

SEPTEMBER/OCTOBER 1971

Signal

Vol. 9, No. 4

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.



OFFICERS ASHORE (As at 21st October, 1971)

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

Chief Officers: P. Donohue, M. Doyle, H. B. Fidler, N. Hearne, J. Martin.

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

Third Officers: B. Coburn, A. Coghlan, D. P. Hopkins, L. Kinsella.

Deck Cadets: B. Byrne, W. Coyle, E. Curry, J. Daly, M. Darcy, R. Deasy, J. Kenny, J. A. Murphy, O. Murphy, G. Pell, P. Richardson, J. Robinson.

Chief Engineers: J. Johnson, H. J. Mooney, P. Otter, R. Tennent, P. Walker.

Second Engineers: J. J. Fahey, J. Nangle, W. McCarthy, N. O'Neill, P. Shortall.

Third Engineers: R. Broderick, J. Doran, G. Dorgan, E. Doyle, D. J. Menzies, F. O'Beirne, D. O'Connell, J. Pryme, J. Waters.

Fourth Engineers: K. J. Branagan, M. Byrne, M. J. Cahalan, J. A. O'Toole, W. Sherringham, T. Walsh.

Junior Engineers: P. Caffrey, J. F. Carr, P. F. Cullen, J. Geary, D. Hayes, M. Kearns, E. Malone, W. Malone, S. McLoughlin, J. O'Connor, T. O'Toole, P. Wogan.

Engineer Cadets: E. Burke, M. O'Gorman.

Electrical Engineers: W. Brett, W. Cadogan, T. Duggan, P. Fitzgerald, H. P. Stears, M. Cheevers, J. Clarke.

Chief Stewards: J. Bennett, J. Clinton, P. Fanning, T. Mason, P. Murphy, J. Rogan.

CADETS ATTENDING PLYMOUTH COLLEGE

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

COURSES

The following personnel were recently on special training courses:—

Petty Officers' Course at Westcliffe-on-Sea:

J. Hannah, L. Maloney and V. Murphy.

Cooks' Course at Liverpool:

D. Maher and C. Maloney.

Fire-Fighting Course at Liverpool:

Chief Stewards, P. Murphy P. O'Donovan.

Any of our eligible seagoing personnel who wish to take the examinations for the Lifeboat or E.D.H. Certificates while on leave should contact Capt. M. D. Langran, Training Superintendent, at Head Office.

CONGRATULATIONS

To: **J. A. Cotter** on obtaining his First Mate's Foreign-going Certificate;

To: **P. Shortall** on obtaining Part A of his Second Class Certificate;

To: **L. O'Toole** on his appointment as Chief Engineer of the "Irish Cedar".

To: **J. Hannah, P. Cantwell, J. Knight, R. Nugent and A. Doyle**, on obtaining their Lifeboat Certificates.

To: **P. Kelly and T. Ruane** on obtaining Radar Observers' Certificate.

To: **Cadet T. C. Wrafter**, "Irish Stardust", on obtaining the City and Guilds of London Institute Marine Mechanic's Certificate.

CONDOLENCE

We extend our sympathy to **Mr. Joseph Carr**, Junior Engineer, on the death of his father.

ON THE SICK LIST

Our best wishes for a speedy recovery to **Capt. B. Reilly**, who recently broke his ankle in an accident at his home in Trim, Co. Meath.

We also send our best wishes to Chief Engineer, **Mr. P. Otter**, who is recuperating after recent hospital treatment.

CHRISTMAS GREETINGS

Greetings for Publication
in our Nov./Dec. issue
should be sent to the Editor
To arrive NOT LATER than
26th Nov 1971

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

U.C.S. BULK CARRIERS



The "Prince Rupert City," a similar type bulk-carrier to the four ships originally ordered from U.C.S. by Irish Shipping.

The following statement was issued jointly by the British Department of Trade and Industry and Irish Shipping Ltd., following a meeting between our Chairman and Sir John Eden, Minister for Trade, in London on the 14th October. Mr. Greer was accompanied by Mr. L. S. Furlong, Mr. W. A. O'Neill and Mr. J. N. McGovern for I.S.L.

"Mr. Perry Greer, Chairman of Irish Shipping Ltd., accompanied by his senior management, today met Sir John Eden, Minister for Industry, to discuss the guarantee the company require before confirming their orders for Govan. In a full discussion Sir John paid tribute to the determination the Company had shown to keep their orders at the yard. Sir John took the opportunity of assessing the full extent of the assurances which the company require. He said he would undertake urgent consultations with colleagues. He added that he hoped to be in a position to give Mr. Greer a substantive reply before the end of next week."

The reply from the Department of Trade and Industry was considered by the Board of Directors on 27th October and the Board have decided that the legal formalities necessary should be completed so that work on the vessels may commence. It is hoped that all relevant agreements can be concluded within two weeks.

NEWS FROM HOME



G.A.A.—Hurling. In our July/August issue we gave the results of both the Senior and Minor All-Ireland Hurling Finals. Both matches were keenly contested and in the Senior game Kilkenny were unfortunate that their goalkeeper, the usually reliable Olly Walsh, was not up to the standard of his opposite number, Peter O'Sullivan, the Tipperary goalkeeper who played brilliantly. As only a goal separated the sides at the finish it transpired that this difference between the sides was decisive. In the Minor Final Kilkenny were also losers by a goal to a Cork team which did not reproduce the form shown in the Muster Championships.

This year's Oireachtas Competition included the All-Ireland finalists, Tipperary and Kilkenny, as well as Limerick, Wexford and Galway. In a preliminary round of the competition, Wexford beat Galway for the right to play Tipperary in the semi-final. The other semi-final was won by Limerick who defeated Kilkenny by a single point. Unfortunately, due to local championship commitments, Tipperary were unable to fulfil their fixture against Wexford and, consequently, the Leinster side got a bye into the final and lost to Limerick at Croke Park on 17th October.

In the first round of the current year's National Hurling League, Kilkenny got some compensation for their All-Ireland defeat when they overcame Tipperary at Kilkenny. Results of other first-round National League matches saw Cork beat Wexford and Limerick win against Clare. Offaly, whose football star is very much in the ascendant, also had an encouraging start to their Hurling League campaign, when they beat Dublin at Croke Park.

Gaelic Football. The celebrations in Offaly are still continuing as a result of winning their first ever All-Ireland Senior title against Galway on 19th September. The standard of football was not as high as in earlier rounds of the Championship—the heavy rain

which fell throughout most of the game made conditions extremely difficult for good football. Nevertheless, the match was most exciting with very little between the sides from the very start and, while Offaly were undoubtedly the better team, they may be counted fortunate to have three points to spare at the finish. Veteran full-back, Paddy McCormack, was one of the outstanding players on the Offaly side and he was ably supported by the rest of the Offaly rear-guard. The forwards, however, who had displayed such clever combination in previous rounds, did not get much scope from the Galway backs and Galway midfielder, Willie Joyce, controlled his area of the field for most of the game. In the Minor Final, a very good Mayo team beat a highly-regarded Cork side.

In their first game following their All-Ireland victory, Offaly fell to Antrim in a challenge game at Tullamore. The match, which was in aid of a Northern Relief Fund, was a big boost to Antrim's hopes in the coming National Football League.

Soccer. Ireland, who relied almost entirely on League of Ireland players for the game, were badly beaten by Austria in the European Nations Cup tie held in Linz Austria on 10th October. The match resulted in a 6—0 victory for the Austrians who also defeated a full-strength Irish side in Dalymount Park some time ago in the first leg of the tie. Liam Tuohy, manager of the Irish team, was confident that the League of Ireland side, which played so well in holding an English League side to a 2—1 score at Lansdowne Road, would put up a good performance on the continent. However, the Irish were completely outplayed by a very much superior Austrian side.

At home, the local League of Ireland Shield is drawing to a close with Dundalk, Bohemians, Limerick and Drogheda reaching the semi-final stages. In the first semi-final, Dundalk and Bohemians met on 13th October with victory going to the Northern

side by 1 goal to nil. In the second semi-final Drogheda beat Limerick by 3 goals to 1.

In the European Nations Cup, Northern Ireland were eliminated by Russia on 2—1 aggregate score. In Moscow, the Russians were the victors by 1 goal to nil, while in the return tie at Belfast, Northern Ireland held the Russians to a 1-all draw.

Rugby. Already the new rugby season has got under way and a Munster team played a match outside the country for the first time, when they had a resounding win over Cheshire at Birkenhead on 3rd October, by 33 points to 21. The match was a personal triumph for international out-half Barry McGann, who scored 25 points of the Munster total. It was interesting to note that McGann was Munster's place-kicker, rather than the Munster captain Tom Kiernan, who also played very well and is as keen as ever to increase his record number of international caps. Both Ulster and Leinster are also busy arranging matches in preparation for the coming inter-provincial series and the Ulster side has already played and beaten Surrey prior to further annual fixtures against Lancashire and Yorkshire.

Boxing. The decision of International Light-Middleweight, Paddy Doherty, of Ballyshannon to turn professional has weakened the Irish team to meet Poland in Dublin on 14th October. His place will be taken by a comparative newcomer, M. J. Heffernan of Galway, who is the current Junior Champion, and will gain his first full International cap against the Poles.

Doherty won a bronze medal in the British Commonwealth games at Edinburgh last year and put up a good performance in the European Championships held in Madrid earlier this year. In the match against Poland there will be no Light-Flyweight or Heavyweight contest, as the Poles have no boxers in either of these divisions. Consequently, there will be two Featherweight contests with Danny Bennett of Crumlin boxing with Brendan McCarthy at this weight, while Junior Champion, Seamus McGahon will box with John Rogers as Ireland's representatives at Welterweight. The former Irish Amateur Heavyweight, Dan McAlinden, has been chalking up some notable successes in his professional career. His immediate objective would appear to be a title fight with new

British Heavyweight Champion, Jack Bodell. Texas in London on 8th November. Daniels, McAlinden is due to meet Terry Daniels of who recently lost on points to former World Champion Floyd Paterson, has an impressive record and if McAlinden beats him the Irishman may be matched with Paterson in his next fight.

Golf. Christy O'Connor, who had mixed luck in the Ryder Cup series, collected £2,000, when taking second place to Kel Nagle in the Volvo Open in Sweden on 2nd October. In the Carroll's Irish Match-play Championships at Tramore on 10th October, Peter Townsend of Portmarnock was the winner.

NORTHERN IRELAND—The result of the tripartite talks at Chequers between the British, Northern Ireland and the Irish Republic heads of government did not have any significant effect on the troubled state of the Six Counties. The most recent action of the British Army in blowing up a number of unapproved roads crossing the Border has been widely and strongly condemned by the non-Unionist community. The nightly bombings and shooting continues apparently unabated and the return of Parliament has been rendered somewhat farcical in that only one non-Unionist has attended. He is Mr. Vivian Simpson of the Northern Ireland Labour Party and, despite the absence of political opponents, the government has come in for



"PAY NO ATTENTION MADAM - IT'S JUST ANOTHER TRAMP STEAMER."

much criticism from the various factions within the Unionist party. Despite the widespread opposition to internment, the British Army continues to carry out arrests of suspected I.R.A. members and sympathisers.

Mr. Roy Bradford, Chief Whip of the Unionist party, has stated that if the present unrest and violence continues the State of Northern Ireland will shortly be bankrupt.

Members of the S.D.L.P., the official opposition at Stormont, who have boycotted the Northern Parliament, have arranged to hold their alternative assembly in Strabane following the rejection of their application for the use of Derry's Guildhall as their meeting place.

NEW PARTY — Aontacht Eireann, the Republican Unity Party, has been refused registration as a political party. According to the leader of the new Party, the former Minister for Local Government Mr. Kevin Boland, the refusal of registration was on the grounds that the Party constitution and rules had not been ratified by an Ard Fheis. Because no Ard Fheis was held the rules and constitution of the Party had not a binding effect on the members of the Party.

Mr. Boland intends to appeal to the Special Appeal Board, consisting of a High Court Judge, the Ceann Comhairle of the Dail and the Cathaoirleach of the Seanad. It is understood that the appeal will be heard within a few weeks.

Mr. Sean Sherwin, T.D., resigned from the Fianna Fail Party in order to join the new Aontacht Eireann Party, but so far himself and Mr. Boland are the only current members of the Dail to have joined Aontacht Eireann.

FACTORY CLOSURES — The factory of Lever Bros. (Ireland) Ltd., Dublin has been closed down for the duration of an unofficial dispute which is now entering its third month with a consequent loss of employment for the 350 people employed at the factory.

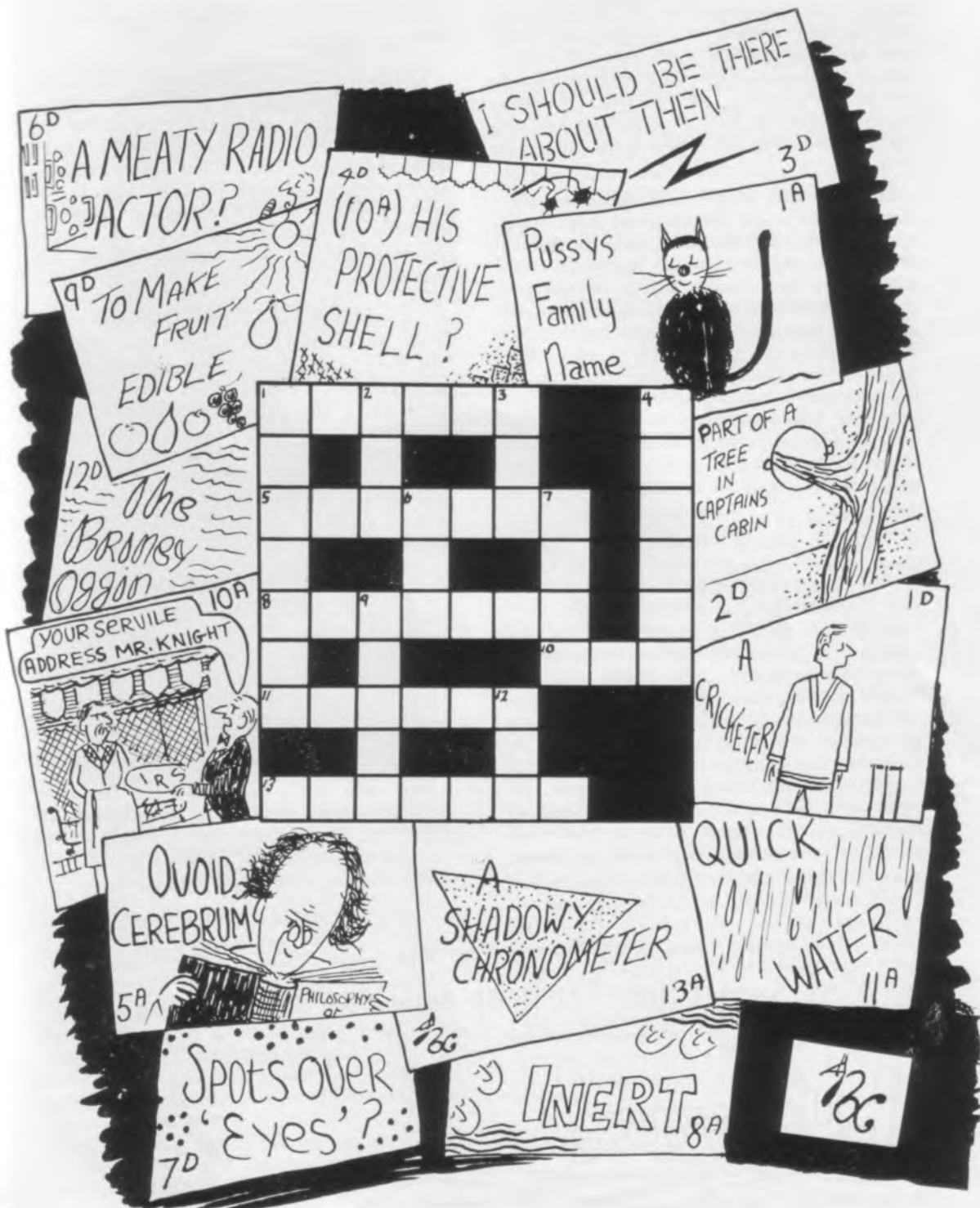
The Marine Port & General Workers' Union have denied responsibility for the closure and say that their appeal to the men on strike to return to work has been rejected. Although unofficial pickets were placed on the factory, members of the Marine Port & General Workers' Union had instruction from their union to pass the pickets and, in fact, did so.

NEWSPAPER STRIKE — The *Sunday Press* of the 10th October was not published due to a dispute which arose as a result of a vanman's refusal to carry newspapers to Belfast. All the Irish Press papers ceased publication until Wednesday, 13th October. The *Irish Times* and *Irish Independent* also ceased publication on Wednesday, 13th October, as a result of an agreement between all three newspapers to suspend publication while any one newspaper was involved in a dispute of this nature. The dispute was settled on the evening of Wednesday, 13th October, and all newspapers were published as usual from the following day.

R.T.E. Ban — As a result of the appearance on a number of current affairs programmes of prominent I.R.A. leaders, the Minister for Posts & Telegraphs issued instructions to the R.T.E. Authority that leaders of illegal organisations were not to be given facilities on television or radio for promoting their activities. The Government also express concern that the media was being used to recruit members for the I.R.A. and there was limited reaction against the Government ban.

AER LINGUS LOSS — According to a statement issued by Aer Lingus, the company is down by £1.8 million on their estimated revenue from last April to the end of September. This would normally represent a peak tourist season and Mr. Dargan, General Manager of Aer Lingus, has blamed the Northern Ireland troubles, together with the uneconomic trans-atlantic fare for the failure to realise the company's projected earnings. The company must meet interest payments of £1.9 million and it was hoped that a trading profit of £2 million would be realised to offset the interest. According to Mr. Dargan, the company has no hopes now of recovering the amount of the shortfall during the winter months.

Meanwhile the controversy surrounding the withholding of landing rights at Dublin for American aircraft aroused angry reaction when the National Tourism Council decided to support the American demand for landing rights. Both the Government Minister for Transport & Power, Mr. Lenihan, and the Fine Gael Shadow-Minister, Mr. T. O'Donnell, were openly critical of the decision of the Council. In addition, some prominent members of the Council publicly



Solutions to Crossword on page 20.

stated their opposition to the granting of landing rights. Negotiations between the Irish and U.S. governments are still continuing and it is felt that some concession will have to be given to the U.S. airlines. This may probably take the form of restricted landing rights which will be confined to one U.S. airline.

DEATH OF SEAN O'RIADA — The recent death, in London, of the well-known traditional musician, Sean O Riada, came as a big surprise to his many fans throughout the country. Mr. O Riada was deeply committed to promoting Irish music and song and his series of programmes on R.T.E. television gained him a very wide audience for his easy manner and his interesting presentation.

Mr. O Riada was only forty years of age and his funeral was attended by traditional music-lovers and by many distinguished people from all walks of Irish life.

CORPORATION STRIKE — A strike of 1,000 clerical workers in Dublin Corporation began on Monday, 11th October, in support of a claim for a 10% arbitration increase given to members of the Civil Service Executive and Higher Officers' Association. The workers are members of the Local Government and Public Services Union. So far, there is no indication from the Government that the increase will be given, although it has been stated that a decision on the claim would be made on 20th October. So far, there has been little disruption in the public services provided by the Corporation, apart from the fact that rent and rates cannot be paid. It is unlikely that this latter inconvenience will result in

a clamour for a speedy solution to the dispute.

GAELTACHT RADIO — The new Authority for the running of the new Radio na Gaeltachta has been announced by the Government and will be headed by Donal O'Morain, Chairman of the R.T.E. Authority. A number of bodies concerned with the development of Gaeltacht areas are awaiting the introduction of the service before commenting on the composition of the Authority.

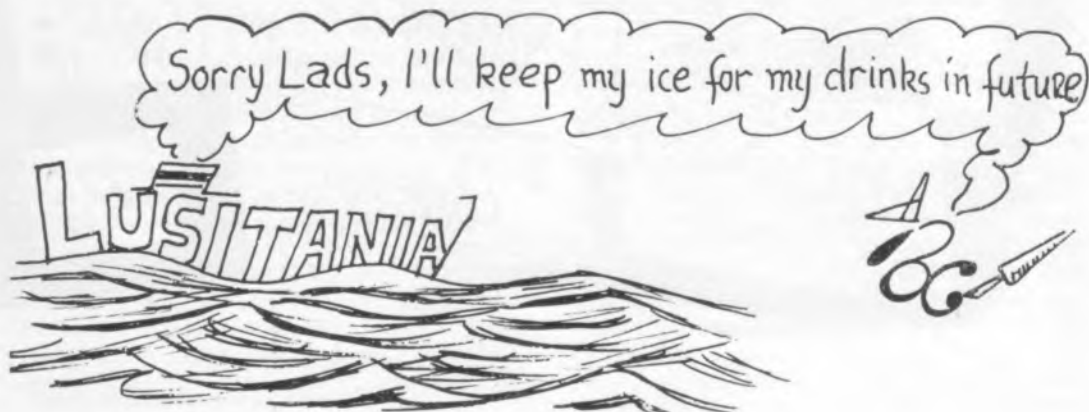
METRICATION COURSE

At a special metrication course run by the B+I Line, Irish Shipping were represented by P. Devine, Work Study Officer, G. Cronin, Engineer Superintendent, L. J. O'Meara, Purchasing Officer, Capt. M. D. Langran, Training Superintendent, and Capt. J. Walsh. Problems arising from the introduction of metrication were considered and 25 Masters and Officers from B+I Line were also participating in the course.

JUST CALL ME 'HOMER'!

In the crossword which appeared in the last issue of "Signal", the July/August issue, both the clue and the solution to No. 4, down, were incorrect. "The "Lusitania" did not sink as a result of striking an iceberg, but was, of course, sunk following attack by submarine with consequent loss of over 1,000 lives.

We very much appreciate the fact that so many people attempted to complete the crossword and, indeed, we also appreciated the many constructive suggestions made to the Editor as a result of our error.





Mr. Cecil Jackson who recently resigned from his post of Region Commissioner of Sea Scouts has many friends in I.S.L.

AN APPRECIATION OF CECIL JACKSON

by DICK VEKINS

Cecil joined the 1st Port of Dublin Sea Scouts, Ringsend in 1937, after much persuasion from myself. He took part enthusiastically in all the Sea Scouting events and functions, progressing gradually along the ladder. He became P/L in 1939, was Chief Instructor in sailing to the various Sea Scout Troops and passed on his knowledge to numerous boys. He was a good man in a boat.

He was promoted to Assistant Scout Master and later to Scout Master of 1st

Port, a position he held for many years. During his time as Leader the Troop had many successes, including Fry Cup wins and rowing Trophies. As Commissioner for Sea Scouting—a further promotion—he turned his talents to the formation of the Sea Scout Friends Committee, a body which continues to do excellent work for Sea Scouting in general, with the minimum of publicity.

He was responsible for securing sponsorship for our various Regattas, Swimming Galas and Adventure Competitions, from Irish Shipping Ltd., B+I and Palgrave Murphy—an effort which I personally do not think was appreciated sufficiently.

No matter what Sea Scout Event was held, be it National, District or Troop level, Cecil always attended. As Commissioner he never lost an opportunity to procure boats, gear, etc., for the different Troops and was forever on the lookout for new ways to plug our cause. Every year at our Annual Regatta the East Coast Skiff Clubs loan us their boats and the Ringsend Clubs do this at his request—a positive gesture of the esteem they have for him.

When the 1st Port Troop had to vacate their headquarters on the Pigeon House Road, Cecil was responsible for getting them new premises in Ringsend.

A few years ago he was promoted to County Commissioner for Scouts—land and sea—and he held this post for some time. On the re-organisation of the Movement, Cecil was appointed Region Commissioner for Sea Scouts and in recognition of all his efforts, he was presented with the Silver Shamrock—one of Scouting's top awards. All agree that no one deserved it better.

I have known him for 37 years and, as the one responsible for his joining the Movement, it is with regret that I heard of his resignation from active Scouting. No doubt he will continue in Sea Scouts Friends Committee. Whatever he does, he can rest assured that his efforts on our behalf are greatly appreciated and Cecil can feel content, that he has helped hundreds of boys along the Scouting Trail.

SYMPATHY

We offer our sympathy to Miss Cathy Lawless of our Agency Division on the recent sudden death of her father.

LATE MR. WILLIAM MULLEN

His many friends ashore and afloat will be sad to learn of the death on the 25th October of Mr. William Mullen who was for many years on the staff of Irish shipping.

Bill Mullen joined the Company in 1947 from the L.M.S. Railway and was one of the best known members of our Liner Department staff for several years. He was closely associated with our North Atlantic Liner Service and was well known to importers and exporters engaged in trade with the United States and Canada.

In 1965 Bill joined our Operations Department when the Company structure was reorganised and he remained with Operations until he resigned from the Company in July, 1967. On leaving Irish Shipping he joined Leinster Ferry Transport Ltd. and was with this Company up to the time of his death.

In his younger days Bill Mullen was a keen hockey player and turned out regularly for Railway Union. He also took a very active interest in First Aid and won many competitions with the British Railways' First Aid team. He was attached to the Malahide First Aid Service during the war years.

Ever since the inception of the Good Friday Retreat at the Capuchin Retreat House, Raheny, Bill has been a regular retreatant and he will be sadly missed from this annual gathering.

By those who were privileged to know him Bill Mullen will always be remembered as a true gentleman. He was an acknowledged authority on shipping matters and there is hardly anyone of his contemporaries in Irish Shipping who did not seek and freely obtain the benefit of his advice at one time or another. Despite his long experience and wide knowledge of shipping, Bill was an exceedingly modest man and he unselfishly imparted a knowledge of the business to others with patience and understanding. During his years in Irish Shipping, one cannot recall hearing Bill Mullen use a harsh word either to or about anyone — he was always kind and considerate and had a genuine concern for his fellow men.

The large gathering of friends who attended his funeral was a tribute to the esteem in which he was held.

We offer our sincere sympathy to Mrs. Mullen, to her son Edward of Dublin Maritime Company, and to her three daughters.

On Board "Irish Stardust"



This photograph was taken on board the "Stardust" during the vessel's voyage to Australia. In foreground P. Walker, Mrs. Broderick. (L. to R. at back) M. O'Connor, W. Cadogan, P. Cantwell, M. Kennedy, J. Hannah, R. Dunne, A. Doyle, D. Nugent. We understand that the legs are those of L. Moloney.

THE SHIP

*A ship from Valparaiso came
And in the Bay her sails were furled;
She brought the wonder of her name,
And tidings from a sunnier world.*

*O you must voyage far if you
Would sail away from gloom and wet,
And see beneath the Andes blue
Our white, umbrageous city set.*

*But I was young and would not go;
For I believed when I was young
That somehow life in time would show
All that was ever said or sung.*

*Over the golden pools of sleep
She went long since with gilded spars;
Into the night-empurpled deep,
And traced her legend on the stars.*

*But she will come for me once more,
And I shall see that city set,
The mountainous Pacific shore—
By God, I half believe it yet!*

—Oliver St. John Gogarty.

Old Photo Mystery Solved at Last!

We reproduce once again the photograph which we first published in the May/June issue of "Signal" together with a letter which we have received from Mr. James Clinton who was not only able to identify the photograph, but was, in fact, identifiable in the group at the ship's rail. We also received since we published the photograph a letter from Mrs. Kelly, wife of the late Mr. Flor Kelly of Kinsale, Co. Cork, who was also a crew member and one of the men in the

photograph. Mrs. Kelly's letter was published in the July/August issue of "Signal", but both Mrs. Kelly and Mr. Murphy, the owner of the photograph, thought that the vessel involved was the "Irish Beech", whereas, in fact, the ship was the "Irish Ash". We are reproducing the article in the *Portland Press Herald* of the 4th July, 1946, which featured the photograph and further details of the occasion on which the picture was taken.



"Ship from Eire docks here, first ever to visit Portland"

"Proudly flying the flag of Eire on her trim stern, the freighter "Irish Ash", the first ship of that country ever to sail into this port—docked here Wednesday afternoon to load grain and flour for Europe.

It was the third time the vessel, mastered by John Poole of Killinick, Co. Wexford, Ireland, had entered an American port for cargo; crew officers said.

Soon after the ship arrived, members of the all-Irish crew started to tidy up the vessel after a "very foggy" thirteen-day trip from Cork, Ireland. "It is Independence Day tomorrow", shouted some crew-men enthusiastically, as they started to bedeck one of Eire's 10 foreign-going ships in colourful ships' bunting. Ireland is a land of plenty with the exception of tea and sugar which now are scarce, crewmen said.

"We have plenty of beef and clothes and

other necessities," one of them interjected.

"We have all day off on the Fourth and we are going to see the town," they said in holiday mood.

Some of the crewmen have never been to Maine before but they have seen some of Maine.

"Before the war we had many travel pictures in motion picture houses," they said.

"We saw tuna sportsmen taking them in by rod and reel and saw some being harpooned. It was off the Maine coast."

The freighter will start loading 900 tons of grain and 200 tons of flour at Grand Trunk Pier Seven Friday morning. It will sail from New York to load 500 tons of general cargo and then to Norfolk, Va., to load 1,425 tons of American cigarette tobacco.

The 24 year old ship which plied between Ireland and St. John, N.B. during World War II will dock first at Dublin to take out general cargo and then sail to the west coast of England, probably Liverpool, to discharge flour and grain.

The vessel in her first crossing to America, docked in New York to load general cargo and sailed from that port two days after last St. Patrick's Day. She was at Norfolk last Christmas Day loading cargo, some of it tobacco for Ireland.

Peter O'Kavanagh is First Officer of the freighter, Peter Conlan Second Officer and Horace Curtis, Third Officer."

Letter from Mr. Clinton

Sir,

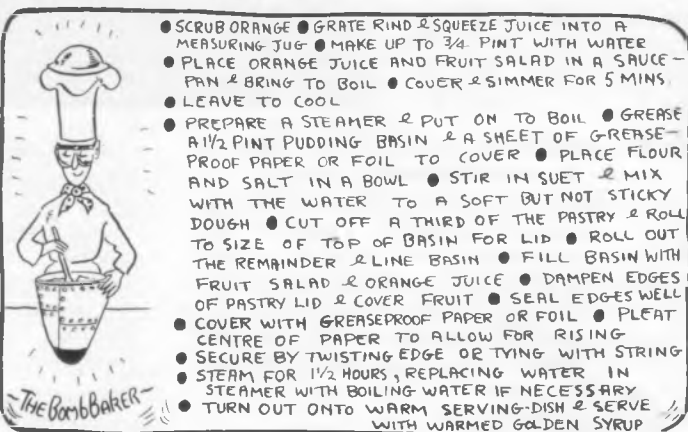
I expect you will long since have had the ship on page 16 of your May/June issue identified. Our "Signal" was a bit late arriving, but I may name some crew members others have missed.

The ship in question was the "Irish Ash" and was the first Irish ship to visit Portland, Maine. It was mid-1946 as John Power had relieved Martin Power as Bosun on the previous voyage. The names of two of the men in the photograph I cannot now remember, but the others are from the left at the back: J. Purdy, Ringsend, Carpenter; T. Murphy, Waterford, Fireman and Trimmer; Bob O'Connor, Deansgrange, Cook; and M. O'Connor, Cork, Fireman and Trimmer. Second down left: J. McGrath, Wexford, Eng. Messroom Steward; Third down left: M. Doheney, Waterford, Asst. Steward. Front row, left to right: Myself, J. Clinton, Asst. Cook; J. Power, Dungarvan, Bosun; F. Kelly, Cork, Greaser; Unknown; Con Foley, Cork, Fireman and Trimmer; Unknown; Emmanuel Power, Dungarvan, A.B.; S. Murphy, Cork, Fireman and Trimmer and J. Barrett, Cork, A.B. (S. Murphy is the father of Mr. M. Murphy, the man who supplied the photograph).

On that voyage, Capt. J. Poole was Master and Mr. P. Cavanaugh of the Irish Naval Service was Chief Officer. The late Mr. Rosenberg was Chief Engineer.

J. Clinton.

GALLEY GRUB



STAFF GOLF

This year's Staff Golf Outing to Cill Dara, which was held on Saturday, 2nd October, was undoubtedly one of the most successful yet held and full credit must go to our very hard-working and imaginative Social Committee. The weather was ideal with brilliant sunshine keeping even the most unsuccessful competitors in good form and the final results showed that in the case of many of our regular competitors either their golf has improved or their score-keeping deteriorated in the past 12 months.

Once again, the catering was excellent and even those of us who returned a cricket rather than a golf score found ample consolation in the first-class fare which was provided.

Results :

Winner of the Captain's (B. W. Lynch)

Prize : Don Brown—68 nett (just pipped Karl Keaveney who returned the same nett score, but did not have as good a score over the last six holes).

Best Gross : B. W. Lynch—82.

Ladies' Prize : G. Reilly—75 nett.

Best Nett (1st Nine) : Alan Coghlan—33½.

Best Nett (2nd Nine) : M. Fitzsimons—34.

Special Prizes : Michael Stynes and Margaret McHugh.

Visitors' Prize : John McQueirns—71 nett (won over last 3 holes from Dermot Deegan who had the same score).

Ladies' Putting Prize : Bairbre O'Kelly—17.

Men's Putting Prize : John McQueirns—18

WEDDING BELLS

Congratulations and Best Wishes to Liam O'Gorman and John Foley of our Agency Division both of whom were married recently.

SONG OF THE ASTRONAUTS

*Float we in silence through azure space,
Locked in a bullet-head we race,
Through night and day at a meteor pace,
Making a joke of time.*

*We are angels of our day,
Blazing a mystery trail, to play,
One with the stars, in the Milky Way,
For man has reached his prime.*

*Ours the glory and ours the right
To step with a roar above the night,
Zooming aloft to the infinite,
Borne on fiery wings.*

*Joyfully break from the old cocoon,
Our brother the sun, and sister, moon,
We sing the song that you will sing soon,
A ballad of heavenly things.*

*Old Mother Earth is our footstool now,
As the continents roll beneath our prow,
As the mountains flash and the oceans flow
Through a ninety-minute day.*

*Space is now the endless sea,
And the planets the only hills there be,
For we blaze the paths of your destiny
And we chart the future way.*

*So spread your wings, you earthmen, all,
And follow our plume that is the call
To leave forever old Hatred's pall—
Your world is but a town.*

*One nation, now white, yellow or black,
The gauntlet's down, we'll never look back,
Look up and look out to the starry track,
Children of the dawn.*

Edward O'Regan

WOULD YOU BELIEVE 'LE TOUT ENSEMBLE'?

The following is the report of a Work Study Engineer after a visit to a Symphony Concert held in Dublin recently:—

"For considerable periods the four Oboe players had nothing to do. The number should be reduced and the work spread more evenly over the whole of the concert, thus eliminating peaks of activity. All the twelve violins were playing identical notes; this seems unnecessary duplication. The staff of this section should be cut drastically. If a larger volume of sound is required, it could be obtained by electronic apparatus. Much effort was absorbed in the playing of demi-semi-quavers; this seems to an unnecessary refinement. It is recommended that notes should be rounded up to the nearest semi-quaver. If this were done it would be possible to use trainees and lower-grade operatives more extensively.

No useful purpose is served by repeating on the horns a passage already handled by the strings. It is estimated that if all redundant passages were eliminated, the whole concert time of two hours could be reduced to twenty minutes and there would be no need for an intermission.

Since the players are provided with written instructions, the chap at the front seems to be redundant."

BIRTHDAY GREETINGS

- To: **Anthony O'Gorman**, "Irish Stardust", birthday greeting and best wishes from your mother, father, sister and brothers for your birthday on the 21st September.
- To: **T. Caffrey**, "Irish Elm": congratulations for your 21st birthday on the 9th October, from all at 27 Church Gardens.
- To: **Tim Wrafter**, Engineer Cadet, "Irish Stardust", congratulations, love and best wishes for your 21st birthday on 27th November, from Mum, Dad, brothers, sister and Pauline, all at 91, and at Belgree.
We'll have a ball when you get home!



- To: **Garvan Kyne**, Chief Officer "Irish Cedar", greetings for your birthday on 24th October, come from your nephew Tom Lynch, (pictured above) who will be 2 years of age on the same date.
- To: **Thomas Hughes**, "Irish Elm"—a very happy birthday, Thomas, on 10th November. Hope you have a nice time, with lots of love from Mammy, Daddy, brothers and sisters, also from Liam, Granny and Grandad from Killalane. Best wishes and God bless on your birthday—hope to see you soon from sister Mary and brother-in-law Noel.

CONGRATULATIONS

- To: **Bernadette and Joe Pryme**, 3rd Engineer, on the birth of their son Colin on Saturday, 11th September. From Mum, Dad, Patricia, the Farrell family, four great-grandmothers and all the great-aunts and great-uncles in Dublin, Manchester and Birmingham.

SEAFARERS' COMPETITIONS 1971

Essays: Short Stories: Poems: Articles

In this category there will be one First Prize of £25, three Second Prizes of £10, three Third Prizes of £5, and up to nine prizes of £2.

Essays not exceeding 2,000 words, one of the following subjects to be chosen: (a) A sailor's yarn, (b) The Rochdale report, (c) How can the seafarer promote goodwill between nations? (d) Eyewash, (e) Art and the Merchant Navy.

Short Stories on any theme up to 3,000 words.

Poems on any subject not exceeding 25 lines.

Articles on any theme suited to 'The Seafarer'.

Painting: Drawing: Handicraft: Art

In this category there will be one First Prize of £25, two Second Prizes of £10, two Third Prizes of £5, and up to six prizes of £3. Art or handicraft of any description may be submitted.

Photographs

£10 and £5 will be paid for any black and white print or colour transparency considered worthy of publication in 'The Seafarer', nautical subjects preferred.

These competitions are open to all British and Irish merchant seafarers (and their wives if at sea), fishermen and lightkeepers. Name, rank or rating, permanent address, ship and owner should be supplied with all entries. Use one side of the paper only. More than one entry is allowed. 'The Seafarer' may reproduce any prizewinning entry. Entries not bought will be returned. Send entries to **The Secretary, Seafarers Education Service and College of the Sea, Mansbridge House, 207 Balham High Road, London SW17.**

AMVER AWARD FOR "ELM"

Congratulations are in order to the personnel who helped the 'Irish Elm' gain one of the first awards made by The Amver (Automated Merchant Vessel of mutual Report) Organisation. This is a system assistance operated by the U.S. Coastguard to help vessels in distress in certain areas of the Atlantic and Pacific Oceans. We will feature this service in the next issue of 'Signal'.

IRISH SHIPOWNERS HEAR ABOUT THE E.E.C.



Shipowners, members of the Irish Chamber of Shipping, held discussions in Dublin recently with a three-man team from the Chamber of Shipping of the U.K. London, on the implications for shipping in Ireland of the Republic's membership of the European Economic Community. The Irish Chamber of Shipping, in existence for about a year, is not yet formally established as it still awaits Government sanction; it draws members from Irish shipowners. Photo taken at the conclusion of the meeting (L. to R.): William Lynch (Vice-President of Irish Chamber of Shipping), Terence Bird (Chairman E.E.C. Committee U.K. Chamber), Kevin Kearon (President of Irish Chamber of Shipping) of Arklow, Geoffrey Watson (Deputy Director U.K. ChCamber) and Andrew Stowe Secretary E.E.C. Committee of U.K. Chamber). 25.9.71.

MARITIME INSTITUTE OF IRELAND WINTER PROGRAMME

November 18th

Central European Ships & Waterways :

Lake Constance.

The Danube.

The Rhine.

Yachts at Kiel.

Cargoes at Hamburg.

Coast of Dalmatia.

January 27th

General Maritime Films :

"Water Safety".

"Containers".

"Ports of Dubrovnik & Stockholm"

February 24th

German Maritime Night :

Kiel Canal.

German North Sea Ports.

German Oceanographers.

March 30th

Swiss Ships, Ports and Lakes :

(Full details of this programme are not yet fixed).

April 27th

Ports and shipping of the Middle East and Mediterranean :

(Full details of this programme are not yet fixed).

Unless otherwise advised, all meetings will be in Irish Shell and B.P. House, Upper Hatch Street, at 8.00 p.m. on the dates specified.

Buses: 11, 13, 14, 15, 20 and 46A.

Arms Ship "Aud" — Letter from Dr. de Courcy Ireland.

Sir,

In 1966, Irish Shipping Ltd. itself published on behalf of the Maritime Institute a small book called "The Sea and the Easter Rising". In it is outlined a minutely thorough investigation of the story of the "Aud"—whose discovery this summer by Des Branigan you so rightly celebrate in Volume 9, No. 3, of "Signal"—and U19. This demonstrated without possibility of contradiction that Captain Spindler's account of what happened is, to put it mildly, widely exaggerated (it did not, for instance, take anything like 29 British warships to round

up the "Aud")—while the real maritime hero of the affair was Weisbach of U19, whom Spindler let down at the rendezvous off the Magherees. Unhappily, as in that other maritime *cause celebre* that blames poor Captain Lord of the "Californian" for the great loss of life in the "Titanic", the lie in this case has far outstripped the truth—but one did not expect "Signal" to assist the process.

J. de Courcy Ireland.

Honorary Research Officer,

Maritime Institute of Ireland.

TWO 'SPRUCES'



The first 'Irish Spruce'

On the 8th May, 1942, in the Admiralty Court, Dublin, judgement was given by Mr. Justice Hanna in favour of four crew-members of the Finnish ship "Vicia" against the owners of the vessel, claiming declarations that their purported discharge in Dublin was illegal, as they had been brought from the U.S.A. on a "round-trip" contract and damages for wrongful dismissal and breach of contract. Awards were made to the First Officer, Achilles Hermaun, Second Mate, Joseph Burns, Radio Officer, Istvan Remenyi, and Constantine Nantos of £160, £140, £150 and £130 respectively. The judge found that the plaintiffs were dismissed by the Master in breach of their contract and without legal compensation or conditions; the plaintiffs did not continue on the ship after the 28th November, 1941 as officers but merely through the concession of the agents and that it was their duty in law to take reasonable steps to mitigate the loss they had suffered by the breach of contract. In addition to arrears of wages,

the plaintiffs were entitled to compensation for breach of their contracts, namely, the expenses of repatriation to a port in the U.S.A. or other suitable port where compensation might be reasonably available. Justice Hanna directed the release of the ship on the lodgement in court of the bail fixed by the Master of £6,000

This was a legal action involving the Finnish vessel which was to become the "Irish Spruce" and had, in fact, at the time of the court action, been bought by Irish Shipping Ltd. for £85,000.

The first "Irish Spruce" had a deadweight tonnage of 3,900 tons and was built in 1896. On her transfer to Irish ownership she was registered at Dublin. It was not until April, 1945 that the "Irish Spruce" was ready for service after extensive refitting at Rushbrooke where she was blessed by Reverend Father Hilary, O.F.M.Cap., prior to her maiden voyage. Her crew of 38 was under the command of Capt. William Jeffers of Cork. The "Spruce" operated on the North Atlantic

cargo service bringing grain and general cargo to Irish ports. She also brought many cargoes of timber from Canada as well as tobacco from the U.S.

The "Irish Spruce" was the last of the war-time fleet to be sold and she was handed over to her Turkish owners on the 2nd September, 1949, and renamed "Osman".

UNUSUAL LAUNCH

The second "Irish Spruce", which is still in service with the Company, was built at the Cammell Laird shipyard in Birkenhead. An unusual feature of the launching of the "Irish Spruce" was that the vessel, which left the slipway on 16th April, 1957, was not formally named until 28th September in the same year when the ceremony was performed, while the vessel was lying in dry-dock, by Mrs. J. J. Stafford, wife of the Chairman of the Company. Mrs. Stafford released the mechanical device which broke a bottle of champagne over the bows following the blessing ceremony which was performed by the Mersey Port Chaplain, Rev. P. P. Down. In less than three hours after the ceremony the "Irish Spruce", under the command of Capt. J. Poole, left for trials in the Irish Sea and subsequently sailed

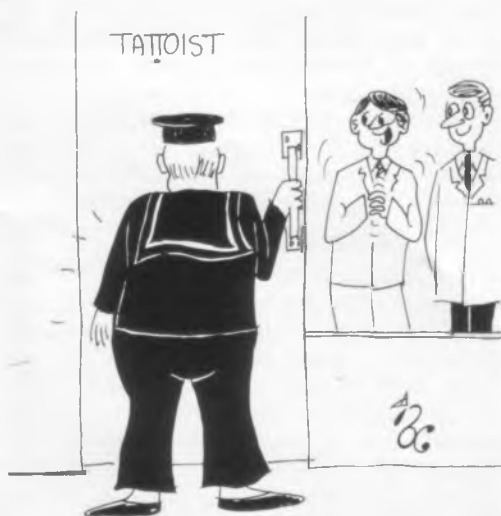
in ballast on her maiden voyage for Hampton Roads, where she loaded a cargo of grain for the U.K. She loaded at Norfolk, Va., for Hull. From 1958 for the following two years the "Irish Spruce" covered 40,000 miles and went round the world twice, visiting 27 ports from Honolulu in the far west to Miyako in Japan. On her return to Dublin under the command of the late Capt. J. H. Synis: a reception was held on board the vessel to mark the occasion and she was visited by the then Minister for Transport & Power, Mr. Erskine Childers. The Minister was accompanied by Mrs. Childers and by the Secretary of the Department of Transport & Power, Miss T. J. Beere.

The "Spruce" discharged a cargo of grain at Dublin which she loaded at the Australian ports of Freemantle and Bunbury. Chief Officer of the vessel was the late Mr. Cyril Brennan and her Chief Engineer was Mr. John Morgan. In May, 1963, refrigerated cargo space was provided on the vessel and she became the third Irish Shipping vessel to have this facility, the other two being the "Irish Poplar" and "Irish Elm". In order to provide the refrigerated space extensive alterations had to be carried out on the vessel's upper deck and the refitting was



The present 'Irish Spruce'

commissioned in response to the growing demands of the frozen meat export trade to the United States. It was coincidental that later in the same year the "Irish Spruce" carried the first shipment of cattle to go direct by sea from Ireland to America. This marked the beginning of a regular service for Irish cattle exporters between Irish and North American ports. The first consignment from Cork consisted of nine cattle. They were pedigree Aberdeen Angus which were purchased by British Livestock Exports Ltd. in Scotland and sent to Northern Ireland for three months quarantine before being shipped to the U.S.A. The cattle were discharged at New York before being taken to their eventual destinations in Texas, Kansas, Missouri and Oklahoma. On her next voyage, the "Spruce" carried three Irish-bred Aberdeen Angus bulls, valued at more than £10,000, and these were loaded on the vessel at Waterford for eventual delivery in New Mexico. In 1965, the "Irish Spruce", together with the "Irish Poplar", were withdrawn from the North Atlantic cargo service because of a dramatic fall in the export of frozen meat to the U.S. Exports which were worth £10 million in 1963 fell to £1.5 million in 1964 and with the prospect of a further drop the company decided that it would be uneconomic to continue operating



"BOY! OH! BOY! NOW MY BIG CHANCE OF DOING A MURAL!"

the vessels on the meat export trade. However, the meat export trade was revived again in March, 1966 and the "Spruce" and "Poplar" were recalled to the North Atlantic service. The "Irish Spruce" loaded 750 tons of frozen meat in Dublin and Waterford for the United States. In September, 1966, the "Spruce" carried an unusual item when she had as deck cargo the small sailing boat called the "Nonoalca" in which American, Bill Verity, crossed the Atlantic single-handed from Florida to Fenit, Co. Kerry. It will be recalled that Verity subsequently retraced the voyage of St. Brendan when he crossed from Fenit to Florida in a replica of the boat claimed to have been used by the famous Irish navigator. In her subsequent career, the "Irish Spruce" traded mostly on the North Atlantic route until the end of 1970 when the regular conventional service to the U.S. was discontinued. Since then both the "Irish Spruce" and the "Irish Poplar" have been on charter like the rest of the Irish Shipping fleet and the "Spruce" is at present trading between Peruvian ports and ports in the U.S. Gulf.

The "Irish Spruce" has a deadweight of 10,023 tons and her port of registry is Cork. She is the second oldest of the present fleet; her sister ship, the "Irish Poplar" having been built at Cammell Lairds in 1956.



Bill Verity and Chief Officer Jim Kelly pictured on board the 'Spruce' at New York as the 'Nonoalca' was being unloaded.

ANYONE FOR THE NICE THATCHED COTTAGES?



A very intensive drive is at present in progress to encourage Irish people to spend a weekend, a week, or even longer at one of the 'Rent An Irish Cottage' centres in Clare, Limerick or Tipperary. The object of the campaign is to get Irish people to rent the cottages during the off-season period from October to March at very much reduced rates. Cottages to accommodate 8 persons can be rented for £16 per week and slightly smaller type cottages can be had for £13 per week. All of the thatched cottages cost £9 for weekends, which take in three nights. The cottages are completely furnished and are centrally heated throughout. Each cottage has a fully equipped modern kitchen and the entrance porch leads to the main living room which is floored with stone flags and has roughly plastered walls. This room has a traditional open hearth with crane and hob seats and the rafters are either covered with timber sheeting to the underside of the beam or are exposed. Most of the cottages have a staircase leading from the livingroom to a loft bedroom. All cottages have a double-bed in the main bedroom with two bunks in another room and two single beds in the loft bedroom. Cup-

board beds and bed settees in the living room and sun lounge are also available in some of the cottages. All cottages have a bathroom with shower and toilet.

Cottage Centres are at Ballyvaughan, Corofin, Broadford, Carrigaholt, Feakle and Whitegate in Co. Clare; at Kilfinane, Co. Limerick and Puckane in North Tipperary. Weekend visitors check in on Friday afternoon and return home on Monday morning. The main leisure time activities available are touring, scenic walks, cycling, horse-riding, golfing and sailing.

The cottages are under the auspices of Rent an Irish Cottage Ltd., which includes representatives of the County Councils, Shannonside Tourism Organisation, the Shannon Free Airport Development Co., and the village development associations. The aim of the Company is to spread the benefits of tourism to those areas which would otherwise be by-passed by economic development.

Bookings or further information on the project may be obtained from Rent An Irish Cottage Ltd., Shannon Airport, Co. Clare.

Cadet News

The following Engineer Cadets have been selected this year and joined the Crawford Technical Institute, Cork, on 7th September for phase 1 Training :

Michael Boland, Cork; **Nicholas Brick**, Killorglin, Co. Kerry; **Laurence Byrne**, Kiltegan, Co. Wicklow; **Patrick Conran**, Limerick; **Anthony Curran**, Raheny, Dublin; **James Durham**, Crumlin, Dublin; **Bernard Geoghegan**, Cavan; **Vincent Hetherington**, Kimmage, Dublin; **Anthony Kelly**, Navan Road, Dublin; **Thomas Lanigan**, Waterford; **Finbarr Murphy**, Raheny, Dublin; **George O'Toole**, Donabate, Co. Dublin; **Norman Pearson**, Curragh Camp, Co. Kildare; **Maurice Tracy**, Cork Street, Dublin.

The following Deck Cadets have been selected this year and join The Irish Nautical College for a two-week induction course on the 13th September :

Kieran Daly, Bray, Co. Wicklow; **Robin Deasy**, Nenagh, Co. Tipperary; **Patrick Hearne**, Waterford; **Macdara Kinsella**, Bray, Co. Wicklow; **Michael Kirrane**, Williamstown, Co. Galway; **Ciaran Lawless**, Stillorgan, Co. Dublin; **Michael McCrathy**, Cobh, Co. Cork; **Paul Miley**, Drimnagh, Dublin; **Richard Seigne**, Ailesbury Road, Dublin; **Liam Whelan**, Portlaois, Co. Laois.

New Deck Cadets who have since joined the Company are :

F. T. McCarthy, Cork and **W. N. Rellis**, Waterford.

CRAWFORD PRIZE-WINNERS

Prizes awarded by the Department of Education on the results of the 1970 Examinations were won by Irish Shipping Cadets as follows :—

Applied Mechanics, Intermediate Level :

1st Prize—**John O'Keeffe**.

2nd Prize—**Joe Kehoe**.

Applied Mechanics, Elementary Level :

1st Prize—**D. Power**.

GOOD WISHES

We send best wishes to **Cadet Cormac Spain** for a good speedy recovery from his nose injury received as a result of an accident at Plymouth recently..

ENGINEER CADETS' DINNER DANCE

The Annual Dinner Dance which our

Engineer Cadets in Cork have very successfully organised in the past few years will be held once again this year on Tuesday, 14th December, at the Imperial Hotel, Cork. Dress will be formal and you can book for the function by applying to **Cadet D. Power**, Marine Engineering Dept., Crawford Technical Institute, Sharman Crawford Street, Cork.

CANOEING SUCCESS

Congratulations to **Cadet Karl Vekins**, who took first place in the Liffey Marathon Canoe Race recently.

VISIT TO SEA TRAINING CENTRE

Irish Shipping's Training Superintendent, Capt. M. D. Langran, recently paid a visit to the Sea Training establishment at Gravesend, where 80% of new entrants for Deck and Catering Departments in the British Merchant Navy are trained. Between 500 and 550 boys take part in the courses all year around and Capt. Adlam, Captain Superintendent, conducted Capt. Langran on a tour of the centre and was very helpful in describing and explaining the training procedure at the centre.

Courses at Gravesend take twelve weeks in the case of Catering Trainees and fourteen weeks for Deck Trainees.

NEW CORK BRANCH FOR THE INSTITUTE OF MARINE ENGINEERS

A new branch of the Marine Engineers has been formed in Cork. Members home on leave are advised to contact the local Secretary, as a number of interesting technical lectures and visits are scheduled for the coming months.

The Honorary Secretary of the Institute's Cork Branch is Lieut. J. F. Troy, I.N.S., C.Eng., A.M.I.Mar.E., 4 Maryborough Ave., Douglas, Cork. Lieut. Troy, now with the Naval Service, was formerly an engineer officer with I.S.L.

See Page 7

SOLUTIONS TO CROSSWORD

Across

1 Feline. 5 Egghead. 8 Dormant. 10 Sir. 11 Rapids. 13 Sundial

Down

1 Fielder. 2 Log. 3 ETA. 4 Armour. 6 Ham. 7 Dots. 9 Ripen. 12 Sea.



FLEET NEWS

"IRISH SPRUCE"

This vessel arrived at Callao, Peru, on the 8th October with general cargo and grain from New Orleans and Galveston. She went through the Panama Canal on 3rd October and has further calls at Matarani and Salaverry where she loads cargo for Long Beach, California, Tacoma and Vancouver. She is expected to arrive in Vancouver about 16th November.

The "Spruce" is on charter to the Peruvian State Line and the address of the agents at Callao is Compania Peruana de Vapores S.A., Gamarra 676, Apartado 208, Callao, Peru. We would advise relatives of the personnel on this vessel, however, that the postal service in Peru is not very dependable and we would suggest that mail should normally be sent to this ship through our agents at Panama. These are C. Fernie & Co. Inc., Box 5042, Cristobal, Panama Canal Zone. Due to the strike of longshoremen, the vessel is calling at ports on the West Coast of the U.S. and in British Columbia on this voyage, but should be back on her regular run to Gulf Ports through the Panama Canal now that the dock strike has been settled.

"IRISH POPLAR"

The "Poplar" arrived in Buenos Aires on the 10th October with general cargo from Swansea and Glasgow. She called at St. Vincent, Cape Verde Islands for bunkers and she is expected to sail from Buenos Aires on 23rd October, arriving in Montevideo on the 24th and going from there to Santos and San Salvador. She is expected to sail from San Salvador on 2nd November to make a welcome return to Dublin, where

she is due to arrive on 14th November. She will sail from Dublin about 17th November for Liverpool where she will spend 20 days discharging her large general cargo. She completes her stay in the U.K. by loading outwards at Swansea for South American ports.

"IRISH SYCAMORE" TO DRYDOCK

Having arrived at Montreal on 30th September from Kobe, Japan, the "Sycamore" also called at Toronto and Detroit before going on to Chicago. She is expected to complete discharge of her general cargo at Chicago about 18th October, when she will proceed to the Lakehead to load a cargo of grain for a west coast U.K. port, where she is expected to arrive about 10th November. The vessel will pay off in the U.K. and also goes into drydock at the end of this present voyage.

"IRISH PLANE"

Capt. P. O. Seaghdha took over command of the "Irish Plane" from Capt. J. Poole in Dublin on 21st September. The vessel continues on her charter to W. & H. M. Goulding bringing phosphates from Casablanca to Dublin and Cork. She is due back in Dublin on 18th October from Casablanca.

"CEDAR" PAYS OFF AT MONTREAL

The "Irish Cedar" arrived at Montreal on 5th October from the Japanese port of Kushiro, having first called at Newark, New Jersey. Electrical Engineer R. Walsh joined the vessel at Panama while 2nd Engineer P. Hughes, and 3rd Engineer T. Hanrahan joined the vessel at Newark.

A new crew flew out from Dublin to relieve the existing crew at Montreal on 5th October and the vessel sailed on 6th October to discharge her cargo of steel and plywood at Detroit and Chicago. On completion of discharge at Chicago on 13th October the vessel loads grain for Rotterdam at Chicago/Milwaukee or Toledo. She is expected to arrive in Rotterdam in early November and will drydock at the end of this voyage.

The "Cedar" is at present on time charter to Retla Inc.

"IRISH ROWAN"

The "Irish Rowan" is at present on voyage from Toledo and Montreal with a cargo of grain for Rotterdam. She sailed from Montreal on 11th October and is expected in Rotterdam on the 21st October. The crew will be paid off and relieved at Rotterdam on 24th October.

"ELM" CALLS AT FINNISH PORT

The "Irish Elm" arrived in Hanko, Finland on 11th October with motor cars from Nagoya, Japan, and sailed on 12th October for Bremerhaven where she is due to arrive on 16th October. She will then proceed to Antwerp where the present crew will be relieved and she is expected to complete discharge at Antwerp on 19th October.

The "Elm" will carry motor cars from Antwerp to Montreal and she loads a bulk cargo at Montreal for discharge at Japanese ports.

"IRISH STARDUST"

This vessel sailed from the Japanese port of Hachinohe on 3rd October in ballast for British Columbian ports where she loads wood products for Japan.

Her first loading port is Stewart where she arrived on the 13th October. She also loads at seven other ports in this area, namely Kitimat, Port Alice, Crofton, Harmac, Vancouver, Port Melon and the unusually named port of Woodfibre. It is expected that the vessel will sail from the last mentioned port on 25th October for Japanese discharge ports of Kawasaki, Osaka and Naoshima. The vessel should complete discharge at Naoshima about 13th November.

"IRISH STAR"

This vessel went through the Panama Canal on the 7th October, carrying a cargo of steel from Muroran and Kimitsu. She is due in Rotterdam on 23rd October, where

the present crew will be relieved about 24th October.

The "Star" is expected to sail from Rotterdam on 2nd November in ballast for Hampton Roads where she will load coal for Japan.

DOUBLE CHANCE

New crews for the 'Star' and 'Rowan' were flown to Rotterdam on Sunday 27th October on an Aer Lingus charter flight and the relieved crews were returned to Dublin on the same day. This was the first time that two I.S.L. ships effected a crew change on the same flight.



Captain J. A. Caird Master of "Irish Stardust"

Life in the Mercantile Marine.



No. 2. The Novice's First Experience of being Aloft.

Fleet Personnel



As at 21st October, 1971

Deck and Engineer Officers in Order of Rank

"IRISH STAR": Captain J. Flanagan. Deck Officers: E. Greevy, P. J. Tyrell, E. Cowman. Deck Cadets: J. Hickey, J. Clarke. Engineer Officers: M. Dillon, M. A. O'Sullivan, W. Quigley, E. Sweeney. Junior Engineers: T. J. Kenny, A. Scanlan. 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. Branigan, P. Codd, J. Kellegher, 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 J. A. Caird. Deck Officers: C. Mahon, J. Tallon, P. Farnan. Deck Cadets: M. Cronin, P. McNulty, H. Dowdall, M. J. Kennedy, C. P. Kelly, K. A. Barry. Junior Engineers: W. Dalton, E. Kealy. Engineer Cadets: C. Powell, M. McCann, T. Wrafter. Electrical Engineer: R. Dunne. Chief Steward: J. Doran. Radio Officer: C. Allen. Deck Department: V. Murphy, N. Reynolds, W. Whitty, J. White, S. Ryan, P. Colgan, P. Hyland, G. Maguire, M. Macken, A. O'Gorman, P. Lalor, J. 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 ROWAN": Captain J. A. Gleeson. Deck Officers: W. D. Garvey, J. A. Desmond. Deck Cadets: D. Corrigan, M. Ryan. Engineer Officers: M. J. Currely, P. Bardon, M. N. Hayes. Junior Engineers: O. Prunty, J. Dixon, M. Donovan, N. O'Neill. Electrical Engineer: E. Walsh. Chief Steward: F. Walsh. 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. V. Moynihan, M. Curedale, A. Boyle, P. Boyle, J. Keogh, J. Grimston.

"IRISH SYCAMORE": Captain M. G. O'Dwyer. Deck Officers: P. Murphy, D. Kavanagh, T. Brennan. Deck Cadets: J. Kenny, D. Cogan. Chief Engineers: J. Moynihan, D. J. Knott, L. Robinson, P. Dowling. Junior Engineers: P. Byrne, W. Davis, F. Mullin. Electrical Engineer: P. O'Toole. Chief Steward: E. Fricker. Radio Officer: M. Murphy. Deck Department: M. Allen, M. Scanlan, J. Willis, B. Quigley, L. Crowe, A. Loughlin, P. Carr, P. Cantwell, 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 ELM": Captain M. McMahon. Deck Officers: M. Devine, J. Ryder, J. A. Cotter. Deck Cadets: M. O'Callaghan, L. Whelan, P. Hearn. Engineer Officers: T. O'Sullivan, D. McLoughlin, P. A. Collins, T. J. O'Keefe, D. O'Brien. Junior Engineers: D. Tierney, A. J. McCarthy, H. Teehan. Engineer Cadets: E. Burke, P. McGlade. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: P. J. Bechan. Deck Department: B. Kerrigan, L. Moloney, R. Nugent, C. Chamber-

lain, M. A. Moriarty, M. McKee, M. O'Connor, M. Bougioukas, J. Cullen, O. Murphy, T. Hughes, B. Sexton, B. Freney, K. Lambert. Catering Department: D. Gibbons, U. Maher, J. Cullen, J. McCarthy, A. McCann, P. J. Leonard, T. Byrne.

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

"IRISH POPLAR": Captain I. A. Shield. Deck Officers: M. Carey, J. J. Whyte, J. M. Darcy. Deck Cadets: P. Kenny, C. Lawless, P. Mile, M. McCarthy. Engineer Officers: G. Cunningham, T. J. Wren, M. Egan, D. Walsh. Junior Engineers: D. Gabriel, P. Ruddy, W. A. Roberts. Engineer Cadets: P. McCarthy, J. F. O'Keefe. Electrical Engineer: J. Breen. Chief Steward: B. Dorgan. Radio Officer: J. Hynes. Deck Department: J. Heaney, M. Russell, H. Hannon, J. Doyle, H. Johnson, J. Donnelly, P. O'Neill, J. Gallagher, G. Corr, H. Gaines, P. Gray, T. Murdoff. Engine Department: P. Proctor, A. Myler, J. Grace, D. Hughes, H. Rice. Catering Department: J. Chaney, J. Rourke, S. Paige, W. Muldoon, P. Lowe, P. Bracken, J. Savage.

"IRISH CEDAR": Captain J. Onions. Deck Officers: G. M. Kyne, P. Gordon, P. Hughes. Deck Cadets: M. Purcell, R. Seigne. Engineer Officers: L. J. O'Toole, B. Larkin, T. Hanrahan, A. Barry. Junior Engineers: L. Bannon, K. O'Brien, F. Hennessy. Electrical Engineer: R. Walsh. Chief Steward: J. Dillon. Radio Officer: J. A. Foreman. Deck Department: J. Hume, J. Tallon, O. Grace, J. Knight, R. Keogh, L. Beggs, G. O'Brien, N. McDermott, K. Kelly, J. Grimes. Engineer Department: T. Ryan, B. Coogan, B. Hanley, J. Gaffney. Catering Department: G. Zachert, J. Edwards, M. A. Dooley, J. Maguire, T. Healy, P. Codd, A. Kavanagh.

"IRISH PLANE": Captain P. F. O'Seaghda. Deck Officers: P. Kelly, J. A. Moynihan, W. Twomey. Deck Cadets: M. Kinsella, K. Daly, M. Kieran. Engineer Officers: M. J. Byrne, T. O'Driscoll, M. J. Murphy, A. Bolster, J. T. Reilly. Junior Engineers: V. Reddin, B. Williams, D. O'Halloran. Engineer Cadet: J. O'Meara. Electrical Engineer: D. Niall. Chief Steward: T. Forde. Radio Officer: P. Clarke. Deck Department: A. Corlett, J. Byrne, H. McElwain, D. Riscol, M. Lennon, J. Cahill, J. Dillon, V. Geraghty, J. Roice, P. Walsh, P. Leonard, S. Keane. Catering Department: E. Byrne, M. Moody, R. Dunne, C. Guiden, T. Keegan, C. Scannell, B. Fletcher.