; Mr. N. A. O'Brien, Assistant Secretary, Department of Transport & Power; Capt. T. McKenna, Chief of Naval Operations; Major General T.

O'Carroll, Chief of Staff Department of Defence; Col. H. Byrne, Assistant Chief of Staff; J. Devaney, Marine Superintendent, B. & I. Line; Capt. W. McDonagh, Assistant Marine Superintendent, B. & I. Line; Mr. J. O'Brien, Manager, Marconi Marine Ireland; Mr. M. Milne, Director, Goulding Fertilizers; Mr. C. Trinder, Purchasing Manager, Goulding Fertilizers; Mr. Bologna, Manager Argentine State Line; as well as representatives of the Management of I.S.L. and Senior Officers of the "Irish Plane".



Mr. Maurice Keane.

Weather-forecasting

Four ships of I.S.L., the "Spruce", "Poplar", "Elm" and "Plane" are equipped with meteorological instruments and make daily weather observations at 0000, 0600, 1200 and 1800 G.M.T.

These observations consist of readings of barometric pressure, air temperature, sea temperature, wind direction and speed, cloud amounts, visibility, weather, wind waves and sea waves.

When completed these observations are entered in the Meteorological Log-book, coded and transmitted by radio to the nearest coastal radio station. Within two hours they

are available in the main forecasting offices of the world and provide the main sources of meteorological information from the oceans and supply meteorologists with the basic material necessary for issuing forecasts and warnings for sea areas.

The meteorological equipment on the vessels is supplied by the Meteorological Service and Mr. Maurice Keane, Port Meteorological Officer, is a regular visitor to our "selected ships" when they call at Dublin. Mr. Keane, who was present at the presentation ceremony, inspects and services the equipment on board the vessels and answers any queries in connection with the matter of weather observation.

TALE OF THE LIFFEY DESCENT

1971

by Karl Vekins

(Winner Class K 1, Division 2)

This year I paddled senior K1 for the first time. The start was a moving start. Starter "All competitors for senior K1 move up to the green mark, paddle slowly towards the red mark". BANG! And we were away on the 17.6 miles of the toughest long distance race in Europe. I jockeyed for a good position, so as to be well up in the lead, but unfortunately, my paddle hit a rock, this upset me and knocked me back from 3rd to about 10th place. Straffan weir just a short distance from the start loomed up, by this time I was surrounded by lots of other canoeists, and was guided over Straffan instead of going to the place where I wanted to go. When I reached the bottom of the weir, I was swimming around in the water with many others.

I got the boat emptied out; had a pleasant run through the trees and shot Temple Mills. Passed through Venessa weir and then on through Celbridge rapids. Passed by a K2 team swimming with their canoe in Lexlip Lake. Portage my canoe at Lexlip Dam no bother at all; shot through Lexlip rapids and at the end of the rapids there was a double seater broken in half making its own way down the rest of the course without its occupants. Got over the Sluice weir o.k. and paddled on to take on Lucan weir, but alas! I had a lot of trouble shooting down it and I was halted half way over when my rudder had got stuck in a rock, "*splash*,"



Karl Vekins with the trophy he won in the Liffey Marathon.

"*splash*," "*bang*," "*thump*." Ah! Free at last but with the whole stern portion of my canoe a wreck, the rudder was completely broken and was of no use now, — eventually I passed under Lucan Bridge and was helped on my way with a big hand from the crowd.

Over Anna Liffey, then on the Wren's Nest weir shot this weir all right and paddled on the Palmerstown weir, shot Palmerstown right down the "V" did a nice little spin at the bottom and remained upright. Went on to tackle the broken weir, then Chapelized weir, shot down the fish pass, and paddled on to the finish. En route from Chapelized to the finish, I passed by quite a few canoeists with broken paddles.

Arrived safe and sound at University Boat House 2 hrs., 59 Min., and 31 seconds after starting. My overall placing was 19th.

GOOD WISHES

We extend our best wishes to Stephen Clery of our Agency Division for a speedy return to full health after his recent sojourn in hospital.



Solutions to Crossword on page 19.

JAMESY

by Edward O'Regan

My first meeting with Jamesy was unusual, and indeed, startling, at least for the little fellow himself. Jamesy had been living in this sad world for fourteen years without my once having the least idea of his existence. And yet he had silently and reliably been ministering to me, morning after morning. I had taken him for granted as part of my life, unseen, unheard, and essential. Until we were so rudely introduced.

I had been carousing with some convivial companions, and, having arrived home very late, tumbled straight into bed, yearning for sleep. I had not been long abed, and was drifting gloriously on clouds into oblivion, when I was sharply awoken by a sound. It was the sound of a window being opened on the ground floor. Instantly I was out of bed and padded downstairs in the dark. There had been a spate of burglaries in our district, and one burglar, at least, was going to get a surprise he would remember. I was very fit and aggressive in those days, and having been jolted out of my rest I was spoiling for a row.

I was right. As I sneaked into the dark sitting-room, which ran right along the path, there being no front garden, I could see the bottom casement had been opened, the curtains being blown about in the dark morning wind, and an arm very faintly groping among them. I pounced on it, and held it tightly. There was a high soprano wail, filled with terror. "Oh, please, mister, please, mister, I'm only the milkman." I let go, put on the light, and went outside to console the little fellow, who was trembling with fright. It was 5.30 a.m.

I thought afterwards on the ungodly hours these poor little lads were abroad. When all good citizens were snug in their beds, and only owls and bats and such creatures of the night were abroad, the little milk-boys, last cousins of the chimney boys and pit children, were rising in the icy darkness to cater for the breakfasts of normal sleepers. And Jamesy was shivering on his perch behind the plodding horse when I was luxuriating with three full hours still to go.

I met Jamesy in the daylight on some five or six occasions afterwards. On an occasional Saturday afternoon he came around with the driver to collect the weekly account. I suppose he got a few shillings extra for it, or maybe he had the morning off, and went around with his man for something to do. He was a thin little fellow who looked as

if a good dinner would be a great treat for him. Rather pale, with large, innocent blue eyes. He spoke quietly, with a pronounced Dublin accent. He was shabbily dressed, and when I asked him if he had left school he told me that his father had died early in the year from "consumption", using the old word for tuberculosis, and so he had to go out and earn some money without delay. There were six children in the family, and Jamesy was the third eldest. There were two younger sisters and an infant brother at home; the eldest, a sister, was a cripple, and Jamesy and Pat, aged sixteen, were working. The mother did "charing" a few hours a week.

The Best Policy

He was an honest little fellow. A rather rare commodity these days, but I suppose young Jamesy had just scraped in at the end of that innocent age that believed honesty was the best policy, and were so taught even in the teeth of great adversity of fortune. Perhaps the war and its aftermath was the great corrodor of the old values. I recall an amusing cartoon in the old "Dub'in Opinion" about the chicanery in the fuel business of that time. There was a large yard with piles of the dreadful turf that passed for fuel then, with workers busy at their craft. In one corner a fellow was sewing the bottoms of the sacks across six inches from the end; a second was scooping out hollows from the lead weights for the scales, while a third was hosing down a large heap of sods to increase the weight. In the centre of this corruption stood the gombeen owner, a stout character in checks and hunting boots, waving a big cigar as he adjured an urchin who stood before him with his cap in his hand, "O.K.. you can start to-morrow, 5/- a week, and forget all that rubbish you learned in school about twenty hundred-weights making a ton."

Jamesy cleaned out a rather cluttered shed at the end of the garden for me one

holiday. He did it well. When he had finished, everything was neatly stacked and laid, the floor and bench swept, the shelves cleared of useless paint cans and such junk, and even the grimy window was sparkling in the sun. When I came to settle the tiny account we had agreed upon he pulled a large penknife from his trouser-pocket and held it out to me. "I found this behind the bench, mister. You musta dropped it outa yer pocket." It was a penknife that a boy loves. Full of corkscrews and augurs, cap-openers and blades. It was hard to imagine any young fellow not keeping quiet about it. Of course I told him to keep it, but I had a job forcing him to take it. One of that breed.

He went out of my life as suddenly as he came into it, and with as much terror. My wife called me one Saturday afternoon as I was painting an old fence. Her face was sad. "The milkman has just been here for his money. He's had terrible news about the poor boy. You remember the little fellow, Jamesy, that you gave such a fright to, last year, when he was collecting the empty bottles?"

"Yes, I know him, what's happened to him?" "A couple of days ago, it was very early in the morning, I think about half-five, they were driving along Kerry Avenue, and when they were turning a corner Jamesy fell off the seat onto the road. A car coming behind was just passing out and went over him."

I paused. "Is he badly hurt?" I asked her, my mind racing to think what I could do to help.

"He's dead. He was dead when they got him to hospital. O, the poor kid. The milkman said he must have been dozing and slipped off when the cart turned the corner."

And that was it. He had been doing his man's part, boy as he was, for the struggling family, and his few shillings were hard earned. Just another accident. I didn't even see it mentioned in the papers. But many a hero, with his hero's funeral, might be less worthy of it than the little milk-boy.

PORT SERVICES DANCE

A very pleasant Dinner/Dance took place last month at the Marine Hotel in Sutton, the very first of the "get-togethers" of the new company comprising the stevedoring operations of R.A. Burke and I.S.L. A capacity crowd attended.

Mine host in the person of Mr. M. J. Fitzsimons (our "Bunny") was there to greet all the guests assisted by his charming Secretary — Connie Lonergan. Obviously he got a good grounding in social committees in his I.S.L. days because this was a thoroughly good night from start to finish. The company was great and the food and service excellent. As the evening progressed, it got more and more like an I.S.L. affair. Bet there was no overtime done in Curran House that night. We were all sorry that the doctor spiked Steve Clery's intentions of being there by keeping him in hospital for another 24 hours.

The seagoing side of I.S.L. was represented by Captains Flanagan and Hughes. On the shore side, names are too numerous to mention.

In conclusion, our congratulations to Bunny and everyone in Port Services who was associated with running the night.



LET'S HAVE NO MORE SHORT CUTS, PLEASE, MULLIGAN

CHRISTMAS GREETINGS

"IRISH STARDUST"

To **Vincent Murphy**, every wish, Vincent, for a happy and holy Christmas — also best wishes to **Bosco Brennan** from all at No. 3 — Mam, Dad, Anne, Sean, Carmel and Dolores. Also a note from the Murphy family to wish all on board the "Irish Stardust" every blessing and good luck for 1972.

To **Anthony O'Gorman**, season's greetings from Ma, Da, brothers, sisters and all at No. 19.

To **Desmond Meagher**, a very happy Christmas and all the best for the New Year to yourself and all the crew — with love from Mam, Dad, brothers and sisters.

To **John A. Doran**, Christmas greetings and all the best for 1972 — looking forward to seeing you in the New Year — from your loving Mother, Phil, and Peter.

To **Joe Roche**, wishing you a very happy Christmas and hoping to see you soon — from Margaret and all in Finglas and from Mam, Dad, brothers and sister.

To **Noel Maguire**, birthday greetings on your birthday and every good wish for Christmas and the New Year — from Mam, Dad, Joan, Tony and Barry; all at 44 Knockenrahan including Betty, Mary and families; from all at South Green, not forgetting the "Newcomer", Yvonne; also Jack and Mary.

To **Patrick Hyland**, wishing you a very happy Christmas, hope to see you soon — with love and best wishes for your birthday on 25th November, from Mam, Dad, sisters and brothers.

To **Robert Wright**, greetings and best wishes for a happy Christmas — from Mam, Dad, Pat, Hugh, Angela, Kevin, Denis, Finbarr and Ann; also from sister Sheila in Boston and, of course, Mary.

To **T. C. Wrafter**, season's greetings from everyone on this side of the ocean; every good wish for 1972 and happy sailing — Mum, Dad and Peter.

To **Paddy Colgan**, wishing you and all aboard the "Stardust" a happy Christmas and a prosperous New Year — from Mam, Dad, and all at home.

To **Neil Powell**, a very happy Christmas and a joyful and prosperous New Year to you and all your friends on the "Irish Star-

dust"; we will be all thinking of you in Carrignafof — from Mam; also a happy Christmas to **Neil** and the crew of the "Irish Stardust" from Ca and Donal.

To **Dermot Farrelly**, Christmas greetings and a happy New Year from all at home and especially from baby brother Philip and tiny Jim.

"IRISH STAR"

To **G. N. Maguire**, love and best wishes for Christmas and New Year — Aunt Kathy.

To **Pat Walker**, greetings with love and best wishes for a happy Christmas and a bright New Year, Darling, from your loving wife, Doreen, son, Michael, Eileen, Jackie, Nora and Jimmy and all your friends; wish you could be with us — Christmas won't be the same without you.

To **Garry Walsh**, greetings and best wishes from Mam, Dad, Noreen, Marie and all the boys.

To **John Hickey**, greetings from Mam, Dad, Ann, Kathleen, Tina, and all the gang at Wexford Road; hope you have a very happy Christmas.

To **Aidan Doyle**, best wishes for Christmas and the New Year and hope you are enjoying the lovely weather down South America way — from all at home.

To **John McGrath**, happy Christmas to you and all on board the "Irish Star" and happy returns from Mother, Winifred, Mary, Anne, Margaret, Carmel, Theresa and Charles.

"IRISH ROWAN"

To **Paddy Boyle**, wishing you a merry Christmas and a very happy New Year — from Lena, Barney and kids; also from Carmel and Anthony.

To **Derry Gregg**, wishing you a very happy Christmas, Derry, from your loving wife Ann, your two sons, Pat and Kieran, your Mother, brothers, sister, in-laws and all your friends. We all hope you have a nice Christmas.

To **Capt. J. A. Gleeson**, to my dearest husband, Sean, hoping you will have a very happy and holy Christmas, also best wishes for the New Year from your loving wife, and son, Francis; greeting also from Mam, Mary, John and family, Miriam and Toddy.

To **Oswald McGrath**, greetings and best wishes from Mother and all the family.

"IRISH PLANE"

To **Joseph Dillon**, Christmas greetings from Mam, Dad, Bernice, Joan, Benny, Eileen and especially your little sister Monica and Auntie Sadie; also Grandad. Hoping you will have a nice enjoyable Christmas and New Year, looking forward to seeing you in the Summer D.V. (Remember Butlins.)

"IRISH SPRUCE"

To **Liam Freeney**, happy Christmas, Liam, and hope you have a nice time; with lots of love from Mum, Dad, brothers, sisters and pal, Mattie Doyle.

To **Joseph Smith**, wishing you a very happy Christmas and a happy New Year — from Dad, Mam, Vera, Eric, Maureen and Mick and children and from Mr. and Mrs. Sean Lloyd.

To **Noel Kavanagh**, happy Christmas and best wishes on your twenty-first birthday on 25th December — from your twin-brother, Joe and from Mother, Father, sisters and brothers; also congratulations and best wishes on your twenty-first birthday; a very happy Christmas and hope to see you soon — with lots of love from Deirdre.



Noel
Kavanagh
"Irish Spruce"

To **John M. English**, wishing you a very happy Christmas and every happiness in the New Year; looking forward to seeing you in January, please God; with fondest love from Daddy, Mammy, Regina, Veronica and fiancée, Mary.

To **John Earley**, Christmas greetings and best wishes from your sister, Nan and all your family, especially your grandchildren.

To **John Molloy**, a very happy Christmas from Ma and Da, your sisters and brothers, brother-in-law and nephews.

To **Thomas O'Connor**, wishing you a very happy Christmas and success in the New Year from Mom, Dad and Uncle Paddy.

"IRISH ELM"

To **Thomas J. O'Keefe**, wishing you a very happy Christmas and sorry you can't be with us — with love from Dad, Mam, brother, sisters, brothers-in-law and sister-in-law.

To **James Ryder**, greetings and best wishes for Christmas and the New Year from Mam, Dad, and Irene; also seasonal greetings and best wishes from Fr. Karl, Betty and the girls, Eddie and Mary Stuart.

To **Brendan Freeney**, happy Christmas, Brendan, and hope you have a nice time — with lots of love from Mum, Dad, brothers, sisters and pal, Albert.

To **M. O'Connor**, greetings and best wishes to you and all on board the "Irish Elm", also a happy birthday on 7th January — from all your family and friends in Wicklow.

To **Thomas Hughes**, a very happy Christmas and all the best for the New Year to you and all on board; hope you have a nice time — with lots of love from Mammy, Daddy, brothers and sisters in Lusk; also best wishes for a happy Christmas and New Year and God Bless from your loving sister Mary and brother-in-law, Noel.

To **John A. Cotter**, Christmas and New Year greetings to you and all on board "Irish Elm" — Una, Dick and family; Terry, all the friends and Mams.

To **Brian Cullen**, greetings and best wishes from the Hickey family.

"IRISH SYCAMORE"

To **John V. Moynihan**, wishing you a very happy Christmas and the best of luck in the New Year. All our love from Mam and Dad, Marie, Liz, Denis, Anthony and Carol, Uncle Dennis, Ben and family and Michael.

To **Peter Farrelly**, Christmas greetings and a happy New Year from all at home.

FROM ST. LAWRENCE RIVER

Sir,

I am enclosing a copy of an article which recently appeared in our local newspaper. You will note from reading the article that when members of my family are present on our island, which is located within 100 ft. of the Seaway Channel, we very often salute ships from all over the world.

To the best of my knowledge, we have had the pleasure of saluting, and having our salute returned from, ships of your Company. We would like you to know that we greatly appreciate their friendly responses. Any way in which you might convey this feeling to any of your ships' masters who travel the Seaway route would be appreciated.



F. Leslie
Dollinger

It is one of the great joys of having a summer home on the Seaway to see the beautiful sight of imposing ships passing by so close to our home.

F. LESLIE DOLLINGER.

LES RAISES FLAGS ON ROUND LITTLE ISLAND By Bill Beeeny

I'll bet if you asked this question in foreign ports around the world: "Has anyone ever seen that round island in the St. Lawrence River, the one with all the flags around it?," you'd get a "yes" answer from some seaman in almost every port.

That is Longue Vue Island, hard by the St. Lawrence Seaway, although I suspect most people in that area call it "Dollingers' Island." It has been in the Dollinger family for many years.

And unquestionably it is an unforgettable sight to merchant sailors passing by. It certainly was to one Andre Dupont of Croissy sur Seine, France, as F. Leslie Dollinger pointed out last night.

Les, president of Dollinger Corp., collects national flags. At last count he had about 200. And he puts them to dramatic use.

Evenly spaced around the entire perimeter of the round, man-made island, are 52 flag-staff holders, sunk into the concrete breakwater. From time to time throughout the summer, Les selects 52 flags from his collection and flies them simultaneously. It gives the island the appearance of a gigantic United Nations birthday cake.

Then Les — and his island guests if any; there usually are — lie in wait for the "prey."

With more than 60 million tons of cargo moving through the Seaway each year, you know that the ships number in the hundreds. When a foreign vessel hoves into view upriver, Les identifies its nationality through his binoculars.

He takes the proper flag from its holder (he has to know all these flags by memory; if you had to thumb through a flag book, it would take all day to search out the right one), and as the vessel draws abeam of the island, Leslie salutes it with one long and two short blasts of a huge electrically powered horn, at the same time waving the flag.

Seamen aboard the boat are startled, but delighted, at this unexpected welcome so far from home. The vessel usually responds with a boat whistle salute in return.

(I suppose if the same boat comes through too often, it becomes a bit blasé about this exotic welcome and doesn't bother to toot back. "Well, I don't go to all that trouble with every boat," said Les. "Especially the Canadian ones.")

For Andre Dupont, however, it was a memorable moment.

Les said last night that he received a letter from Andre. It was addressed: "Postoffice Master. Alexandria Bay. Please send this letter to M. Chapman (I think), this one staying for this summer on a small island, with many flags, near Bella Vista, and saying a good-bye to all ships up and down the river. Many thanks."

Andre was a seaman on the motorvessel "Petraia," out of Montreal. In his letter he thanked the Dollingers (I don't know where he got "M. Chapman") for the salute, mentioned that he was "pleased to see your family twice this summer," and said he hoped to see them again, "maybe in France if you have to come."



An unusual view of the "Irish Star" photographed in the English Channel recently.

Mens Sana in Corpore Sano

At Mansbridge House, its London Headquarters, the Seafarers' Education Service recently convened a meeting of liberal studies tutors and directors of physical education from the nautical colleges, together with shipping company training officers. The purpose of the meeting — the first of its kind — was to explore what can be done further to encourage seafarers to live up to Juvenal's ideal of "a sound mind in a healthy body", particularly in the circumstances experienced aboard a modern ship.

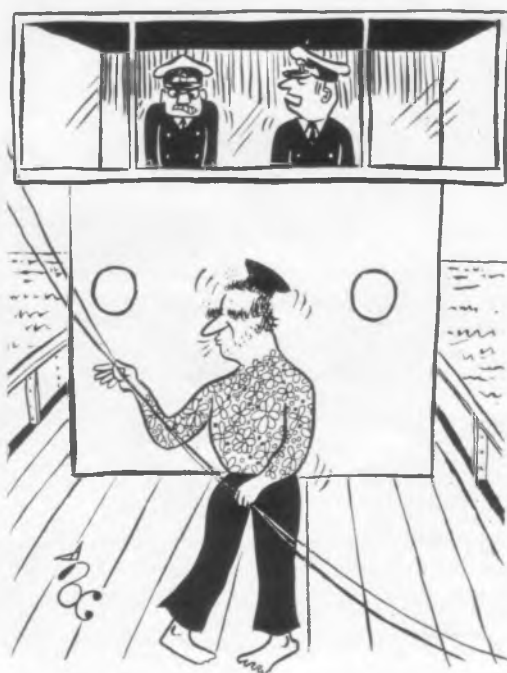
Mr. P. Darby, Liberal Studies Tutor at Glasgow School of Navigation, described his experimental work with BP when he made a voyage to Cape Town in one tanker and returned to the U.K. in another. While on board, he led a number of evening discussion groups, entered into and stimulated conversations at morning and afternoon breaks, and was generally available for private consultation. His formal sessions were devoted mainly to monetary and educational topics, but all kinds of other subjects were raised in discussion and in private conversation.

Mr. Darby, BP and the seafarers concerned all found this, and a similar voyage made by Mr. R. R. Ryder, Secretary of the Seafarers' Education Service, worthwhile and it is proposed to extend this type of activity if suitable lecturers are forthcoming. It was felt to be particularly valuable on long, dull runs.

Mr. C. Mungai, Director of Physical Education at the South Shield's Marine and Technical College, spoke of the problem posed by one of his students, an active sportsman ashore, who went to sea and found himself watching a data logger all day. He returned with a nervous breakdown. Other health hazards are met with at sea, and Mr. Mungai felt that careful consideration must be given in many ships to the provision of a gymnasium and other facilities to enable seafarers to keep themselves fit. Seafarers are not in a position to carry on at sea many of their shore-side pursuits and satisfactory substitutes need to be on offer. Such provision must be sufficiently attractive and diverse to suit all tastes. Mr. Mungai also advocated short shore courses for senior shipboard personnel to train them in the use of equipment provided and to encourage other spare-time pursuits.

These papers evoked vigorous discussion among the thirty participants. Mr. R. E. Hutson of Ocean Fleets considered it important that seafarers should prove able at

sea to prepare for the best use of their leave, for example by preparing home-decoration schemes for subsequent implementation, or by pursuing pre-ski exercise plans if they have this type of holiday in mind, and so on. Carrying a sailing dinghy for use in appropriate ports had been suggested, but Ocean Fleets had found it more satisfactory to keep dinghies at particular ports of call where they were available to any of the Company's vessels. Mr. Hutson also referred to the successful efforts made by Scandinavians to organise competitive games on board with an element of inter-ship rivalry and to the Scandinavian sports weeks and other activities when their ships were in port.



"HE CAN'T TAKE HIS SHIRT OFF SIR — ITS TATTOED ON!"

Resources Centre

At the end of the day, Dr. Ronald Hope, Director of the Seafarers Education Service, endeavoured to summarise the discussion. It was generally agreed, he suggested, that there was room for improvement in what Mr. M. S. Edmunds, Liberal Studies Tutor at the Liverpool Polytechnic, had called "the resources centre" on board. This "resources centre" includes such existing amenities as the swimming pool, films, library, games equipment and sometimes hobby room, and should generally be extended to include a carefully devised "mini-gymnasium". The provision of such facilities does not automatically ensure their proper use and it has to be remembered that seafarers are properly wary of would-be "do-gooders" foisting things upon them. Nevertheless, a problem exists in many ships and many seafarers and shipping companies are aware of it.

Short training courses ashore serve a useful purpose, as has been suggested, but it ought to be an aim in all training ashore to send the seafarer to sea well-equipped to use his leisure time in ways that are practicable, agreeable and beneficial. He should be aware of hobbies that can be pursued on board, and encouraged to acquire skills in one or more of them and transmit his enthusiasms. He should also be informed in the ways of keeping agreeably fit, a competitive element—even if the seafarer is only testing himself against himself—being of importance in most circumstances.

It had been agreed further that the provision to ships, at least from time to time, of visiting lecturers was to be encouraged. The S.E.S. scheme for the employment of an itinerant art tutor had been a great success and liberal studies tutors had much to offer. But any gifted teacher, even though highly specialised, would probably be welcome on board and perform a useful function if his personality were agreeable. Personality was all important.

It was suggested that the existing facilities provided by the Seafarers Education Service and College of the Sea should be given more publicity. The S.E.S. should try to convince both the shipping companies and the education authorities of the need for development along the lines indicated above, and education authorities should be made aware that the seafarer does not receive his fair share of that part of the nation's resources devoted to further education and to leisure-time

activities.

In solution of the financial problems involved in the extension of tutorial work at sea, it was hoped that shipping companies would offer lecturers both hospitality and out-of-pocket expenses, and that education authorities would offer sabbatical leave on pay, perhaps on a termly basis, to teachers of the right kind. It was felt that such a scheme had much to offer teachers and their students ashore, quite apart from its beneficial effects on seafarers.

Capt. M. D. Langran, Training Superintendent, represented Irish Shipping at the meeting.

CORRECTION

Sir,

It was with extreme interest that I read the article in the September/October edition of "Signal" regarding the two "Spruces", having had so much to do with both vessels during my service with the Company.

However, there is a correction to make in the statement that "Spruce No. 1" was the last of the war-time fleet to be sold when she was handed over to her Turkish buyers on 2nd September, 1949. Incidentally, in the sale of all the old ships, this is the only one in which I was not involved at the actual transfer of ownership.

To put matters right, the sale of vessels after the "Spruce" were in the following order: "Irish Elm"—To Turkish buyers and renamed "Sadiklar"—meaning "Faithful", at Cobh, 1949; "Irish Poplar"—Also to Turkish buyers and renamed "Taskopru", the Turkish for "Stone Bridge", at Rushbrooke after extensive boiler repairs which were to the account of Irish Shipping, November 21st, 1949; "Irish Ash"—To Swedish owners at Limerick on 8th December, 1949, and renamed "Scania".

It is with regret I cannot recall the exact date of the "Elm" but records should prove the above facts.

N. J. HEALY.

EDITOR'S NOTE: *We thank our good friend, Mr. Healy, for pointing out our error. Despite oft-repeated advice not to believe all that we read in the papers we took that erroneous piece of information from a report which appeared in the Irish Press of 7th September, 1949.*

Our fallible records show that the "Irish Elm" was handed over to her Turkish owners on 29th October, 1949.

"Irish Elm" Gets Amver Award

In our last issue we published a short note to the effect that the "Irish Elm" had received an AMVER Award and the significance of this honour may not be clear to many of our readers.

The word AMVER is taken from the initial letters of Automated Merchant Vessel Report which refers to a system operated by the United States Coast Guard as a maritime mutual assistance programme which provides important aid to the development and co-ordination of search and research (SAR) efforts in the offshore areas of the Atlantic Ocean, Caribbean Sea, Gulf of Mexico and Pacific Ocean. Vessels of all nations, making offshore voyages on the high seas, are encouraged to voluntarily send movement (sailing) reports and periodic position reports to the AMVER Centre located at Coast Guard New York, via selected coastal, extra-continental, or Ocean Station Vessel radio stations. Information from these reports is entered into a electronic computer which generates and maintains dead reckoning positions for vessels while they are within the plotting area. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Appropriate information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest is made available, upon request, to recognized SAR agencies of any nation, or person in distress, for use during an emergency. Predicted locations are only disclosed for reasons related to maritime safety.

Messages sent within the AMVER System are at no cost to the ship or owner. Benefits to shipping include: (1) improved chances of aid in emergencies; (2) reduced number of calls for assistance to vessels not favourably located; (3) reduced time lost for vessels responding to calls for assistance. An AMVER participant is under no greater obligation to render assistance during an emergency than a vessel not participating.

Outstanding Participants

This year it was decided by the AMVER authorities to introduce a system of awards to honour outstanding participants and the "Irish Elm" figured among the first reci-

ipients of these awards. The "AMVER Bulletin", the official publication of the AMVER Organisation, states that those responsible aboard each of many vessels have long recognised that by assuring she is "on plot", they are making immeasurable contribution to their own safety as well as to the safety of those who might need their assistance in an emergency. Through accounts in the AMVER Bulletin it has been possible to recognise some of those vessels who, participating in AMVER, have been able to receive or render aid in a rescue incident. At the same time, there are hundreds of other vessels whose frequent participation in AMVER represents a fine contribution through the safety potential they add to the System.

"Consisting of an AMVER pennant and a certificate of recognition, these awards are to honour those vessels who have, so to speak, proceeded on their way unnoticed and unremarked. It is a pleasure to honour each of these vessels whose Master's foresight has kept her regularly "on plot" for the safety of others as well as her own."

CONDOLENCE

We express sympathy with our Assistant General Manager, Mr. W. A. O'Neill on the death of his Mother.

Also we extend sympathy to Mr. M. A. O'Sullivan whose Father died recently.

LATE JOSEPH REDDY

We regret to report the death at his home in Dublin on 21st November of Mr. Joseph Reddy who served as Chief Cook on many of the Company's vessels. The late Mr. Reddy was landed at Falmouth from the "Irish Stardust" last March and was subsequently hospitalised at Truro. Mr. Reddy recovered from his illness and during the summer months he served for some time with the B. & I. Line. The news of his death came as a great shock to his many friends and we extend our sympathy to Mrs. Reddy and family. The late Mr. Reddy's son, Peter, also served on the Company's vessels.

A SEA SCOUT COMMISSIONER'S THANKS

Mr. Editor,

May I thank you for publishing an appreciation of me by Dick Vekins, which I thank him for, in your last edition in connection with my resignation as Commissioner for Sea Scouting.

There are many business firms and people to whom I am deeply indebted for the help and assistance they gave me down through the years for the promotion of Sea Scouting.

Included in these are the Chairman, Directors and Management of Irish Shipping Limited who gave me great co-operation in the running of various Sea Scout events, and by their very kind sponsorship of the Annual Sea Scout Regatta. To your Chairman, Mr. P. H. Greer and Capt. M. D. Langran, my very sincere thanks.

I thank the Directors and Management of B & I for their yearly financial support in connection with the National Swimming Gala, and other events. Here may I mention Mr. Gordon Taylor (Asst. General Manager) and Capt. John Devaney (Marine Supt.).

May I also include my thanks to the Dublin Port & Docks Board, particularly Mr. J. P. Murphy (Secretary), and Capt. H. J. Walshe (Harbour Master) for the assistance and facilities extended to the Sea Scouts in the Port, and also the help given to the Committee of the Lightship "Albatross" (the new Sea Training Centre) now moored in Dun Laoghaire.

My thanks also to the Commissioners and personnel of Irish Lights for their wonderful concern in the Sea Training Centre, which is being used every week-end for this purpose;

to Mr. Jack O'Brien (Marconi International Marine) for his many good turns to us in latter years;

to Dr. J. de Courcy Ireland, and the local Lifeboat crews for their instructions to the boys on occasions;

to Capt. Thomas McKenna, o/c Naval Service and Commander Peter Kavanagh for attending our many functions in their official capacity;

to Mr. Ned Creed, General Manager, Irish Glass Bottle Company, for all his considerations and action towards Sea Scouting.

May I in conclusion on behalf of Mr. Ernie Judge (Chief Scout), Port of Dublin Sea Scouts and myself extend to all of you and your families and all personnel afloat



The traditional ceremony being performed at the wedding of Liam O'Gorman of our Agency Division and his bride, Miss Ann O'Reilly.

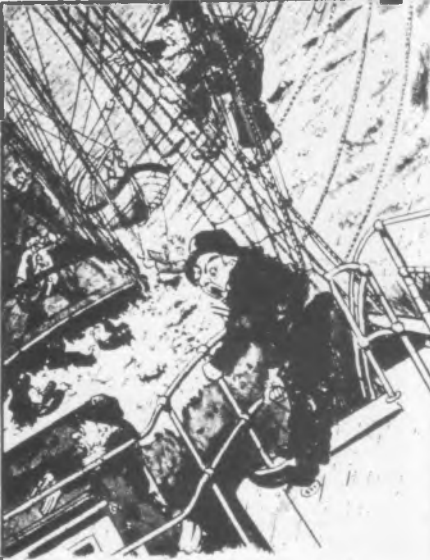
a very happy Christmas, the compliments of the season and cargoes of prosperity for the years to come.

CECIL A. JACKSON,
Ex Commissioner.

SOLUTION TO CROSSWORD (on page 9)

Across	Down
1 Equitable	2 Quebec
4 Equator	3 Artist
9 Bus	5 Queen
10 Ice	6 US
11 Tee	7 OC
12 Ace	8 Retail
13 St.	11 Tar
14 Ad.	13 St.
16 Nut	15 Doll
17 Bio	17 Bug
19 Bull	18 T.D.
20 Dam	

Life in the Mercantile Marine.



His first taste of bad weather.



He catches his first shark.



He pulls his skipper ashore.



At the wheel in dirty weather.

No. 3. Four Incidents during the Novice's Apprenticeship.



"SPRUCE" in British Columbia

While the "Spruce" was at Long Beach, California, in early November, Chief Engineer H. Mooney relieved J. Morgan; Electrical Engineer, P. O'Toole, joined the vessel from the "Irish Sycamore" to relieve T. Brock and 2nd Steward J. Furlong relieved J. Lloyd. The vessel is at present loading at Tacoma and will also load at Powell River, Coos Bay, San Francisco and Long Beach for Chimbote and Callao. She is expected to sail from Long Beach about 7th December and will be due at Chimbote on 15th December. The "Spruce" is also due to call at Matarani and should arrive there about 24th December.

"IRISH POPLAR" visits Dublin

We extend best wishes for a speedy recovery to E. Kinney of the "Poplar", who suffered injuries when involved in a car accident at Montivedeo and required hospital treatment at the South American port. Mr. Kinney is expected to return to Dublin by air about 30th November.

The "Poplar" paid a surprise visit to Dublin from San Salvador bringing 5,000 tons of grain for discharge here. She arrived in Dublin on 16th November and sailed on 19th November for Liverpool where she is at present loading Soda Ash and general cargo. She is expected to sail for Swansea on 30th November and completes loading at the latter port about 3rd December. She will then sail for the port of Tema in Ghana and is due to arrive at that port about 15th December. On completing discharge at Tema about 18th December the "Poplar" will sail

for Buenos Aires and should arrive at her South American port of call about 30th December. She will also visit Montivedeo on her next voyage.

Passengers on board the "Irish Poplar" on her present trip are Mr. and Mrs. J. P. Hamilton and our former Technical Manager will be revisiting Buenos Aires where he served as Superintendent in charge of repairs and refits in the workshops of Blue Star Line in 1941. We wish Mr. and Mrs. Hamilton a very pleasant voyage.

"IRISH SYCAMORE" in drydock

The "Irish Sycamore" loaded grain at Thunder Bay in early November and subsequently called at Montreal and Quebec on her voyage to Liverpool where she arrived on 24th November. She is expected to complete discharge of her cargo at Liverpool about 6th December when she will sail for Rushbrooke and should arrive at the Verolme Cork Dockyard about 7th December. After going into drydock the crew will sign off the vessel and drydocking should be completed about 21st December.

We have no information with regard to this vessel's next voyage at the time of going to press.

"ROWAN'S" Indian Voyage

After loading a cargo of grain at Sorel in the St. Lawrence the "Rowan" sailed on 10th November for Calcutta. She called at St. Vincent, Cape Verde Islands for bunkers on 19th November and is expected to make a further call at Capetown for spare parts for the vessel's Atlas Plant. This equipment is

used for processing water for drinking and this is of particular importance since the vessel's discharge port is Calcutta where water is scarce. The ship is expected to arrive at Capetown on 2nd December and should sail again on 3rd arriving in Calcutta about 19th December.

"ELM'S" First Call

Situated 150 miles up the Amazon the port of Macapa was visited by the "Elm" on 19th November to load ore for Portland, Oregon. The "Elm" is expected to transit the Panama Canal on 29th November and is expected at Portland about 9th December. She made the voyage from Montreal to Macapa in ballast and when she completes discharge at Portland she will go in ballast to Japanese loading ports to take on cars for European discharge.

"IRISH STARDUST"

While the "Irish Stardust" was at British Columbia she was visited by Capt. C. C. Raftery, Deck Superintendent, and by P. Lalor, Electrical Superintendent. The return of our Head Office ambassadors to these northerly outposts brought us the pleasant pictures of the ship's personnel and passengers which appear in these pages.

The vessel loaded wood products and aluminium at various ports such as Stewart on the Alaskan border, Kitimat, Port Alice, and Port Mellon. She arrived at her first Japanese port of call on 14th November when she berthed at Kawasaki and she will also discharge at Onahama, Nagoya and Osaka. She is expected to complete discharge at the last-named port about 25th November when she will sail for Kokura to commence loading steel about 27th November. Her other Japanese loading ports are Kakogawa, Wakayama, Nagoya and Chiba. On completing loading about 14th December at Chiba, the "Stardust" will sail for Rotterdam and is expected to transit the Panama Canal about 6th January and should arrive at Rotterdam about 21st January. She will also call at Bremen and Hamburg on her present voyage.

"IRISH STAR"

This vessel arrived at Eureka, California on 22nd November from Rotterdam after making the Transatlantic voyage in ballast to load paper products at a number of U.S. and British Columbian ports. The "Star" will also load at Coos Bay, Port Alice,

Pictures from "Stardust"



(L. to R.) P. Lalor, D. C. Cahill, J. White, N. Reynolds, G. McGuire and P. Colgan.



Pictured on board the "Irish Star" while the vessel was at Port Mellon, British Columbia, were Mrs. B. Tallon, and Mrs. M. J. Kennedy.



"Irish Star" Officers B. Tallon, C. Mahon and R. Dunne with the hills around Port Mellon in background.

Duncan Bay, Harmac, Port Mellon and Vancouver. She is expected to complete loading at Vancouver about 4th December and should transit the Panama Canal about 15th December, arriving in her first European discharge port on 30th December. Her first discharge port will be London and she will then proceed to Antwerp, Velsen in Holland and Esbjerg in Denmark. She is due to complete discharge at Esbjerg about 8th January.

New "IRISH CEDAR" Charter

The "Irish Cedar" will go on a 12-months' time charter to Atlantic Steamship Company when she leaves the drydock at Jarroo on 30th November. Prior to her drydocking the "Irish Cedar" loaded a cargo of grain at Chicago for Rotterdam.

After going on charter, the vessel will be on the Transatlantic trade route and her first cargo will be loaded at Flushing where she will take on steel for probable discharge in the U.S. or Canada.

Capt. J. H. Onions is rejoining the vessel and Chief Officer G. Kyne will be relieved by J. Martin and Chief Steward L. Fanning will relieve J. Dillon.

"IRISH PLANE"

This vessel continues on her run from Casablanca with phosphates for Dublin and Cork. In recent weeks the ship has been getting a quicker turn-round at Casablanca as a result of the easing of congestion at the North African port.

FOR DIPLOMATIC CONFERENCE

Mr. J. N. McGovern, Secretary and Administration Manager, has been nominated by the Government to attend a Diplomatic Conference in Brussels at which will be discussed, with a view to adoption, an International Convention establishing a Fund for the compensation of victims of oil pollution. The Conference will take place from 29th November to 17th December and the other Irish representative at the Conference will be Mr. Declan Quigley, Senior Legal Adviser, Attorney General's Office.

BOWLING COMPETITION RESULTS

The results of the October League organised by our Staff Social Committee are as follows:

Gentlemen 1st — F. Finan; 2nd — C. Doyle.
Highest score for 1 game — J. Wright.

Ladies 1st — Miss M. McHugh; 2nd — Mrs. E. Mullin.
Highest score for 1 game — Miss B. O'Kelly.

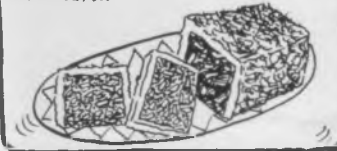
Visitors Prize J. Duhy.

This sport has proved very popular with the staff and members and our Social Committee have asked us to announce that bowling will continue as usual on Wednesday evenings at the Stillorgan Bowling Alley at 8.30 p.m.

GALLEY GRUB

CHOCOLATE CHALET CAKE

* ½ lb PLAIN CHOCOLATE * 2 LEVEL TABLESPOONFULS GOLDEN SYRUP * 2 OZ. BUTTER * 1 LEVEL TEASPOONFUL CINNAMON POWDER * 2 LARGE EGGS * ¼ lb. PLAIN BROKEN BISCUITS * ¼ PT DOUBLE CREAM * ½ GILL SINGLE CREAM (1 GILL = ¼ PT) * 1 OZ. GRATED CHOCOLATE



LIGHTLY GREASE 1 POUND LOAF TIN • BREAK CHOCOLATE INTO SMALL PIECES AND PUT INTO A SAUCEPAN WITH THE SYRUP BUTTER AND CINNAMON • MELT THE INGREDIENTS OVER A GENTLE HEAT AND WHISK IN EGGS SEPARATELY (TO PREVENT CURDLING) • STIR IN BROKEN BISCUITS (IN FAIRLY LARGE PIECES) • PRESS MIXTURE INTO THE TIN AND SMOOTH OVER THE SURFACE • LEAVE IN A COOL PLACE, IDEALLY IN A 'FRIDGE, FOR AT LEAST TWO HOURS.

TURN CAKE ONTO A SERVING DISH • MIX THE CREAMS TOGETHER AND WHISK THEM UNTIL THEY STAND IN STIFF PEAKS • COAT THE CAKE COMPLETELY WITH THE CREAM • SCATTER THE TOP WITH THE GRATED CHOCOLATE.



Fleet Personnel



As at 26th November, 1971

Deck and Engineer Officers in Order of Rank

"IRISH STAR": Captain T. Byrne. Deck Officers: M. Doyle, P. Kehoe, A. Coghlan. Deck Cadets: B. Feather, J. Hickey, M. Kirtane. Engineer Officers: P. Walker, R. Broderick, E. Sweeney, J. A. O'Toole, J. T. Reilly. Junior Engineer: J. F. Carr. Engineer Cadet: J. J. O'Meara. Electrical Engineers: W. Cadogan, J. Clarke. Chief Steward: J. Rogan. Radio Officer: T. Chambers. Deck Department: M. McNelis, D. O'Sullivan, D. F. Crowley, J. McGrath, H. Hunter, G. Byrne, J. Hunter, M. Manson, S. Reynolds, G. McLoughlin, T. Reilly, J. Beggs, J. Doyle, D. Fitzgerald. Catering Department: K. Edwards, P. Doyle, G. McGovern, D. Flannery, G. Walsh, J. McGrath, J. Dillon.

"IRISH STARDUST": Captain J. A. Caird. Deck Officers: C. Mahon, J. Fallon, P. Farnan. Deck Cadets: M. Cronin, P. McNulty. Engineer Officers: H. Dowdall, M. J. Kennedy, C. P. Kelly, K. A. Barry. Junior Engineers: W. Dalton, E. Kealy. Engineer Cadets: G. Powell, M. McCann, T. Wrafter. Electrical Engineer: R. Dunne. Chief Steward: J. Durrin. Radio Officer: C. Allen. Deck Department: V. Murphy, N. Reynolds, W. K. Whitty, J. White, S. Ryan, P. Colgan, P. Hyland, G. Maguire, M. Macken, A. O'Garraon, P. Lalor, J. B. Brennan, P. Brennan, D. Cahill, D. Farrelly. Catering Department: D. Meagher, T. Doyle, E. Mulready, G. O'Toole, R. Wright, J. Brady, J. Roche.

"IRISH ELM": Captain M. McMahon. Deck Officers: M. Devine, J. Ryder, J. A. Cotter. Deck Cadets: M. O'Callaghan, L. Whelan, P. Hearne. Engineer Officers: T. O'Sullivan, D. McLoughlin, T. J. O'Keefe, D. O'Brien. Junior Engineers: D. Tierney, A. J. McCarthy, C. H. Trehan. Engineer Cadet: P. McGlade. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Deck Department: B. Kerrigan, L. Malone, R. Nugent, M. Moriarty, T. Hughes, C. Chamberlain, M. O'Connor, M. McKee, M. Bougioukas, G. Murphy, J. Cullen, J. Sexton, B. Freney, K. Lambert. Catering Department: D. Gibbons, E. Maher, B. Cullen, S. McCarthy, A. McCann, P. Leonard, T. Byrne.

"IRISH SYCAMORE": Captain M. G. O'Dwyer. Deck Officers: P. A. Murphy, D. Kavanagh, J. Robinson. Deck Cadets: D. Cogan. Engineer Officers: J. Moynihan, D. J. Knott, L. Robinson, P. Dowling. Junior Engineers: P. Byrne, W. Davis, F. Mullin. Electrical Engineer: P. Fitzgerald. Chief Steward: E. Fricker. Radio Officer: M. Murphy. Deck Department: M. Allen, P. Carr, P. Coyle, P. Cantwell, P. McDonnell, W. Fitzpatrick, C. Coleman, S. Corrigan, B. Fletcher. Engine Department: M. Sheehan, J. Waddington, P. Leonard. Catering Department: P. Farrelly, J. Kennedy, W. Muldoon, J. Byrne, D. Fox, D. Byrne.

"IRISH ROWAN": Captain J. A. Gleeson. Deck Officers: W. Garvey, B. A. Kehoe, D. Munday. Deck Cadets: R. Deasy. Engineer Officers: R. Tennent, P. Bardon, M. N. Hayes, C. A. Walsh. Junior Engineers: D. Forde, K. Masterson, N. O'Neill. Engineer Cadet: M. O'Gorman. Electrical Engineer: M. Cheevers. Chief Steward: P. Murphy, F. Walsh. Deck Department: L. Ketterer, P.

White, T. Grannel, S. Smyth, D. Healy, J. O'Brien, J. McGroarty, O. McGrath, W. Murphy, F. Cole, J. Kelly, B. Coleman. Engine Department: T. Kinsella, M. Fagan, G. McGarry, A. Graham. Catering Department: G. Maloney, J. Campion, D. Gregg, W. Burnett, P. Boyle, A. Mahon, L. Byrne.

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

"IRISH POPEAR": Captain I. A. Shiel. Deck Officers: N. Hearne, J. Whyte, J. Darcy. Deck Cadets: P. Kenny, C. Lawless, P. Miley, D. Corrigan. Engineer Officers: G. Cunningham, T. J. Wren, M. J. Cahalan, D. Gabriel. Junior Engineers: S. McLoughlin, P. Ruddy, W. A. Roberts. Engineer Cadet: F. Burke. Electrical Engineer: J. Breen. Chief Steward: B. Dorgan. Radio Officer: J. Hyues. Deck Department: J. Heaney, W. Carroll, H. Hannon, H. Gaines, G. Shiels, M. Hume, A. Shiels, G. Corr, W. Grimes, T. Kealy, D. Early. Engine Department: P. Proctor, A. Myler, J. Grace, H. Rice, F. Macken. Catering Department: J. Chaney, J. Rourke, C. Cashin, S. McKee, W. Goodison, A. Doyle.

"IRISH CEDAR": Captain J. Onions. Deck Officers: J. Martin, D. Kavanagh, P. Hughes. Deck Cadets: M. Kinsella, M. Ryan. Engineer Officers: L. O'Toole, B. Larkin, T. Hanrahan, A. Barry. Junior Engineers: J. G. McGuinness, K. O'Brien, F. Hennessy. Electrical Engineer: R. Walsh. Chief Steward: P. Fanning. Radio Officer: J. Foreman. Deck Department: J. Hume, J. Fallon, G. Grace, J. Knight, R. Keogh, L. Bogus, G. O'Brien, N. McDermott, K. Kelly, J. Coleman, J. Grimes. Engine Department: F. Ryan, B. Coogan, B. Hanley, J. Gaffney. Catering Department: G. Zachert, J. Edwards, M. Moody, T. Keegan, M. Dooley, P. Codd.

"IRISH PLANE": Captain O'Seaghda. Deck Officers: P. Kelly, J. A. Moynihan, W. Twomey. Deck Cadets: K. Daly, W. Coyle. Engineer Officers: M. Curley, W. McCarthy, M. J. Murphy, A. Bolster, W. McFarlane. Junior Engineers: V. Reddin, B. Williams, D. O'Halloran. Electrical Engineers: D. Niall, E. Perry. Chief Steward: T. Forde. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, J. McElwain, D. Driscoll, P. Garry, W. Weldon, J. Gwines, J. Dillon, J. Roice, D. Hill, M. Kelly, R. Delaney. Engine Department: M. Thullier, P. Walsh, B. Malone, S. Keane. Catering Department: E. Byrne, T. Healy, R. Dunne, J. Carroll, G. Guiden, C. Scannell, T. Power.