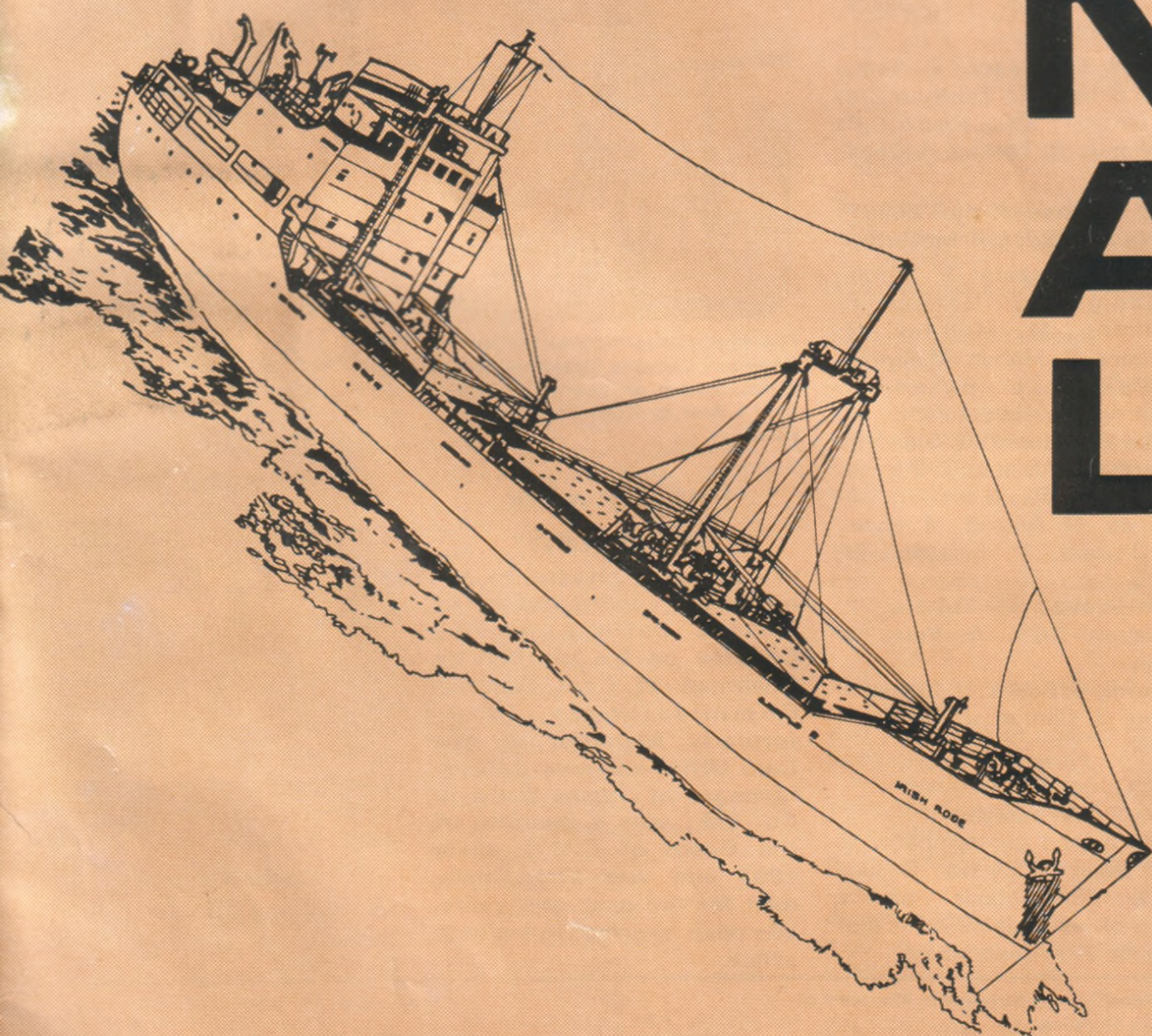


S-I-G-N-A-L



Officers Ashore as at 26-10-'77

Masters: H. Fiddler, J. A. Gleeson, W. Garvey, E. Greevy, J. F. Kelly, P. Murphy.

Chief Officers: P. Farnan, D. Kavanagh, J. Darcy, J. Moynihan, M. Doyle, M. Mundow, T. O'Connor, D. Hopkins.

Second Officers: M. O'Callaghan, M. Kirrane, P. Miley, M. Purcell, M. Ryan, F. McCarthy, B. Coburn, P. Richardson, M. McCarthy.

Third Officers: R. Fennessy, F. O'Flynn, D. Fleming, P. Smyth, A. Kelly, D. Coleman.

Chief Engineers: P. Collins, T. O'Toole, T. Kenny, P. Bardon, A. Bolster, M. Curley, R. Broderick, L. Sherringham.

Second Engineers: E. Kealy, D. O'Brien, J. Denham, J. O'Connor, M. Egan, P. O'Halloran, H. Teehan, P. Dowl-
ing.

Third Engineers: N. O'Neill, P. Smyth, C. O'Brien, P. McCarthy.

Fourth Engineers: A. Curran, T. Lanigan, J. Garvey, P. Cummins, M. McAney, O. Mortimer, H. Mahon, M. Tyrrell, K. Vekins, L. Byrne, C. McGarrigle, D. Horan.

Junior Engineers: G. Sheehan, J. Durham, J. Dillon, G. O'Brien, M. Egan, P. Gunning, F. McGarry, M. Boland, M. Flynn, M. O'Leary, T. Furlong, W. Morris.

Electricians: P. Murphy, P. Clarke, J. Dunn, E. Perry, E. Walsh.

Catering Officers: U. Maher, J. Rogan, J. Clinton, J. Dillon, P. Farrelly.

Sympathy

We extend our sympathy to **Mr. Sean O'Byrne**, Second Officer, "Irish Maple", on the death of his mother which took place on 27th September.

New Representation in Cork

From 1st October, 1977, our representatives in all personnel matters at Cork are **Cork Offshore Services Ltd.**, a subsidiary of **Ronayne Shipping Ltd.** The gentleman dealing with Irish Shipping Ltd. affairs is **Mr. Michael O'Donovan** and the Manager of Cork Offshore Services Ltd. is **Mr. Ben Norton**. The offices are at **1B Lower Glanmire Road, Cork**, and the telephone number is **021-55617** or telex **6115**.

A First Lady



The first young lady to become a Company Cadet is **Miss Ann Parry**, pictured here on board the "Irish Oak". Ann is from **Shannon, Co. Clare**.

Pat Crowley honoured

We are very pleased to extend warm congratulations to former colleague, **Pat Crowley** on his election as **Chairman of Cork Harbour Commissioners**. **Pat**, formerly Manager of our Cork Office and now General Manager of **James Scott & Co. Ltd.**, was a member of the Board of **C.H.C.** since 1961 and was Vice Chairman for the past two years. We wish him well in his new office.

Too Many Ships

At the end of 1976, the world's merchant fleet totalled 368.8 million gross registered tons of which 168.1 million tons represented tanker tonnage. A recent survey carried out by the Bremen Institute of Maritime Economy reveals that 34.7 million tons deadweight or 11 per cent of world tonnage is lying idle and this figure includes a number of tankers which have never carried cargo.

The surplus tonnage has caused freight rates to fall drastically and the shipbuilding industry has also been seriously affected by the over-supply of ships. The trend in supply became evident as far back as 1972 and from that time the world fleet has grown by 8.5%, 7.5%, 10% and 8.7% each succeeding year.

The overall growth in cargo carrying capacity for the four years was equal to 49% and in the case of tankers it was 66% although world trade only expanded by a little over 10% in the same period. World trade in 1976 amounted to 3,337 million metric tons.

In terms of ships built, Japanese yards have accounted for between 46% and 50% of all new ships over the past nine years.

Late Mrs. N. McLoughlin

Our sympathy is extended to **Mr. Pierce McLoughlin** of Howth on the death of his wife early in October. **Mr. McLoughlin** is well-known to many of our readers and has contributed to "Signal" and to many other publications on his favourite subjects pertaining to the sea and ships. His many friends ashore and afloat will be sorry to learn of his great loss.

Congratulations

To **Michael Christie** and **Ian Tarbett** on obtaining **E.D.H. Certificates**.

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Contributions and correspondence for "Signal"
should be sent to the Editor at
**IRISH SHIPPING LTD., MERRION HALL,
STRAND ROAD, DUBLIN 4.**

Editor: **John Higgins**.

From Seafarers Education Service

The following list of hobby kits and other items are available from the Seafarers Education Service, 207 Balham High Road, London SW17 7BH. Personnel who would like to have these made available through the slop chest on board ship are asked to advise our Purchasing Department accordingly. If sufficient interest is shown, efforts will be made to provide a suitable selection of items. Anyone wishing to obtain items directly from Seafarers Education Services should sent 10p per £1 value to cover postage.

Painting Kits

- K1 Cottingham Painting Kit (includes PVA paints, brushes, tear-off palettes, palette knife, oilpainting paper, hardboard, sketcher's notebook, felt pen, 'You Can Paint', etc.) £10.
- K3 Manet Bar at the Folies Bergere (by numbers) £4.50.
- K4 Cézanne Still Life £4.50.
- K5 Renoir Luncheon of the Boating Party £4.50.
- K6 Monet Woman in Garden £4.50.
- K8 Mountain Scenes (2 each 16 x 12 ins., by numbers) £3.10
- K9 Coastal Waters (as K8) £4.
- K10 Woodland Cottage (3 paintings by numbers) £4.
- K11 Morning Tide (as K10) £4.
- K13 Flowers ('freestyle' painting kit) £2.65.
- K14 Windjammer (painting in oils on simulated velvet) £2.79.
- K15 Eastern Lady (as (K14) £2.79.
- K90 Running Wild (24 x 18 ins, painted by numbers) £6.20.
- K91 Cutty Sark (as K90) £6.20.
- K92 Pastoral Landscape (as K10) £4.
- K93 Teach Yourself to Paint in Oils: Still Life £8.75.
- K94 As above: Landscapes £8.75.
- K95 As above: Boats, etc., £8.75.
- K96 Spanish Dancers (by numbers) £3.10.
- K97 Lowland Country (freestyle) £2.65.
- K98 Drying Sails (freestyle) £2.65.
- K99 Homeward Bound (paint-and-frame) £3.25.
- K101 Tiger, Tiger (as K14) £3.25.
- K102 Red Rose (as K14) £3.25
- K103 Colour Canvas: Peaceful Harbour £3.
- K104 Tradewinds and Clipper at Dawn (2 paintings) £3.25.
- K105 Toilers of the Sea (as K90) £6.20.

Plastic Models

Each of these models is supplied complete with paints, paintbrush, emery board, tweezers, cement, peg and modelling knife.

- K32 F4J Phantom £5.
- K33 Baron (comic aircraft) £3.
- K34 Boeing 747 £3.65.
- K35 SRN4 Hovercraft £4.60.
- K38 Cutty Sark £4.15.
- K40 Victory £5.40.
- K41 Robert E. Lee £3.90.
- K42 Trawler Kandahar £3.30.
- K43 Benledi £3.15.
- K44 QE2 £4.15.
- K45 ss France £3.40
- K46 Saint Louis £4.75.
- K47 Ark Royal (waterline) £1.70.
- K48 Pirate Ship £2.70.
- K49 Taurus £3.30.
- K50 Tirpitz £3.30
- K51 King George V £2.70.
- K53 Queen Mary £4.15.
- K55 Titanic £4.50.
- K56 Polaris £4.64.
- K57 Bounty £3.85.
- K59 Santa Maria £3.70.
- K60 Charles Morgan £4.30.
- K61 Beagle £3.70.
- Mayflower £6.80.
- K64 Golden Hind £4.45.
- K79 Beaufighter £5.60
- K80 Concorde £2.65.
- K81 Ford T £2.35.
- K110 Hawker Hurricane £7.70.
- K111 Human Skeleton £1.
- K112 Endeavour £3.45.
- K113 Cataline £3.30
- K114 Bullfinches £2.25.
- K115 Old Ironsides £6.35.
- K116 Calypso £5.10.
- K117 U99 £3.70.
- K118 Vosper MTB £2.80.
- K119 Royal Sovereign £4.
- K120 Mayflower (smaller) £4.25.
- K121 Messerschmidt ME 109, £6.

- K122 Airbus DC10 £3.55.
- K123 Belfast £3.25.
- K124 Graf Spee £2.80.
- K125 Spanish Galleon £4.45.
- K126 Prince £4.30.
- K127 Wasa £4.60.
- K150 Ark Royal 1/600 £2.35.
- K151 Yamaha 250cc DT1 £3.50
- K152 Jaguar XK-E £3.50.
- K153 Junkers 88 £3.
- K154 Airbus A300B £2.80.

Tapestries etc.

- K22 Willowmere (tapestry picture) £6.60.
- K26 Wagtail (embroidery picture) £3.95.
- K27 Sungold (embroidery) £9.05
- K28 Blue Rose (embroidery) £5.05.
- K29 Apollo (collage) £10.25.
- K30 Cushion Kit (various) £4.60.
- K31 Floor Cushion Kit £10.75.
- K100 Mermaid (tapestry) £6.60.

Other Kits

- K67 Marquetry (with modelling knife, cement) Allerford £5.25
- K68 (as above) Cornish Harbour £5.25.
- K69 (as above) Castle Coombe £5.25.
- K70 (as above) Lot's Cottage £5.25.
- K84 Ship-in-bottle balsa kit (full instructions and materials) £5.50.
- K130 Ship-in-bottle (plastic) Viking £4.70.
- K131 (as above) Mayflower £5.75.

Jigsaws etc.

- K132 Backgammon Tutor £3.98.
- K133 Chess Tutor £3.98.
- K134 Monopoly £4.25.
- K140 Hawaiian Beach 750 pieces £1.25.
- K141 Durham Cathedral £1.25.
- K142 Guadeloupe 1000 pieces £1.55

- K143 Wine Harvest £1.55.
 K144 Hambledon Mill 1500 pieces
 £2.15.
 K145 Izumo Grand Shrine £2.15
 K146 Birth of Venus 450 pieces
 £1.85.
 K147 Madonna and Child £1.85.

Maritime Cassettes

£3 each: Collision Rules 1972 with comments for Second Mates; Collision Rules 1972 with comments for First Mates/Masters; Charterparties – lectures by a shipbroker; The Law of Salvage – lectures by a lawyer.

£6 (two cassettes): Marine Insurance revised to take account of changes in the York/Antwerp Rules etc, intended for First Mates/Masters.

£8: Maritime English, illustrating the Standard Maritime Vocabulary, with text.

Language Cassettes

£3.85 each: Cassettepaks, for tourists and travellers, 1 cassette and 1 booklet in Danish, French, German, Greek, Italian, Japanese, Norwegian, Portuguese, Russian, Spanish, Swedish.

£6.40: 2 cassettes and booklet, BBC Italian.

£6.65: 1 cassette and 1 booklet, BBC Spanish.

£8.25 each: 2 cassettes and 3 booklets, BBC French, BBC German.

£8: 1 cassette and script, Hindu/Urdu for Seafarers, specially produced by SES.

Entertainment Cassettes

£3 each: Once upon a time (bedtime stories for children); Kidsfun (diverting potpourri); The sounds of Christmas (potpourri including traditional songs etc.); An hour with Damon Runyon (Al Mancini reads); Come Love with me (best love poems); Invasion I The Spanish Armada (dramatisation); Enjoying Chopin (Felis Aprahamian and Martino Tirimo); Keeping Fit – Commando Style; Improve your golf (Dai Rees etc); Improve your driving (experienced practitioner's guide).

£3.25: Enjoying Elizabethan music (viols., lutes, voices and citterns).

£5 each: Shakespeare plays (with Dorothy Tutin, Stephen Murray, Marius Goring, Sarah Badel, etc): A Midsummer Night's Dream; Henry V; Julius Caesar; Macbeth; Othello; Romeo and Juliet; The Merchant of Venice; Twelfth Night.

Specially Published

Voices from the Sea (merchant seafarers' poetry) £2.60.

Introduction to the Merchant Navy 50p.

Spare Time at Sea £2.50.

Shoregoer's Guide to World Ports (ex-library copies only) £1.50 secondhand.



Our congratulations to the Maritime Institute of Ireland on the opening of the Maritime Museum, Haigh Terrace, Dun Laoghaire, in July. This picture shows part of the exhibition of "Follow-the-Fleet" prizewinning projects which was held there during the month of July. Among the items of interest on view at the museum are models of the "Great Eastern", "Kerlogue" and s.s. "Irish Cedar". The two million candle power optical system from the Bailey Lighthouse, dating from 1865, and re-erected by Irish Lights staff in their spare time, occupies a dominant position before the beautiful stained glass windows which overlook the main display area. Here, too, can be seen an original thirty-eight foot French longboat of 1796, captured in Bantry Bay from General Hoche's fleet. The museum was open at weekends until Sunday, 18th September. The museum was well worth a visit and we take this opportunity to thank Mr. Gordon Reekie of the Institute for his expert help in mounting the display of the "Follow-the-Fleet" projects.

You Can Paint 60p.

Seaman's Guide to the Rule of the Road (programmed book on 1972 Rules) £3.50.

Basic Chartwork (programmed) £2.75.

How to Study 25p.

Lifesaving Punch

The list of first-aid procedures that the medical profession encourages laymen to undertake is short because of the profession's concern that tactics applied in ignorance may do more harm than good. Now, however, the Commission on Emergency Medical Services of the American Medical Association has cautiously endorsed the "heimlich manoeuvre" as a first-aid procedure when someone is choking on a foreign object. The Manoeuvre is described by Henry J. Heimlich, the Cincinnati surgeon who developed it, in the Journal of the Medical Association, which also publishes the commission's Statement.

In the Heimlich manoeuvre you put the thumb side of your fist or the heel of your palm against the victim's upper abdomen, between the navel and the bottom of the rib cage, and make a quick upward thrust.

The action elevates the diaphragm, thereby compressing the lungs and forcing air up through the trachea. The air expels the foreign object. Heimlich recommends the first method if the victim is standing or sitting; get behind him and wrap your arms around his waist, so that you can apply the strength of both arms to the upward thrust. If the victim has collapsed, put him on his back, kneel astride his hips, put the heel of your palm against his abdomen and then push upwards with both hands. Repeat several times if necessary. If you are the victim, use the first method on yourself.

Heimlich writes that since he first described the technique he has heard of 162 people whose lives were saved by the manoeuvre and that "no instance has been reported where the manoeuvre was not successful". Since an observer may think a person who is choking is having a heart attack, Heimlich recommends that "the victim grasp his neck between thumb and index finger of one hand" as a universal signal that he is choking.

(This interesting and useful information comes from Mr. P. Walsh, Catering Officer).

DO YOU REMEMBER ?

Very recently we had the pleasure of welcoming to our Head Office a gentleman who was very actively associated with Irish Shipping when our Company was still in its infancy. Mr. Jack Craig, one of the first two Cadets engaged by the Company, told us, with great modesty, of his experiences as a crew member on some of the ships of the war-time fleet. In fact Jack began and ended his sea-going career during that hectic period of world turmoil when the war at sea was waged with relentless intensity. At a time when deadly minefields and lurking submarines presented a constant threat to merchant vessels on international trade routes, they were brave men indeed who 'went down to the sea in ships'. Yet, listening to the quiet spoken Jack Craig recall some of the less violent aspects of life at sea in the 'battered' ships of those early days, it was difficult to associate him with acts of daring or high adventure. A reluctance to speak of the dangers they encountered daily in bringing home essential supplies from overseas is a common trait, we find, amongst those who served on our ships during the war. We have particularly noted that usually the seafarers of that era can more readily recall the various lighthearted incidents in their war-time experiences.

Jack Craig decided at a very early age that he would opt for a sea-going career and when he heard from a friend in the shipping business that the newly-formed Irish Shipping Ltd. were soon to introduce an apprenticeship scheme he joined the Company as a deck boy in December 1942. His first voyage was on the "Irish Plane" under the command of Capt. Henderson when the vessel sailed from Dublin to Georgetown



This photograph shows Cadet Jack Craig on extreme right and the late Capt. Frank Kelly on extreme left with two other officers of the war-time fleet personnel.

and Port of Spain for sugar. On her next trip on the same route the vessel was 700 miles off the Fastnet and, fortunately, on hand to pick up the crew of the "Irish Oak" which had been torpedoed by a submarine without warning at 8.40 a.m. on 15th May, 1943. The "Plane" came on the scene at 6 p.m. on the same day, rescued the men of the "Oak" who had taken to their life boats, and landed them at Cobh on 19th May before going on to Ardrossan for bunkers.

Jack Craig subsequently served as Cabin Boy on the "Irish Ash" commanded by Capt. Jeffers and it was on his second trip on this ship that he became one of the first two Cadets to serve with Irish Shipping Ltd. under the Company's apprenticeship scheme. He joined the "Irish Elm" in October 1944 as a Cadet and it was while on passage to St. John, N.B. on this ship that his sea-going career came to a dramatic end. In those days it was part of the crew's duty to ensure that their ship's plates remained proof against the incursions of sea water. One day after inspection of a recently cemented plate low on the ship's side, Jack slipped back into the open hold. He managed to cling on to part of the ship's gear overhanging the hold for a little while before he was forced to release his grip

and fell down into the empty hold. As he fell he was pitched on to his back by striking one of the cross pieces which spanned the hold some way down. He attributes his eventual survival to this and, of course, to the wisdom of the ship's Master, Capt. J. Templeton. On being called to the scene, Capt. Templeton did not allow the injured young man to be moved until proper supports and an improvised stretcher had been provided. It is an indication of the serious injuries which Jack Craig sustained that he spent almost twelve months in hospital at St. John before he was finally discharged for repatriation on the "Irish Cedar", then under the command of the late Capt. John O'Neill who subsequently became Joint General Manager of the Company. After his discharge from hospital, Jack Craig



Jack Craig on his discharge from hospital at St. John, N.B. in 1945 with medical attendant.



They used to call them the 'good old days'! We would be interested to know the name of the man shown 'brewing up' in this photograph of the war-time period.

was obliged to retire from seafaring and ended this phase of his career in March, 1945 when he left the service of Irish Shipping. Since then he has spent most of his life in the office equipment business and is to-day engaged in the printing industry. Although we have been acquainted with Mr. Craig for many years it is a measure of his reserve and unassuming

The first "Irish Plane" photographed at Dublin. Built at Shooters Island, New York, in 1917, this steamship was trading under the Panamanian flag and named "Arena" when she was bought by Irish Shipping Ltd. in September 1941. The "Plane" was grounded near Ballycotton, Co. Cork, on 1st February, 1947, and was a total loss.



character that it was only during our latest business encounter that he revealed such interesting details of his early years at sea.

In recounting this story from the past we would appeal to any of our readers who may have information or personal memories of those war-time years at sea on I.S.L. vessels to let us hear them. We are at present compiling data on Company history and anecdotes concerning incidents or events relating to that period will be gratefully received and acknowledged.

We are especially interested in obtaining details of war-time encounters at sea and we are obliged to our good friend Capt. Frank Forde of B+I Line for some very good stories about that eventual time. We particularly liked his description of one incident when the "Irish Elm" was reputed to have been intercepted by a German U-boat and the ship's Mate went over to the submarine with his papers. On his return he told his shipmates that when the U-boat commander discovered he was from Dun Laoghaire, the German asked him if the strike was still on at Downeys! Older readers will remember this famous long-term strike which

made Downeys pub known far beyond the boundaries of the borough, even, it seems, to the German Naval service.

However, not all such encounters were to end in such a friendly fashion and 152 Irish seamen lost their lives on Irish ships during the war years together with the loss of nineteen vessels of the nation's small merchant fleet.

(The Editor would be very pleased to hear from anyone with information or who has souvenirs of the war-time fleet).

National Seamanship Competitions 1977

The Scout Association of Ireland held their various annual competitions recently commencing with the Regatta at Ringsend Basin on 27th August at which Capt. W. Garvey presented the prizes.

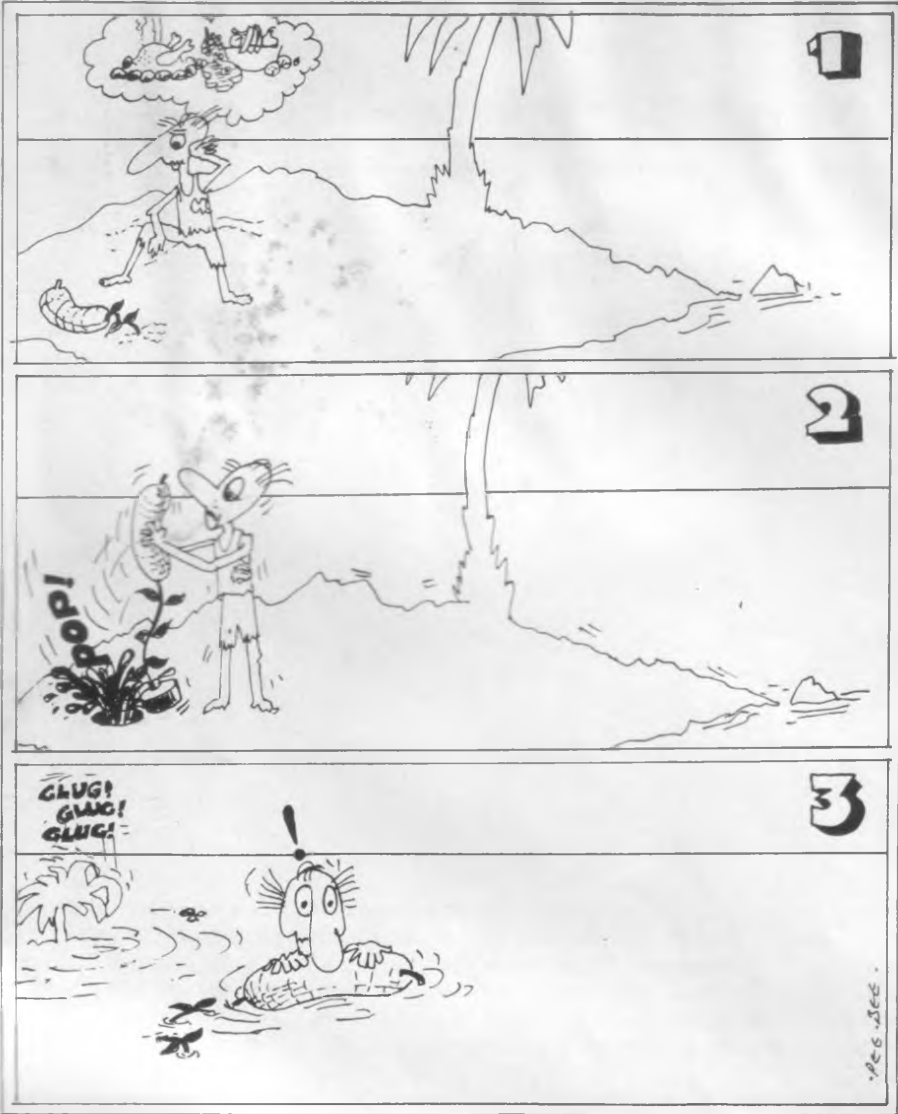
On Saturday, 3rd September, the competition for the Capt. V. Hamill Cup took place at Dun Laoghaire.

The annual Swimming Gala was held at Clontarf on Sunday, 11th September, and Capt. C. Raftery, Irish Continental Line, presented the prizes.

The Sir William Fry Cup competition took place at Dun Laoghaire on Saturday, 10th September.



Capt. E. Greevy presenting the Sir William Fry Cup to Sea Scouts from 5th Port of Dublin Troop, Clontarf, this year's winners of the trophy.



From Capt. Woolfenden

The following is an extract from a welcome letter we received recently from our good friend and retired I.S.L. ship Master, Capt. R. M. Woolfenden:

"My congratulations to the Company on a 'job well done' under very difficult conditions and I do hope the success continues.

The enclosed verse was written by Sparks after it had taken us more than two days to get from the Bar Light up to Liverpool. I unearthed the original the other day and thought that perhaps you may be interested. The days before Radar, and echo-sounders were still in their infancy. This particular ship did not have one so the hand lead was in use. "Overhead" refers to the old overhead railway which ran along the dock road.

My best wishes to all ashore and afloat".

Fog on the River Mersey

*Fog on the river, ringing of bells,
Shrieking of whistles, short silent spells.
Clanking of windlasses, shouts of command,
Murmur of passengers anxious to land.

Hark! there's a whistle buoy, weird ghostly sigh,
Boom of a White Star boat passing close by;
Blast of the Crosby ship, sounding to guide
Ships on the River on a fog laden tide.*

*Twenty-three ships at the Bar, inward bound,
Milling like cattle around and around.
Full speed ahead not a moment to lose
River's not safe but continue to cruise.*

Continued on page 12

NEWS from Irish Continental Line



Irish Continental Line's General Agents from nine European countries paid their annual visit to Dublin last month to discuss past performances and consider future policy. They were assured by I.C.L.'s Managing Director, Aubrey McElhatton (standing 4th from left) that the company are continuing their search for a larger vessel to replace the "Saint Patrick" because of the ever increasing demand for space on the Rosslare - Le Havre service.

Also pictured with the Agents were Frank Carey (standing extreme right), Passenger Sales Manager and Paddy Murphy (standing 2nd right), Passenger Sales Representative.

Major announcement made at General Agents' Dinner

At the cabaret following the General Agents' Dinner, the compere called everyone to order for a special announcement . . . ICL's Passenger Sales Manager, Frank Carey, had just become engaged to be married to Sandra Salmon, who works in the Reservations Department at ICL Head Office. We wish them every happiness.

Press Trip

Sampling one of Irish Continental Line's "Mini Trips" last month was a party of thirteen prominent Irish women and travel journalists.

During a short visit to the main shopping centre in Le Havre, the party, which was met by Madame Muriel Levee of Normandy Ferries, was treated to a special fashion show in the

Nouvelles Galeries store followed by a champagne reception before re-boarding the ferry for Rosslare.

The trip, which was the last of a series organized by ICL for members of the Irish press this year, was designed to familiarize women and travel writers with the "Mini Trips" programme launched earlier this summer.

Deep Sea Angling

Irish Continental Line were among the presenters of prizes at the Deep Sea Angling Championships held at Westport, County Mayo, earlier last month.

The event attracted over 60 top anglers from twelve countries, with entrants from Germany, Italy, Holland, Austria and Switzerland travelling Le Havre/Rosslare to compete at Westport.

A number of Continental pressmen and angling journalists covered the championships, the prizes for which were presented by Mr. Brian Lenihan, Ireland's Minister for Fisheries.

Canadian Girls Band

Over 100 Canadian girls, all members of a band from Edmonton, Alberta, arrived in Rosslare on the "SAINT PATRICK" last month following a tour of France and Germany.

During their stay in Ireland, they gave a number of performances, including one at the Rose of Tralee Festival in Kerry, before continuing their tour in the United Kingdom.

French students' visit

A group of over forty French students, all aged between 13 and 18 years, undertook a fortnight's educational tour of County Wexford in August having travelled Le Havre/Rosslare.

In Wexford, they attended English classes each morning



Pictured are just some of the thirty-two veteran cars which took part in the Irish Veteran and Vintage Car Club's Tour of Northern France this summer disembarking from the "Saint Patrick" in Le Havre.



Mr. Klaas De Vries (3rd from left) became the 400,000th passenger to sail on the "Saint Patrick" since the service began four years ago. Pictured receiving a Waterford Glass ship's decanter from Captain Jack Martin is Mr. De Vries' wife Helene, watched by their children Sybren and Joost and I.C.L. Passenger Sales Manager, Frank Carey.

and spent afternoons touring the county, being introduced to such traditional Irish events as hurling and gaelic football.

Older members of the party made a short documentary film of Wexford and before returning to their home town of Lyons, entertained the locals at a specially organized "French Feast".

World Fireball Sailing Championships

Some dozen boats and their crews from six European countries sailed Irish Continental Line to Rosslare en route to the World Sailing Championships of the Fireball Class in Kinsale, County Cork.

The event, one of the most important on the world sailing calendar, attracted close on fifty competing crews from countries as far afield as South Africa, Thailand and the United States.

The world title was won by an American crew for the second successive year.

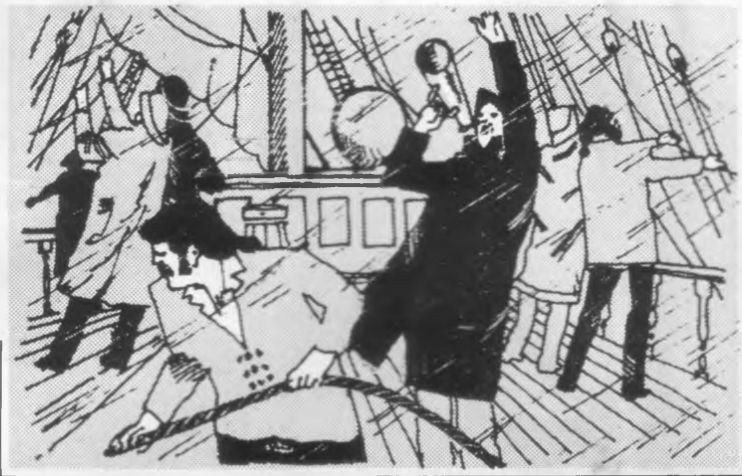
Irish Youth Sailing Team

Whilst on the subject of sailing — a sport which seems appropriate to the ICL service — recent passengers on board "SAINT PATRICK" were the three-man Irish Youth Sailing Team.

Accompanied by a Team Manager, they were heading for the World Youth Sailing Championships at Quiberon in France, but were disappointingly lowly placed against extremely tough Continental opposition.



Members of Clefs d'Or, the Association of Hotel Hall Porters, pictured with their wives at Rosslare Harbour recently before leaving on the "Saint Patrick" for a Mini Cruise to Le Havre and back.



The good old days of sail.



In a series of extracts from a famous book of the sea, former Editor of "Signal" Patrick Shanahan, introduces us to life on the old sailing ships.

Richard Henry Dana from Cambridge, Massachusetts, was 19 when he joined the brig PILGRIM at Boston as a deckhand for a voyage round Cape Horn to California. He had been studying law at Harvard University but had to leave because of failing eyesight. He decided that a period at sea would help to toughen his frame and restore his eyes to full health.

The "PILGRIM" sailed from Boston on August 14th, 1834 and reached Santa Barbara 150 days later. Dana spent 16 months on the Coast of California man-handling hides to complete the homeward cargoes for the "PILGRIM" and another vessel "ALERT" belonging to the same owners. He worked his passage back to Boston on the "ALERT" which sailed round the Horn on a voyage lasting 137 days.

He kept a log in which he recorded weather conditions, noon positions and exact accounts of all the handling and trimming of sails. He set down in minute detail how the crew were occupied, what they ate and wore, and he described the incredible primitive state at that time of the places in California now grown to such huge cities today – San Francisco, San Diego, Los Angeles.

*In 1839 Dana published his book *Two Years Before the Mast* which he himself described as "a voice from the forecandle". It is an account of his two year voyage based on the log he so completely kept. The book was the first of its kind and described a way of life virtually unknown at that time outside the circle of those who followed it. Hitherto, all the books professing to describe life at sea had been written by people who had gained the experience as officers or passengers. Dana wrote about real sailors and the realities of life aboard ship and his book is completely free of spurious romanticism about the sea.*

But Dana's most remarkable achievement as a writer about

the sea must be the way he describes the infinitely complex business of handling rigging and sail - so lucidly as to make the process reasonably comprehensible even to one who has never trod a deck.

Two Years Before The Mast

The first day we passed at sea was Sunday. As we were just from port, and there was a great deal to be done on board, we were kept at work all day, and at night the watches were set and everything was put into sea order. When we were called aft to be divided into watches, I had a good specimen of the manner of a sea captain. After the division had been made, he gave a short characteristic speech, walking the quarter-deck with a

cigar in his mouth and dropping the words out between the puffs.

"Now my men, we have begun a long voyage. If we get along well together, we shall have a comfortable time – if we don't, we shall have hell afloat. All you have got to do is to obey your orders, and do your duty like men – then you will fare well enough; if you don't, you will fare hard enough, I can tell you. If we pull together, you will find me a clever fellow – if we don't, you will find me a bloody rascal. That's all I've got to say. Go below the larboard watch".

But all my dreams were soon put to flight by an order from the officer to trim the yards, as the wind was getting ahead – and I could plainly see by the looks the sailors occasionally cast to windward, and by the dark clouds that were fast coming up, that we had bad weather to prepare for, and I had heard the captain say that he expected to be in the Gulf Stream by twelve o'clock. In a few minutes eight bells were struck, the watch called, and we went below. I now began to feel the first discomforts of a sailor's life. The steerage, in which I lived, was filled with coils of rigging, spare sails, old junk, and ship stores, which had not been stowed away. Moreover there had been no berths put up for us to sleep in, and we were not allowed to drive nails to hang our clothes upon. The sea, too, had risen, the vessel was rolling heavily,

and everything was pitched about in grand confusion. There was a complete "hurrah's nest", as the sailors say — "everything on top, and nothing at hand". A large hawser had been coiled away on my chest — my hats, boots, mattress, and blankets had all fetched away and gone over to leeward, and were jammed and broken under the boxes and coils of rigging. To crown all, we were allowed no light to find anything with, and I was just beginning to feel strong symptoms of sea-sickness.

The little brig was close-hauled upon the wind, and lying over, as it then seemed to me, nearly upon her beam ends. The heavy head sea was beating against her bows with the noise and force almost of a sledge-hammer, and flying over the deck, drenching us completely through. The topsail halyards had been let go, and the great sails were filling out and backing against the masts with a noise like thunder — the wind was whistling through the rigging; loose ropes flying about; loud and, to me, unintelligible orders constantly given and rapidly executed; and the sailors "singing out" at the ropes in their hoarse and peculiar strains

Ship's Gentry

The captain, in the first place, is lord paramount. He stands no watch, comes and goes when he pleases, is accountable to no one, and must be obeyed in everything, without a question even from his chief officer. He has the power to turn his officers off duty, and even to break them and make them do duty as sailors in the forecastle. Where there are no passengers and no supercargo, as in our vessel, he has no companion but his own dignity, and few pleasures, unless he differs from most of his kind, beyond the consciousness of possessing supreme power, and, occasionally, the exercise of it.

The Prime Minister, the official organ, and the active and superintending officer is the chief mate. He is first lieutenant, boatswain, sailing-master, and

quarter-master. The captain tells him what he wishes to have done, and leaves to him the care of overseeing, of allotting the work, and also the responsibility of its being well done. The mate (as he is always called, *par excellence*) also keeps the log-book, for which he is responsible to the owners and insurers, and has the charge of the stowage, safe-keeping, and delivery of the cargo. He is also, *ex-officio*, the wit of the crew; for the captain does not condescend to joke with the men, and the second mate no one cares for; so that; when "the mate" thinks fit to entertain "the people" with a coarse joke or a little practical wit, every one feels bound to laugh.

The second mate's is proverbially a dog's berth. He is neither officer nor man. He is obliged to go aloft to reef and furl the topsails, and to put his hands into the tar and slush with the rest, and the men do not much respect him as an officer. The crew call him the "sailor's waiter", as he has to furnish them with spun-yarn, marline and all other stuffs that they need in their work, and has charge of the boatswain's locker, which includes serving-boards, marline-spikes, etc., etc. He is expected by the captain to maintain his dignity and to enforce obedience, and still is kept at a great distance from the mate, and obliged to work with the crew. He is one to whom little is given and of whom much is required. His wages are usually double those of a common sailor, and he eats and sleeps in the cabin; but he is obliged to be on deck nearly all the time, and eats at the second table, that is, makes a meal out of what the captain and chief mate leave.

Before I end my explanations, it may be well to define a day's work, and to correct a mistake prevalent among landsmen about a sailor's life. Nothing is more common than to hear people say, "Are not sailors very idle at sea? What can they find to do?" This is a natural mistake, and, being frequently made, is

one which every sailor feels interested in having corrected. In the first place, then, the discipline of the ship requires every man to be at work upon something when he is on deck, except at night and on Sundays. At all other times you will never see a man, on board a well-ordered vessel, standing idle on deck, sitting down, or leaning over the side. It is the officer's duty to keep every one at work, even if there is nothing to be done but to scrape the rust from the chain cables. In no state prison are the convicts more regularly set to work, and more closely watched. No conversation is allowed among the crew at their duty, and though they frequently do talk when aloft, or when near one another, yet they stop when an officer is nigh.

(To be continued)

PORTRAIT OF A LADY

*Pilot boat, lighthouse,
Stiff green sea—
House-flag and number
Plain as can be—
Sails like the cheek
Of the cherubim—
Blackwall fashion,
Shipshape and trim—*

*Cottonwool clouds
In a crude blue sky—
Who owned it, I wonder
In days gone by?*

*What old grey skipper
Or mate, maybe,
Snug by his fireside,
Done with the sea,
Lovingly scanned it
With age-dimmed eyes,
Saw in his pipe-smoke
Pictures rise —*

*Let, by the lamplight
Memory range
A hundred harbours
And landfalls strange:*

*Mast-fringed Hooghly
And junk-thronged Praya,
And mat-thatched hamlets
Of far Malaya:*

*The Trade exultant,
The Doldrum calm,
The long surf creaming
On shores of palm:*

*Channels Formosan
Typhoon-torn,
Towering, tremendous
Seas of the Horn:*

*Long-lost shipmates
In long-drowned ships—
Smiling, yet sadly,
With bearded lips.*

*To think of the laughter
And larks he had
In the old windjammers
When he was a lad,*

*And the storms he weathered
And songs he sung,
In days long over,
When earth was young!*
C. FOX SMITH.

Continued from page 7

*Crosschannel steamers from Belfast to Cork,
Liners from Sydney, Cape Town and New York;
Tramps from the seven seas, stormbeaten and red,
Coasters and trawlers all forging ahead.*

*Mad rush is over, anchored at last,
Fog thick as ever and tide time is past.
No, one more sally as far 's Crosby ship,
Pilots are keen one has to admit.*

*There's a crosschannel boat nosing her way
Up through the fog and scorning delay,
Dead slows and stops, up the channel she glides,
Crosschannel boats must not miss the tides.*

*Dense fog continues all thro' the night,
Clears away slightly just on daylight.
Quick rush up channel, straight for the locks
Down it comes thicker on entering the dock.*

*Fog on the River, ringing of bells,
Shrieking of whistles, short silent spells,
But docked underneath the 'Overhead's' roar,
Sailors don't worry 'bout fog when ashore.*

IN DIRE STRAITS

The Straits of Malacca are now regarded in international shipping circles as one of the dirtiest sea lanes in the world due to heavy traffic on the route which is used mainly by crude oil tankers. An estimated 4,500 vessels use the Straits each month and of these about 3,400 carry crude oil. In January, 1975, a Japanese supertanker of 237,600 tons, the "SHOWA MARU", grounded off Singapore and a million gallons of oil spilled into the sea. Extensive damage was caused to marine life in the Johore region of Malaysia as a result of the spillage. Reaction to the disaster hastened the signing of an agreement on navigational safety last February by the three countries most directly affected, Malaysia, Indonesia and the Republic of Singapore.

The agreement then concluded restricts traffic in the area and especially seeks to compel supertankers over 200,000 tons to use the Lombok Straits east of Bali Island. Singapore, which has a heavy concentration of oil-based industries, faced a dilemma in imposing restrictions on supertankers and effected a compromise on the question of under-keel clearance for the Straits of Malacca reducing the limit to 3.5 meters from the 4.5 meters sought by the other parties to the agreement. Despite the steps taken it was clear from the damage caused by the collision of a 10,000 ton Filipino tanker with two other

vessels in the Straits of Malacca in January, 1976 that the smaller vessels also present a hazard to local amenities. In that collision, 6,000 tons of oil were spilled, covering an area of almost 500 square miles.

As might be expected, our ships have sailed through the Straits of Malacca quite often in recent years and at present the "Irish Larch" is trading to that region with steel from New South Wales. She will discharge at Port Kelang, Singapore and Djakarta in Java. The Straits of Malacca separates Malaysia and Sumatra and gives access to the Bay of Bengal from the South China Sea.

Singapore

The Republic of Singapore on the southern tip of the Malaysian Peninsula has developed from an almost uninhabited island, when Sir Stamford Raffles established a trading station there in 1819, to the most densely populated country in the world to-day. Raffles was representing the British East India Company to whom the island was ceded outright by the Sultan of Johore in 1824 and, two years later, Singapore was incorporated with Malacca and Penang to form the Straits Settlements. This arrangement lasted until the Second World War after Britain had constructed a large naval base there in 1938. The Japanese captured the island in February 1942 following an attack launched from the Malay Peninsula to the north. After recapture by the British in 1945 Singapore became a crown colony in 1946 and was separated from the Straits Settlements. The island became self-governing in 1959 and in 1963, Singapore joined the newly established Federation of Malaysia which brought together independent Malaya and the British ruled territories of Sarawak and Sabah in North Borneo. The new alliance did not



The "Irish Larch" pictured in the Straits of Malacca.

last very long, however, due to differences between Singapore and the Malaya dominated central government of the Federation. In August 1965 Singapore separated from Malaysia to become an independent republic with Lee Kuan Yew, a leading political figure as Prime Minister. With a population of 2.3 million people, Singapore has some 10,000 people per square mile of whom 76% are of Chinese origin.

The Port

Undoubtedly it is to its role of entrepôt for international trade that Singapore owes its phenomenal growth and development. It was mainly on the processing and transshipment of the primary products of nearby countries that Singapore initially depended since the island did not have minerals or other natural resources of its own. Rubber and copra milling, tin smelting and shipbuilding and repair were the major industrial activities up to the early 1960's. Since then a more diversified economy has been developed and includes the manufacture of metal and engineering products, petroleum processing, chemicals, plastics, precision equipment, optical goods, food and beverages and textiles. Singapore trades extensively with overseas countries and traffic through the port has grown to such an extent

that it is now one of the world's top four shipping terminals. Of course the strategic location of the island plays the major part in making Singapore such an important centre for shipping. Even as far back as 1822, three years after British colonisation, 1,575

ships called at the newly established port. Having a fine natural deep-water harbout, the port has anchorage facilities for supertankers and an average of 200 ships arrive there daily providing port cargo traffic exceeding 60 million tons per annum. The Republic of Singapore itself has a merchant fleet of more than 1,000 ships totalling almost 4 million gross tons.

The total cargo handled at all the ports in Malaya is less than 15 million tons and Indonesian ports account for even less traffic. It is clear that the country most affected by steps taken to control shipping in the Straits of Malacca is Singapore although its size is tiny in comparison with the other two parties to the recent agreement and it has only 2.3 million citizens to Malaya's 11.1 million and Indonesia's 119.2 million.





FLEET NEWS·FLEET NEWS·FLEET NEWS

"Maple" at Mombasa

The "Irish Maple" has not called at a European port since last December and she will have voyaged overseas for eleven months when she arrives at Antwerp on 15th November. Having loaded her present cargo of steel at Port Kembla and Newcastle, New South Wales, in September, she is due at her first discharge port, Mombasa in Kenya, on 22nd October. She is expected to sail again on 29th October and transit the Suez Canal on 5th November on her passage to Antwerp where she will complete discharge about 22nd November.

For her next voyage, the "Maple" will load steel at Antwerp for Long Beach from 23rd to 26th November and is expected to transit the Panama Canal on 11th December. She will be due at Long Beach on 20th December.

"Irish Pine"

The "Pine" discharged forest products from British Columbia at London, Brake and Rotterdam on her present voyage. She is expected to complete discharge at Antwerp on 25th October and will then load steel for West Coast U.S. ports. The vessel also loads at Middlesborough from 1st to 10th November and will be due at Panama on 26th November, arriving Long Beach on 5th December. Oakland, Seattle and Vancouver, B.C. are her other discharge ports and she should complete unloading

her steel cargo at Vancouver about 21st December.

"Irish Elm"

Having discharged her cargo of grain from Houston at Kobe and Chiba, the "Elm" loaded motor cars at Hiroshima for the return voyage to Houston. She will be due to transit the Panama Canal on 5th November and should arrive at her discharge port on 9th November.

On completion of discharge, the vessel will again load grain at a Gulf port for Japan.

"Cedar" Bound for Mexico

While this ship was discharging at Nagoya, Second Officer E. Curry relieved M. Ryan. The "Cedar" also discharged part of her coal cargo from Vancouver at Kawasaki and then sailed for Yawata where she will load steel. She also loads at Kashima, Yokohama, Kobe, Hirohata and Mizushima where she is expected to complete loading on 7th November.

The vessel then sails for Manzanillo, Mexico, where she will unload part of her cargo before proceeding, about the end of November, for Caribbean and U.K. ports to complete discharge.

"Irish Rowan"

The "Rowan" is expected at Long Beach on 31st October with steel from Antwerp and completes discharge at Oakland on 8th November. She then

loads forest products at Vancouver, B.C. from 11th to 17th November for U.K. and European Continental ports.

Irish Star

Capt. M. Carey relieved Capt. J. Kelly at Panama on this ship's present voyage to Los Angeles and Fourth Engineer, C. Geoghegan also joined the vessel at the Canal. Second Engineer R. Broderick left the vessel to go on leave at the same time.

The "Star" is due at Los Angeles on 3rd November with steel from Antwerp and she also discharges at Oakland, Portland, Oregon, Seattle and Vancouver. She should complete discharge about 16th November and then commences loading forest products at Port Mellon, Squamish, Gold River and completes at Tahsis about 22nd November. The "Star's" discharge ports for her lumber cargo are Yokohama, Taganoura and Osaka and she will be due at the first Japanese port on 5th December.

"Larch" for Indonesia

At present loading steel at Port Kembla, New South Wales, the "Irish Larch" will complete her cargo at Newcastle on 3rd November and then sails for Port Kelang in Malaysia. She will be due there on 13th November and at Singapore on 18th November before completing discharge at Djakarta and Macassar.

The vessel is expected to complete discharge at Macassar on the island of Sulawesi about 1st December.

"Irish Oak" at Brazilian Port

After discharging her cargo of forest products from British Columbia at Cardiff and Nordenham early in October, the "Oak" sailed in ballast for Vitoria, Brazil, to load pig-iron for Japan. She is due at her loading port on 26th October

and should complete in about two days. The vessel then sails eastwards in the South Atlantic for Durban where she will take on bunkers about 7th November. Her Japanese discharge ports are not yet nominated but she should arrive in Japan on 26th November.

Birthday Greetings

To **Tim Finn**, "Irish Maple", congratulations and best wishes on the occasion of your 21st birthday which took place on 4th October. From Mother, Father, Jane, Wilmer, Martie, Debbie and Lorna.

Late Patrick Harris

As we go to press we have just learned the sad news that **Mr. Patrick Harris**, Bosun on the "Irish Larch", has died on the vessel at Port Kembla, New South Wales. The sudden death of this well-known and popular seaman will be much regretted by his many friends ashore and afloat.

The late **Patrick Harris** served on several ships of the Company fleet over many

years and he was also a familiar figure to most of our Head Office staff. He was a brother of the late **Val Harris** who was also well-known amongst our sea-going personnel. **Patrick Harris's** son, **Andrew**, died in March 1969 following an accident ashore in Capetown when he was serving on the "Irish Sycamore" and, to add to the tragedy of that loss, **Andrew** was not yet twenty years old at the time of his death.

To **Mrs. Harris** and family we tender our sympathy on their bereavement.

By Vancouver's Silvan Shores



This picture shows the "Irish Rowan" sailing from Vancouver, B.C., with a cargo of forest products, much of which is stowed on deck.

FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 26th October, 1977)

m.v. "Irish Pine" – Captain T. Byrne. Deck Officers: B. Kehoe, J. Flanagan, G. Burns. Deck Cadets: M. Poole, D. Deveney, N. Cummins. Engineering Officers: J. Devitt, F. Mullin, M. Scully, B. McGinley, D. Horan, J. Healy, D. Matthews, G. Osbourne, K. Browne. Electrical Engineer: H. Stears. Catering Officer: B. Dorgan. Radio Officer: Mrs. O'Malley. Deck Department: K. O'Malley, O. Ward, J. Duff, N. Thompson, D. Coleman, M. Bonnie, J. Lally, T. Ryan, E. Judge, P. Cullen, T. Grant, R. Davitt. Catering Department: A. Rourke, R. Smyth, P. Kelly, M. Dolan, M. Woods, S. Roche, J. O'Farrell.

m.v. "Irish Maple" – Captain B. Reilly. Deck Officers: M. Darcy, S. O'Byrne, J. Bourke. Deck Cadet: T. Finn. Engineering Officers: T. Hanrahan, D. Gabriel, T. Farrell, F. Murphy, J. Cummins, L. Donovan, L. Farrell, T. Cambridge, F. Hetherington, M. Okoli. Electrical Engineer: B. Murphy. Catering Officer: P. Murphy. Radio Officers: R. Scarff, H. McQuillan. Deck Department: J. Tallon, M. Doyle, J. Whelan, F. Macken, J. Galvin, F. Cole, J. Shatwell, P. Hughes, J. Marry, . Byrne, P. Murphy, S. McCarthy. Catering Department: P. Codd, G. McGovern, J. Murphy, P. Clarke, J. Sanderson, E. Farrell, D. Grant.

m.v. "Irish Oak" – Captain T. Hughes. Deck Officers: G. Kyne, P.J. Murphy, G. O'Connor. Deck Cadets: A. Parry, F. Early, G. McMahon. Engineering Officers: J. Reilly, F. Keane, D. Gerety, V. Hetherington, J. D. Murphy, F. Brennan, T. Holland. Electrical Engineer: T. Moore. Catering Officer: J. Doran. Radio Officer: B. Gallagher. Deck Department: T. Hughes, R. Keogh, T. Perle, B. Goyvaerts, D. Stacey, P. Murray, M. Christe, J. McGran, P. Savage, M. Kiernan, B. Greevy. Catering Department: W. Muldoon, P. Harrington, E. Foran, J. Brady, W. Murphy, D. Kavanagh, M. Clarke.

m.v. "Irish Star" – Captain M. Carey. Deck Officers: P. Kehoe, P. Boyd, D. Meagher. Deck Cadets: N. Hughes, K. Treacy, K. Hill. Engineering Officers: J. O'Toole, P. Herlihy, D. O'Flaherty, B. Geoghegan, P. Curran, W. Sammon, T. Sweeney. Electrical Engineers: P. Tobin, J. Dunphy. Catering Officer: L. Fanning. Radio Officer: M. Murphy. Deck Department: W. Boon, J. Gallagher, T. Lynch, B. Clarke, E. Murphy, R. Du Brun, W. Tiebiel, P. Proctor, P. Boylan, E. Fitzek, J. Graham, T. Behan, J. Carey. Catering Department: E. Murphy, N. Duggan, C. Lewis, J. Cooney, T. Cummins, W. Richardson, G. Core.

m.v. "Irish Larch" – Captain M. O'Dwyer. Deck Officers: H. McGowan, P. Hughes, D. Dignam. Deck Cadets: F. Britton, D. Scanlon, S. Myles. Engineering Officers: R. Tennent, J. O'Leary, J. Keane, J. Lynch, D. O'Connell, J. Harrington, J. O'Flaherty. Electrical Engineer: S. Spoor. Catering Officer: E. Fricker. Radio Officer: T. O'Connell. Deck Department: A. Gill, P. Fennell, P. Hawkins, M. Browne, R. Draper, F. O'Connell, A. Cafrey, F. Dunne, P. Dowling, A. Kelly, P. O'Donnell. Catering Department: M. Moody, G. Humphries, E. Mulready, M. Gowan, D. Butler, M. Gavin, D. Healy.

m.v. "Irish Cedar" – Captain M. McMahon. Deck Officers: B. Hearne, E. Curry, G. Hopkins. Deck Cadets: N. Devlin. Engineering Officers: B. Larkin, P. Caffrey, J. Waters, J. Kavanagh, C. McIntyre, J. O'Reilly, R. Tynan, A. Lydon. Electrical Engineer: J. Grace. Catering Officer: T. O'Connell. Radio Officer: P.J. O'Shea. Deck Department: H. Hannon, N. Shiels, F. McCarthy, W. Love, J. O'Donnell, D. Nodwell, D. O'Donovan, J. Smith, H. McClenahan, B. Coogan, R. McCormick, J. Brown. Catering Department: G. McGovern, C.

Fullam, E. Byrne, P. Moran, L. Byrne, P. Dempsey, D. Byrne.

m.v. "Irish Elm" – Captain M. Devine. Deck Officers: J. Murphy, F. Traynor, P. Cafferky. Deck Cadets: J. Hobbs, R. Mullins, B. Briscoe, R. Hickey. Engineering Officers: W. McCarthy, M. McCann, P. McGlade, P. Morris, N. Pearson, B. Kelleher, D. Mooney, D. O'Reilly, A. Meany, D. O'Loughlin, B. Elum. Electrical Engineer: M. Kelly. Catering Officer: P. F. Walsh. Radio Officers: J. Delaney, K. Ryan. Deck Department: J. Griffin, F. Sweeney, J. Kealy, D. Hunt, M. Hurley, E. Clarke, R. Fawsitt, P. O'Sullivan, M. Murray, D. Scanlon, L. Heapes, L. Pullen, R. Galway, G. Payne. Catering Department: E. Byrne, P. Gavin, Y. Mahony, T. Pierce, E. Donnery, P. Galvin, P. O'Reilly.

m.v. "Irish Rowan" – Captain J. A. Caird. Deck Officers: J. Whyte, B. Kinch, T. Sarsfield. Deck Cadets: B. Geary, D. Wally. Engineering Officers: J. Reynolds, C. Corcoran, P. Molloy, P. Conran, E. McQuillan, E. Bourke, D. Taylor, K. Barry, G. Ohikere. Electrical Engineer: S. Doyle. Catering Officer: H. Bond. Radio Officer: R. M. Byrne. Deck Department: K. Maher, E. Frampton, M. Carr, B. Freeney, J. Farrelly, P. Duffy, K. Kelly, D. Doyle, T. Ryan, M. Manson, M. Browne, P. French. Catering Department: D. Meagher, J. Kelly, J. Maguire, G. O'Toole, J. O'Brien, M. Kiernan, P. Southam.

m.v. "Daunt Rock" – Captain J. Kerr. Chief Officer: D. Leonard. Engineering Officers: C. Quinn, N. Hayes. Cook Steward: T. Mason. Deck Department: H. McElwaine, V. Beech, J. Walsh.

m.v. "Lough Beltra" – Captain J. Ryder. T. Ryan, G. O'Connor.