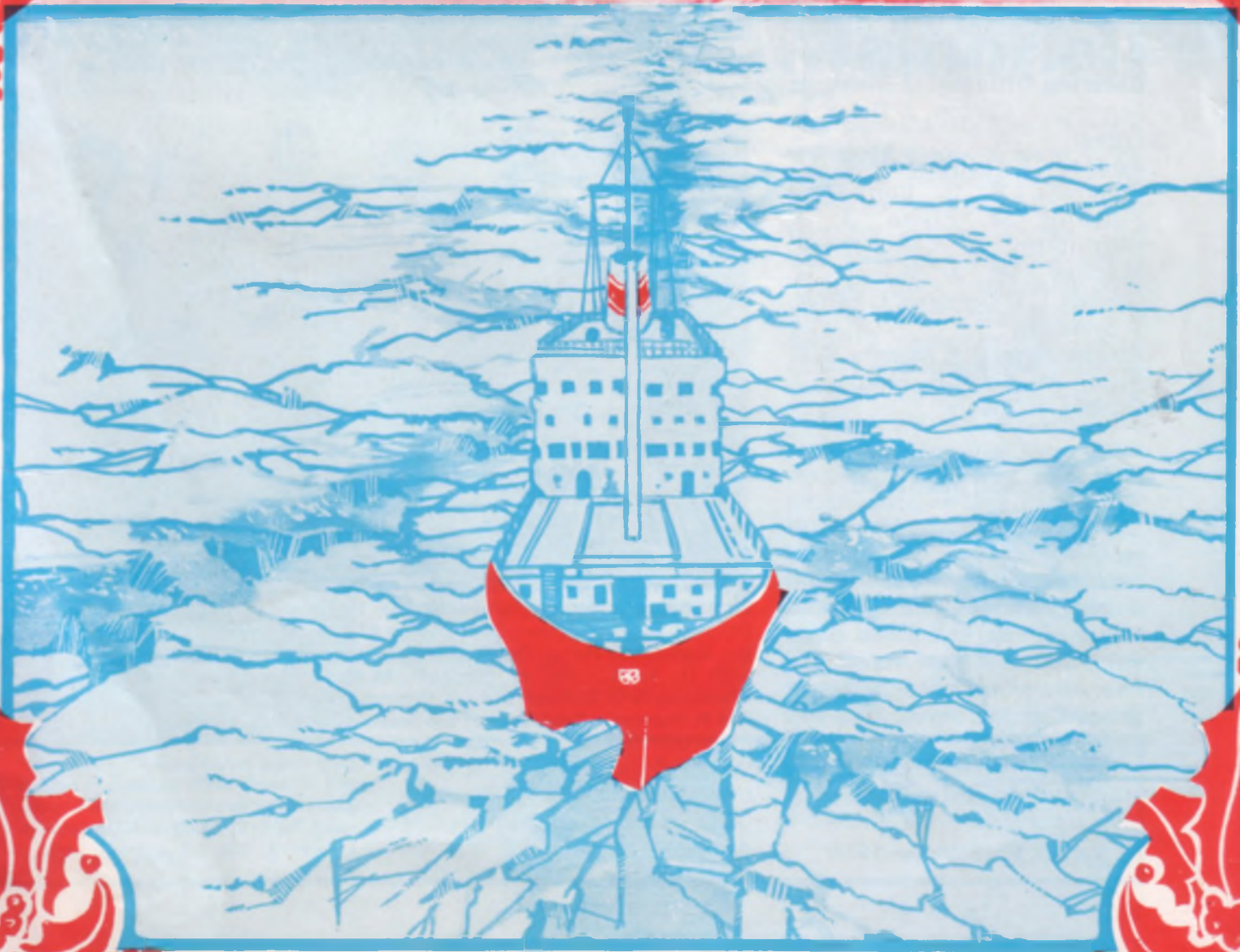


# SIGNAL

*Nollaig faoi shéan  
agus bliain nua  
faoi mhaise d'ár  
léitheoirí uile*



## Officers Ashore as at 12-12-'77

**Masters:** H. Fiddler, J. A. Gleeson, J. S. Kerr, B. Reilly.

**Chief Officers:** M. Darcy, B. A. Kehoe, J. M. Darcy, J. A. Moynihan, M. J. Doyle, M. Mundow, T. O'Connor, D. Leonard.

**Second Officers:** M. Kirrane, P. Miley, M. Purcell, M. Ryan, M. McCarthy, P. J. Hughes, P. Richardson.

**Third Officers:** A. J. Kelly, J. Bourke.

**Chief Engineers:** P. Collins, T. O'Toole, T. Kenny, B. Larkin, T. Hanrahan, L. Sherringham, M. Curley, C. Quinn.

**Second Engineers:** J. O'Leary, M. Egan, M. McCann, C. H. Teehan, E. Kealy, P. Dowling, D. O'Brien, J. F. O'Connor.

**Third Engineers:** J. J. Keane, T. C. Farrell, D. O'Flaherty, D. O'Loughlin, C. P. O'Brien, P. McCarthy, M. Hayes.

**Fourth Engineers:** M. Boland, T. Lanigan, H. Mahon, L. Byrne, C. N. McGarrigle, J. M. Garvey, D. Horan, J. F. Lynch, F. Murphy.

**Catering Officers:** U. Maher, L. Fanning, J. Clinton, J. Dillon, E. Fricker.

**Junior Engineers:** J. J. Cummins, P. G. Curran, T. Furlong, M. Flynn, J. J. Harrington, B. Kelleher, D. Mooney, W. J. Morris, G. O'Brien, L. O'Donovan, L. Farrell, T. Sweeney.

**Electricians:** P. F. Murphy, S. C. Spoor, M. Kelly, B. Murphy, J. Dunphy, H. Stears.

### Pearse McLoughlin Collection published

We were very pleased to receive a copy of the recently published collection of verse and prose by Pearse McLoughlin of Howth. Sadly, in our last issue we reported the death of Pearse's wife, Nancy, and it is fitting that the new publication

should begin with a tribute to her fortitude in her long illness.

The collection includes what the Author describes in his title as "A Mixum Gath'rum of Simple Verse with a thought or two to ponder" and is reasonably priced at £1. We were pleased to learn that sales had been very promising and we wish the Author who is also the Publisher every success with this praiseworthy venture.

### "Tuscar Rock" launched

The first of two small bulk-carriers to be built at Pembroke Dock, South Wales for Coal Distributors Ltd., of Dublin was launched on 6th December and named "Tuscar Rock" by Mrs. J. P. Reihill, wife of the Company's Chairman. The vessel and her sister-ship, to be named "Fastnet Rock", will be manag-

ed by Irish Shipping Ltd. as are the two similar vessels owned by R. & H. Hall Ltd. The two Hall ships are named "Daunt Rock", already in service, and the "Skelligs Rock" which is to be delivered next month.

### Acknowledgement

The wife and family of the late Patrick Harris wish to thank most sincerely all Irish Shipping personnel, both afloat and ashore, who sympathised with them on their recent bereavement. The names of those who tendered condolences are too numerous to mention but special thanks are due to Capt. M. O'Dwyer and crew of the "Irish Larch" and to the Masters and crews of the "Irish Pine", "Irish Rowan", and "Irish Cedar".

## Marine Engineers' Lecture



Pictured at a lecture given to the Institute of Marine Engineers last October by Mr. O. Von Carlovitz on M.A.N. engines. The talk was held in the Burlington Hotel, Dublin and here we see the Lecturer, third from right, with (L. to R.): Mr. H. Kirchoff, M.A.N.; Mr. J. McGoldrick, Director, Warnants & O'Sullivan Ltd.; J. Whittle, Chairman; C. M. Devlin, Secretary and P. Harrison, Treasurer of the Institute of Marine Engineers.

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Editor: John Higgins.



# President attends Commemoration Services

The annual commemoration service for seamen lost in Irish merchant vessels during the war years from 1939 to 1944 were held in Dublin on Sunday, 27th November. The services, which have been organised by the Maritime Institute of Ireland for the past thirty years, consisted of Mass at City Quay Church at 9.30 a.m. and Service at St. Patrick's, Church of Ireland Cathedral, at 11.15 a.m.

The President of Ireland, Dr. Patrick Hillery, who is patron of the Institute, attended both services. Also present were the Lord Mayor of Dublin, Councillor Michael Collins; the Minister for the Gaeltacht, Mr. Denis Gallagher, T.D., the Minister for Transport and Tourism, Mr. Pdraig Faulkner, T.D., and the Minister for Fisheries, Mr. Brian Lenihan, T.D. Others present included senior officials of the major shipping companies, Irish Lights Commissioners, Dublin Port and Docks Board and representatives of all branches of maritime affairs.



Following the commemorative Mass at City Quay, the President, Dr. Patrick Hillery chatted with Junior Engineer, John Cummins of I.S.L. and in the background is the Lord Mayor of Dublin, Councillor Michael Collins. Mr. Cummins performed the readings at the Mass.

## Seamen's Memorial

The aim of a memorial to the memory of seamen lost while serving aboard vessels during the war years from February 1940 to July 1944 is now within sight of being realised and could be completed in 1978.

The ideal of a national Irish seamen's memorial in Dublin probably belongs in great part to Capt. Desmond Fortune, who was wounded while in command of the Wexford Steamship Company's m.v. "KERLOGUE" when the vessel was attacked by British aircraft in 1943 on passage in the Bay of Biscay. Down through the years he persevered and in the 1960's approaches were made to the Government for support for the project.

In January 1968, the then Minister for Transport & Power announced that the Government had to contribute £2,000 towards the cost of providing such a memorial. By 1970 it

was planned that the memorial would be a special room in the proposed Headquarters of the Maritime Institute of Ireland, in Earlsfort Terrace, Dublin. This was to contain a plaque with a "golden book" inscribed with the names of those killed. The £2,000 was to be made available through the Institute towards this plan. However, the Earlsfort Terrace premises did not materialise and the matter rested until early 1977 when the construction of the new Liffey Bridge down stream from the Custom House in Dublin, reopened the matter. The Council of the Maritime Institute instructed Pat Sweeney to approach the Irish Association of Master Mariners and marine unions with the aim of reactivating the memorial idea and meeting Dublin Corporation. Following this a meeting was held at which those present established a joint

*Continued on Page 4.*



Col. A. T. Lawlor, President of the Maritime Institute of Ireland, chatting with Capt. I. Tyrrell prior to the Service at St. Patrick's Cathedral.

memorial committee representative of the Irish Association of Master Mariners (Capt. H. Walsh, President, Capt. W. H. Ball, Vice President), Marine Port & General Workers Union (Frank Ellis, President) Seamen's Union of Ireland (William Stacey, General Secretary) and Maritime Institute (Pat Sweeney, Hon. Treasurer) with Mr. Sweeney to act as Secretary. It was decided to press the Dublin City Council to name the new bridge to commemorate the seamen lost during the war, all Councillors were asked for their support, but the City Fathers named the bridge after Matt Talbot, the saintly Dublin Port worker.

However at the Dublin

Council meeting at which the bridge was named Councillor Ruari Quinn (Labour) proposed that a plaque commemorating seamen be incorporated on the bridge structure and this was agreed by the Council. A meeting took place between members of the joint committee and Dublin Corporation officials in late June as a result of Councillor Quinn's action, when the whole matter was discussed. Certain difficulties then were foreseen and it was suggested that instead of a memorial on the bridge such could be placed on the Quays in proximity to it. This might take the form of a plinth supporting an anchor, with an inscription underneath. It was agreed that the matter of

an anchor should be pursued with Dublin Port & Docks Board and the Commissioners of Irish Lights. The Commissioners have made an admiralty pattern anchor available for the project and the Corporation were informed.

A design is now being prepared and this will be considered by the Committee and, after that, they will meet Dublin Corporation again for a full and final discussion on the exact form and location of the memorial early in 1978. An early decision should see a fitting tribute to our wartime sailors in position near the Custom House before the end of 1978.

**Pat Sweeney**

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## The man who invented Morse Code

*It is a fitting tribute to the genius of Samuel Morse that the code he invented has survived for well over a hundred years and in an era of scientific discovery such as the world has never previously known.*

*Samuel Finley Breese Morse was born at Boston in 1791, son of Pastor Jedidiah Morse who was a friend of the two American Presidents, Washington and Adams. Jedidiah also won fame for his two books "The American Universal Geography" and "The American Gazetteer". These works earned him the money which enabled him to send his three sons to college.*

*While at Yale University, Samuel was very impressed with one of his teachers who lectured on the subject of electricity, which became his chief hobby. He sought out scientists who were then experimenting with the new source of energy and was keen to learn as much as possible about the subject. However, his ambition was to become a great painter and he had considerable talent as an artist. He earned five dollars each for his miniature portraits of his friends which he painted on ivory. His parents were reluctant to allow him pursue his ambitions as a painter until he received very high praise for his work from the famous Gilbert Stuart and then he was sent to England to study art at the age of nineteen years.*

Samuel was still in England when America declared war in 1812 and he was deeply upset by the fact that Congress did not know of certain conciliatory measures which had been taken by the British Parliament two days prior to the declaration of war. He felt that if news of these

measures could have been conveyed to the U.S. Congress in time, the war might have been averted and wrote to his family lamenting that it was not possible to send messages across the Atlantic in an instant. He returned to America in 1815 and made a good living painting

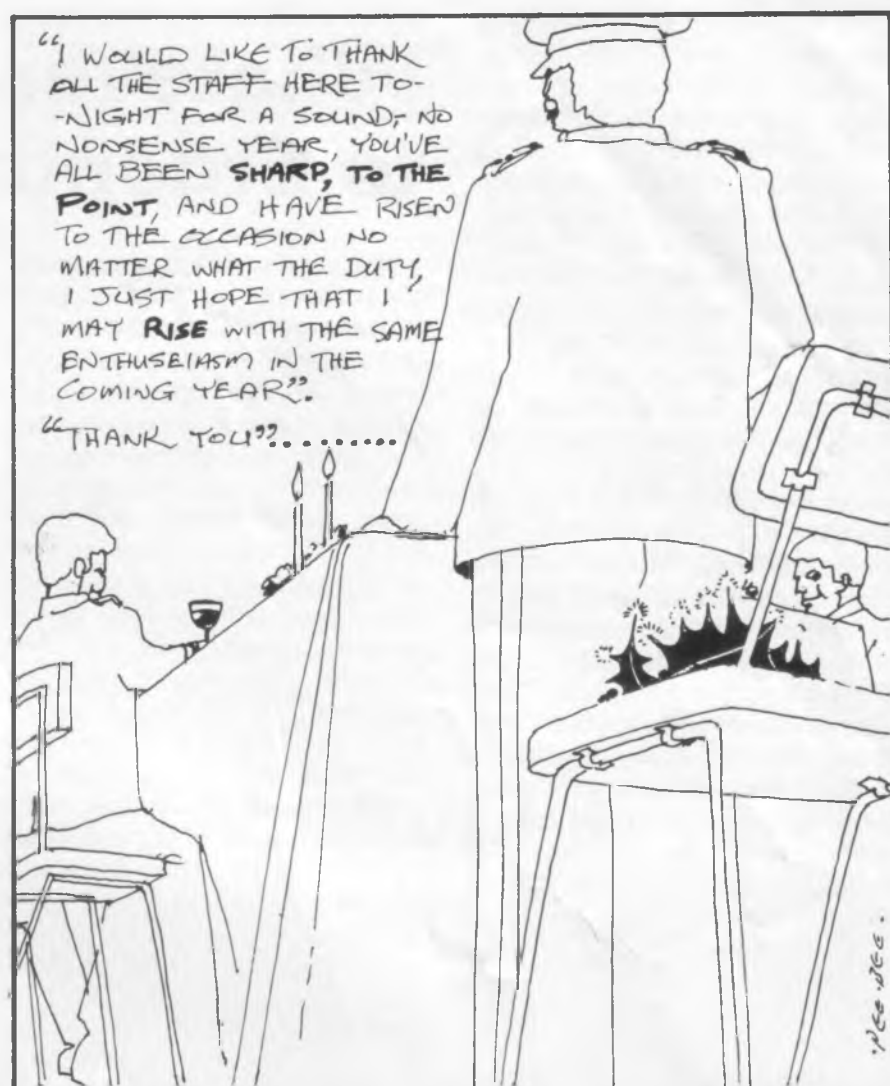
portraits. It was during this period that he painted a portrait of his friend, Lafayette, which is regarded as his finest work and now hangs in New York's city hall. Sadly the years that followed brought economic depression and with it the market for his work collapsed.

As he was returning from his second visit to Europe in October 1832, on the voyage from Le Havre to New York, Samuel became involved in a discussion on board ship which was to have a profound effect on his subsequent career. He posed the question as to why information might not be instantaneously transmitted by electricity to any distance. His fellow passengers were merely amused by the idea but Morse himself was so excited by the thought that he worked on his theory for the rest of the voyage. He used all the knowledge he had gained from the pursuit of his hobby and by the time he reached New York, his sketch book contained drawings of an instrument and circuit whose basic principals have not changed ever since. Indeed the simplicity of his invention has earned the admiration of technical experts down to the present day.

*Continued on page 5*

Despite his concern with new means of communication, Samuel Morse was first and foremost an artist and was Professor of Sculpture and Painting at the newly established New York University. His was the first professorship to be created in the fine arts in America and he spent his days working on a great painting of the exhibition gallery of the Louvre. The work, which he began in France, showed the walls of the gallery on which hung thirty-seven masterpieces by Murillo, Van Dyck, Correggio and other great artists. It was, of necessity a huge canvas which Morse planned to exhibit in all the major cities of America and which, he hoped, would promote a greater appreciation of art amongst his fellow countrymen. Unfortunately, his exhibition did not receive the expected support, and short of money, he was forced to sell his own picture. To add to his discouragement, he was refused the job of painting one of the four unfilled panels in the rotunda of the Capitol at Washington, an honour he greatly desired. It was at this point that Morse directed all his energy to the development of his Telegraph and, unable to pay the rent of a room, he lived in his studio at the University where he cooked his own meals to save money for his experiments.

Samuel Morse made every part he used himself including batteries, magnets and even the insulated wire he needed for his circuits. His receiver was made with a picture frame and the parts from an old clock to draw a ribbon of paper under a pendulum to which a pencil point was attached. The pencil point produced a wavy line which formed the dots and dashes that eventually comprised the famous Code. In 1836, he discovered the relay system which used the transmitted signal of one circuit to open and close contacts in a second circuit thus making it possible to relay messages from circuit to circuit, across continents and



even round the world. Having achieved this breakthrough it only remained for Samuel Morse to perfect his code system with the assistance of his partner Alfred Vail.

Soon afterwards, Morse was ready to show his invention to the U.S. Congress in the hope of getting Government backing but it was only after several years that an amount of 30,000 dollars was voted for the building of the first telegraph line in 1843. In the meantime the impatient Morse turned his attention to photography which he had become interested in through Daguerre, the French pioneer of this new art form, while in Paris. Morse built what was probably the first camera in America in 1839 and with his help Professor John W. Draper made the world's first photographic portrait on the roof above Morse's studio at New York University in December

that year. Working together both men had reduced exposure time from five minutes to a matter of seconds by 1841 and Morse was teaching the new art to enthusiastic pupils. Two years later Congress had finally voted the necessary money for his Telegraph and Samuel was appointed Superintendent of U.S. Telegraphs. He began to construct a forty mile line from Washington to Baltimore. He planned to put the wires underground in a lead pipe with the help of an ingenious plough invented by Ezra Cornell who later founded the famous University named after him. The plough trenched, laid and covered the pipe in one operation. However, after 23,000 dollars had been spent Morse discovered that he could not properly insulate the wire for underground use. Fearful that support might be stopped, the two men agreed

*Continued on page 6*

that the truth should not be revealed to the public. Cornell spurred on his team of eight oxen and drove his machine straight against a boulder smashing it in an apparent accident thus allowing Morse to string the wires from pole to pole.

In May 1844, the first line was completed and the famous message, "What hath God wrought?" was sent to Vail in Baltimore. Despite efforts to have the new invention operated by the Government the further development of the Telegraph was left to private enterprise. As early as 1842 Morse had the idea of an Atlantic cable and, in fact, his own first experimental line was an underwater cable between the Battery and Governors Island in New York Bay. Having laid the cable himself from a row boat a great ceremony was arranged for the opening of the line on the following day. To ensure that all was in readiness for the test, Morse went down to the Waterfront early in the morning only to find that a fisherman had hooked his cable out of the water and chopped it off. This incident led to public humiliation for Morse and it was not until 1866 that a successful laying of cable across the Atlantic took place.

Towards the end of his life Samuel Morse tried for success in the political field but after vainly opposing the Civil War and campaigning vigorously against Lincoln's re-election he died in 1872, just a few days before his eighty-first birthday. Ironically, his paintings, which meant so much to him, have grown more and more valuable and he is now regarded as one of the world's great portrait painters, a posthumous acclaim that he would have dearly appreciated in his lifetime.

### Welcome Back

It is nice to be able to report that our Accountant, Mr. Tom Flynn, is back at his desk again after a recent spell in hospital. We wish him a full and speedy recovery.

# Whatever happened to Ergonomics?

*In the good old days of business consultants, rationalisation, critical path analysis and all that jazz we were conditioned to the jargon of managerial whizz-kiddery. In recent times we have had more serious problems like economic depressions, national wage disagreements and such like to exercise our minds so that we have got a little out of condition. Small wonder then that a current treatise by a Mr. Michael Doctoroff entitled "Synergistic Management" should induce elevated eyebrows and a modicum of nostalgia amongst us more sensitive souls. The American author with the Russian sounding name devotes much space to the subject of 'non-verbal communication' which we had previously and erroneously assumed to be either written communication or simply non-communication. Not a bit of it!*

*People you have previously accused of ignoring your existence may have been addressing themselves to you far more eloquently than you either dreamed of or deserved. On the other hand you yourself may have been baring your innermost feelings to all and sundry without knowing it. Let us wise-up, therefore, with the aid of Mr. Doctoroff.*

*Firstly it is necessary to get down to the nitty gritty of this whole science of non-verbal communication which is, as the more enlightened amongst us may suspect, the art of conveying a message without uttering a word. You simply communicate clearly and effectively in a non-verbal way and here it should be said that the name of Harvey Smith is not even mentioned in the entire book. By mastering the techniques of non-verbal communication you can increase*

*your effectiveness to a surprising extent, the book says. This assertion seems to challenge the rural adage, "a dumb priest never got a parish". In fact once you get the hang of these new techniques you may have to restrain your urge to give up speaking altogether you will be so keen to perfect your non-verbal virtuosity. You can indicate polite disagreement with a speaker by shaking your head and conversely you can express agreement by nodding your head. This latter gesture can also signify that you are falling asleep and consequently may denote boredom with the speaker or his subject. The gesture should also be avoided in the presence of auctioneers.*

*The habit of slightly rubbing the nose with the index finger is a bodily gesture of negation or hostility but may also be interpreted as a sign of doubt or uncertainty. 'Steepling' is a very significant gesture. It involves the joining of the fingertips to form a kind of church steeple and represents a confident or sometimes smug, egotistic, proud attitude. The more important people feel they are, the higher they will hold their hands while steepling.*

*The most arrogant and self-opinionated people hold their hands at eye level looking at you through the steeple. If this gesture is alternated by a relaxed sitting posture with both hands supporting the back of the head it is likely that the seated person thinks of himself or herself as some kind of superior being. On the other hand, people with an inferiority complex hold their hands in front of their faces while speaking, a gesture which also denotes shame or discomfort.*

*Space is another indicator of*

*Continued on page 7*



personality and people who feel they are inferior do not regard themselves worthy of occupying space while individuals with a superiority complex tend to use more space than they really need. The latter are inclined to sprawl themselves out thereby keeping other people at a distance and they often let their coats fly open with total abandonment to take up the maximum space. In the office, importance is associated with space and 'big noises' have bigger desks, offices and even chairs. Presumably on board ship this tendency is kept in check by cargo space requirements, and the humane consideration of keeping the rest of the ship's company from drowning! On the domestic

front, if the wife wants a larger kitchen you should immediately sit down in a relaxed manner shaking your head and steepling for all you're worth.

After winning the battle on the home front you should be in an excellent position to commence losing friends and influencing people at work. Remember a nod used to be as good as a wink, but what the relative values are in today's inflated price range is anybody's guess. Mr. Doctoroff's book is \$12.95.

#### **Christmas Greetings**

To THOMAS HUGHES, m.v. "Irish Oak" – A very happy Christmas to you and all on board. Hope you all have a nice

time. Also belated Birthday good wishes for 10th November. Lots of love from Mam, Dad, John, Catherine, Joseph, Leo, Pat, Ann and Martin. Also from Mary, Noel and Family; from Liam, Patricia and Paul and from George, Therese and Thomas. We will all be thinking of you.

To JOHN MURPHY, m.v. Irish Elm – Best wishes for a very happy Christmas and Good Luck in the New Year from Dad, Mam, Margaret and Mary.

To PETER FARRELLY, m.v. Irish Larch – Happy Christmas, Peter, with all our love from Maureen and Alan; also from Mam, Dad, brothers and sisters.

#### **Congratulations**

To Paul Miley on obtaining his Mate's Certificate.

## **What ! No Rum ?**



Many ex Irish Shipping officers were gathered recently at a cheese and wine party organised by the Irish Association of Mariners. Included here are: J. D. McPolin, C. McGinley, C. Lawless, P. Kavanagh, P. Greevy, H. Greenlee, H. J. Walsh, President and Chairman of the Association; O. Designan, I. Tyrrell, P. Needham, H. Twohig, B. Forde and N. O'Shiel.

## NEWS from Irish Continental Line



### Travel Agents Visits

Some 20 French travel agents, accompanied by representatives of Transports et Voyages, ICL's agents in Paris, paid a short familiarisation tour to Ireland earlier last month.

During their stay, the group visited such centres as Cashel, Bunratty, Limerick and Kilkenny before returning to Le Havre on the "Saint Patrick".

Similarly, a group of 16 Belgian travel agents spent seven days in Ireland recently having sailed ICL to Rosslare. Included in their itinerary were visits to Youghal, Kinsale, Courtmacsherry (where the group went sea angling), the Dingle Peninsula, Adare and Ennis.

### Student Tours Programme

'France at Sea' is the title given to a new Continental student tour programme launched by Group and Educational Travel of Dublin and Belfast for the Winter '77/Spring '78 season.

Operated in conjunction with the I.C.L. service, the programme comprises a wide range of attractively-priced tours with Paris as the main centre. More extended tours to the Loire Valley, Lourdes and Switzerland are included as are a 5-day programme to St. Valery En Caux and a Mini-Cruise to Le Havre.

In all, there are nine tour choices in the Group and Educational Travel package,

each at attractive low rates. Lowest are the £12.50 per person Le Havre Mini-Cruise and a 4-day Mini Tour of Paris from £30.95 per person. Special 'shoulder' season reductions apply during April and May.

Based on minimum groups of 30 persons with accommodation arranged at approved student centres and youth hostels, all tours also include return sea travel with cabin accommodation on the "Saint Patrick", full-board accommodation ashore and comprehensive travel insurance.

### Record Turn Around

Port workers at Rosslare Harbour are believed to have set-up

*Continued on page 9*



The "Saint Patrick" in calm waters.



a new efficiency record last October when they turned the "Saint Patrick" around in little over one hour.

Due to heavy winds, the "St. Patrick" was put four hours behind her schedule, but the port workers unloaded and then reloaded the ferry in 75 minutes, thereby preventing delays to other ships using the Rosslare ramp.

Fast moving by any standards !

## Good wishes



**Congratulations to Mr. Austin Cody, Catering Manaver of I.C.L. on his appointment as manager of The Strand Hotel, Rosslare. We wish Austin success in his new role.**

### Perry Greer joins I.C.L. Board

Mr. Perry H. Greer, the Chairman of Irish Shipping Limited, has joined the Board of Directors of Irish Continental Line.

His appointment fills the vacancy left by Mr. Frank Reihill, who recently resigned his Directorship.

### Clefs D'or

Ever noticed the crossed golden keys insignia on a Hotel Hall Porter's lapel and wondered what it was? It signifies membership of Clefs d'Or



(Golden Keys), the International Hotel Hall Porters Association.

Last month, a group of 60 Irish members of the Association and their wives had a weekend away with a difference on an Irish Continental Line Mini-Cruise to Le Havre on the "Saint Patrick".

### Wexford students to Paris

The ever popular student trips to Paris continued during October when 60 pupils from the Presentation Convent, Wexford, sailed from Rosslare by ICL.

Accompanied by four teachers, the party spent a three day educational tour in the French capital.

### Winter Schedules

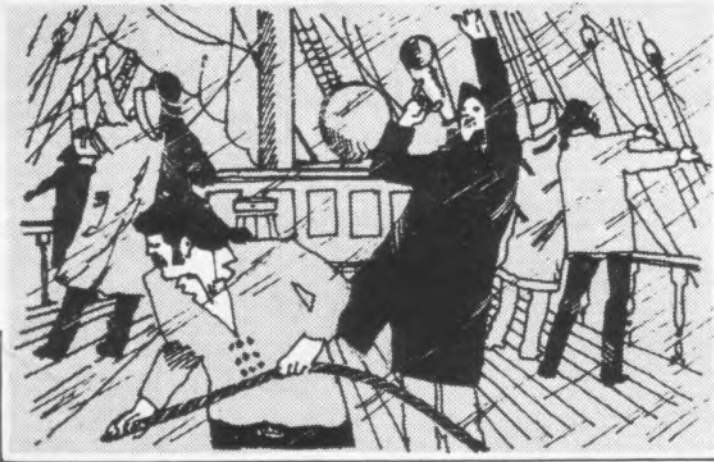
From the end of October, the

"Saint Patrick" reverted to its winter sailing schedule of three round sailings per week, laying overnight in Le Havre every Sunday.

Catering on board the ferry also reverted to its winter operation, with the Smorgasbord being replaced by table d'hote and a la carte menus for dinner and lunch in the Viking Restaurant. Should numbers warrant it, however, the Smorgasbord will be resumed.

### You do Remember I

We thank all readers who responded so promptly and so willingly with interesting stories of the war-time fleet and the men who manned those ships. We will deal more fully with this subject in our next edition.



The good  
old days  
of sail.



(Continuing from last Edition with more extracts from "Two Years before the Mast" by Richard Henry Dana).

## Sundays at Sea

*The decks are washed down, the rigging coiled up, and everything put in order; and, throughout the day, only one watch is kept on the deck at a time. The men are all dressed in their best white duck trousers, and red or checked shirts, and have nothing to do but to make the necessary changes in the sails. They employ themselves in reading, talking, smoking, and mending their clothes. If the weather is pleasant, they bring their work and their books upon deck, and sit down upon the forecastle and windlass. This is the only day on which these privileges are allowed them. When Monday comes, they put on their tarry trousers again, and prepare for six days of labour.*

To enhance the value of Sunday to the crew, they are allowed on that day a pudding, or, as it is called, a "duff". This is nothing more than flour boiled with water, and eaten with molasses. It is very heavy, dark, and clammy, yet it is looked upon as a luxury, and really forms an agreeable variety with salt beef and pork. Many a rascally captain has made up with his crew, for hard usage, by allowing them duff twice a week on the passage home.

On board some vessels Sunday is made a day of instruction and of religious exercises; but we had a crew of swearers, from the captain to the smallest boy; and a day of rest, and of something like quiet social enjoyment, was all that we could expect.

*Sunday, October 5th.* It was our morning watch; when, soon after the day began to break, a

man on the forecastle called out, "Land ho!". I had never heard the cry before, and did not know what it meant (and few would suspect what the words were, when hearing the strange sound (for the first time); but I soon found, by the direction of all eyes, that there was land stretching along on our weather beam. We immediately took in studding-sails and hauled our wind, running in for the land. This was done to determine our longitude; for by the captain's chronometer we were in 25°W., but by his observations we were much farther; and he had been for some time in doubt whether it was his chronometer or his sextant which was out of order. This land-fall settled the matter and the former instrument was condemned, and, becoming still worse, was never afterwards used.

As we ran in towards the

coast, we found that we were directly off the port of Pernambuco, and could see with the telescope the roofs of the houses, and one large church, and the town of Olinda. We ran along by the mouth of the harbour, and saw a full-rigged brig going in. At two p.m. we again stood out to lea, leaving the land on our quarter, and at sundown it was out of sight. It was here that I first saw one of those singular things called catamarans. They are composed of logs lashed together upon the water, the men sitting with their feet in the water; have one large sail, are quite fast, and, strange as it may seem, are trusted as good sea boats. We saw several, with from one to three men in each, boldly putting out to sea, after it had become almost dark. The Indians go out in them after fish, and as the weather is regular in certain seasons, they have no fear. After taking a new departure from Olinda, we kept off on our way to Cape Horn.

We met with nothing remarkable until we were in the latitude of the river La Plata. Here there are violent gales from the south-west, called Pamperos, which are very destructive to the shipping in the river, and are felt for many leagues at sea. They are usually preceded by lightning. The captain told the mates to keep a bright lookout, and if they saw

*Continued on page 11*

lightning at the south-west, to make sail at once. We got the first touch of one during my watch on deck. I was walking in the lee gangway, and thought that I saw lightning on the lee bow. I told the second mate, who came over and looked out for some time. It was very black in the south-west, and in about ten minutes we saw a distinct flash. The wind, which had been south-east, had now left us, and it was dead calm. We sprang aloft immediately and furled the royals and topgallant sails, and took in the flying-jib, hauled up the mainsail and trysail, squared the after yards, and waited the attack. A huge mist, capped with black clouds, came driving towards us, extending over that portion of the horizon, and covering the stars, which shone brightly in the other part of the heavens. It came upon us at once with a blast, and a shower of hail and rain, which almost took our breath from us. The hardiest was obliged to turn his back. We let the halyard run, and fortunately were not taken aback. The little vessel "paid off" from the wind, and ran on for sometime directly before it, tearing through the water with everything flying. Having called all hands, we close-reefed the topsails and trysail, furled the courses and jib, set the foretopmast staysail, and brought her up nearly to her course, with the weather braces hauled in a little, to ease her.

This was the first blow I had met, which could really be called a gale. We had reefed our topsails in the Gulf Stream, and I thought it something serious, but an older sailor would have thought nothing of it. As I had now become used to the vessel and to my duty, I was of some service on a yard, and could knot my reef-point as well as anybody. I obeyed the order to lay aloft with the rest, and found the reefing a very exciting scene; for one watch reefed the foretopsail, and the other the main and everyone did his utmost to get his topsail hoisted first. We had a great advantage

over the larboard watch, because the chief mate never goes aloft, while our new second mate used to jump into the rigging as soon as we began to haul out the reef-tackle, and have the weather earing passed before there was a man upon the yard. In this way we were almost always able to raise the cry of "Haul out to leeward" before them; and having knotted our points, would slide down the shrouds and backstays, and sing out at the topsail halyards, to let it be known that we were ahead of them. Reefing is the most exciting part of a sailor's duty. All hands are engaged upon it, and after the halyards are let go, there is no time to be lost — no "sogering" or hanging back,

then. If one is not quick enough, another runs over him. The first on the yard goes to the weather earing, the second to the lee, and the next two to the "dog's ears"; while the others lay along into the bunt, just giving each other elbow-room. In reefing, the yard-arms (the extremes of the yards) are the posts of honour; but in furling, the strongest and most experienced stand in the slings (or middle of the yard) to make up the bunt. If the second mate is a smart fellow, he will never let any one take either of these posts from him; but if he is wanting either in seamanship, strength, or activity, some better man will get the bunt and earings from him,

*Continued on page 12*





which immediately brings him into disrepute.

### **Cape Horn:**

The calm of the morning reminds me of a scene which I forgot to describe at the time of its occurrence, but which I remember from its being the first time that I had heard the near breathing of whales. It was on the night that we passed between the Falkland Islands and Staten Land. We had the watch from twelve to four, and, coming upon deck, found the little brig lying perfectly still, enclosed in a thick fog, and the sea as smooth as though oil had been poured upon it; yet now and then a long low swell rolling under its surface, slightly lifting the vessel, but without breaking the glassy smoothness of the water. We were surrounded far and near by shoals of sluggish whales and grampuses, which the fog prevented our seeing, rising slowly to the surface, or perhaps lying out at length, heaving out those lazy, deep, and long-drawn breathings which give such an impression of supineness and strength. Some of the watch were asleep, and the others were quiet, so that there was nothing to break the illusion, and I stood leaning over the bulwarks, listening to the slow breathings of the mighty creatures – now one breaking the water just alongside, whose black body I almost fancied I could see through the fog; and again another, which I could just hear in the distance – until the low and regular swell seemed like the heaving of the ocean's mighty bosom to the sound of its own heavy and long-drawn respirations.

Towards the evening of this day (Friday, 7th) the fog cleared off, and we had every appearance of a cold blow; and soon after sundown it came on. Again it was clew up and haul down, reef and furl, until we had got her down to close-reefed topsails, double-reefed trysail, and reefed fore-spencer. Snow, hail, and sleet were driving upon us most of the night, and the sea was breaking over the bows and

covering the forward part of the little vessel; but as she would lay her course, the captain refused to heave her to.

*Sunday, November 9th.* Today the sun rose clear, and continued to until twelve o'clock when the captain got an observation. This was very well for Cape Horn, and we thought it a little remarkable that, as we had not had one unpleasant Sunday during the whole voyage the only tolerable day here should be a Sunday. We got time to clear up the steerage and forecandle, and set things to rights, and to overhaul our wet clothes a little. But this did not last very long.

Between five and six – the sun was then nearly three hours high the cry of "All starboardlines ahoy" summoned our watch on deck, and immediately all hands were called. A true specimen of Cape Horn was coming upon us. A great cloud of a dark slate-colour was driving on us from the south-west; and we did our best to take in sail (for the light sails had been set during the first part of the day) before we were in the midst of it. We had got the light sails furled, the course hauled up, and the topsail reef-tackles hauled out, and were just mounting the fore-rigging when the storm struck us. In an instant the sea, which had been comparatively quiet, was running higher and higher; and it became almost as dark as night. The hail and sleet were harder than I had yet felt them; seeming almost to pin us down to the rigging. We were longer taking in sail than ever before; for the sails were stiff and wet, the ropes and rigging covered with snow and sleet, and we ourselves cold and nearly blinded with the violence of the storm. By the time we had got down upon deck again, the little brig was plunging madly into a tremendous head sea, which at every dive rushed in through the bow ports and over the bows, and buried all the forward part of the vessel. At this instant the chief mate, who was standing on the top of the windlass, at the

foot of the spencer-mast, called out, "Lay out there and furl the jib" ! This was no agreeable or safe duty, yet it must be done.

John a Swede (the best sailor on board) who belonged on the forecandle, sprang out upon the bowsprit. Another one must go. It was a clear case of holding back. I was near the mate, but sprang past several, threw the downhaul over the windlass, and jumped the knight-heads out upon the bowsprit. The crew stood abaft the windlass, and hauled the jib down, while John and I got out upon the weather side of the jib-boom, our feet on the foot-ropes, holding on by the spar, the great jib flying off to leeward and slatting so as almost to throw us off the boom. For some time we could do nothing but hold on, and the vessel, diving into two huge seas, one after the other, plunged us twice into the water up to our chins. We hardly knew whether we were on or off; when the boom lifting us dripping from the water, we were raised high into the air and then plunged below again. John thought the boom would go every moment, and called out to the mate to keep the vessel off, and haul down the staysail; but the fury of the wind and the breaking of the seas against the bows defied every attempt to make ourselves heard, and we were obliged to do the best we could in our situation.

*(To be continued)*

### **New Book by Former I.S.L Director**

Just as we go to press a book by former Irish Shipping Director, Mr. Frank Robbins, is published.

The title of the book is "Under the Starry Plough" and in it Mr. Robbins recalls his experience as an officer of the Irish Citizen Army during the war of Independence. We congratulate the author on his comprehensive work which has already received very favourable comment.



# FLEET NEWS · FLEET NEWS · FLEET NEWS

## "Irish Elm"

There were several officer changes on the "Irish Elm" while she was in the Gulf area in November. **Capt. W. Garvey** relieved **Capt. M. Devine** at New Orleans on 22nd November. At Panama on 5th November **Third Officer, D. Coleman** relieved **P. Cafferky**; **Electrical Engineer, J. Dunn** relieved **M. Kelly** and **Fourth Engineer O. Mortimer** also joined the vessel at the Canal. On 12th November **Junior Engineers, J. Dillon** and **J. Sheehan** relieved **B. Kelleher** and **D. Mooney** respectively

and **Radio Officer, J. Bardon** also joined at Houston.

The "Elm" loaded grain at Destrehan on the east bank of the Mississippi, upriver from New Orleans, and sailed on 29th November. She passed through Panama on 5th December and is expected at her Japanese discharge port on 27th December.

## "Irish Pine"

While this vessel was at Middlesbrough in early November **Capt. P. Murphy**

took over command from **Capt. T. Byrne** and at the same port **Electrical Engineer E. Walsh** relieved **H. Sears** and **Radio Officer J. Coman** relieved **Mrs. O'Malley**. On 26th October, **Chief Officer D. Kavanagh** relieved **B. Kehoe** at Antwerp.

The "Pine" is due at Long Beach on 12th December with steel from Middlesbrough and Antwerp. She will also discharge at Oakland, Seattle and Vancouver, B.C. where she is expected to have completed unloading on Christmas Day. The vessel then loads forest products at New Westminster, Crofton, Eureka, Cowichan and Vancouver for London, Brake and Rotterdam.

## "Larch" in Australia for Christmas

The "Irish Larch", which is on time charter to Broken Hill Pty. Company of Australia is expected at Whyalla, South Australia, on 20th December to load steel for Indonesia. On her last trip she also brought steel from Port Kembla and Newcastle to a number of ports in Malaysia and Indonesia as well as to Singapore.

When the vessel was at Singapore in mid-November there were many changes in personnel including **Second Officer T. McCarthy** for **P. Hughes**; **Second Engineer J. Denham** for **J. O'Leary**; **Third Engineer J. Vekins** for **J. Keane**; **Fourth Engineer J. Durham** for **J. Lynch** and **Junior Engineer E. Hopkins** for **J. Harrington**. Other changes at Singapore were **Electrical Engineer P. Clarke** for **S. Spoor**; **Catering Officer P. Farrelly** for **E. Fricker**; **Radio Officer M. Davies** for **T. O'Connell** and **Radio Officer Trainee H. Barry** also joined the vessel at that port.

It is expected that the "Irish Larch" will be at Whyalla until early January.

## 'Cedar' at Cherbourg



The "Irish Cedar" berthed at Cherbourg where the vessel unloaded granite from Durban earlier this year.

## ***Approximate Positions of I.S.L Vessels at Christmas***





### **"Rowan" visits French ports**

The "Irish Rowan" is due to transit the Panama Canal on 10th December on passage to Bordeaux with forest products from British Columbia. She is expected to arrive at the French port on 23rd December and also discharges at Brest, Antwerp, Bremen, Esbjerg and Velsen.

The vessel should be at Bordeaux over the Christmas period sailing on 26th December and finally completing discharge at Velsen on 11th January.

### **"Irish Star"**

**Catering Officer J. Rogan** joined this ship at Seattle on 24th November to relieve **L. Fanning**. The "Star" loaded forest products at Crofton and Tacoma and will complete loading at Kitimat on 10th December when she sails for Yokohama. She is expected at the Japanese port on 22nd December and will also discharge at Tagonaura and Osaka. On completing discharge she will the load steel at Osaka and sail about 29th December for Los Angeles where she will be due on 13th January.

### **"Oak" for Drydock**

At the end of her present voyage the "Irish Oak" will go into drydock at the Hitachi Chiko Yard in Osaka. At present the ship is discharging pig iron at Toyahashi and Osaka from Vitoria, Brazil.

She is expected to complete discharge on 15th December at Osaka and goes into the drydock on the following day. The "Oak" is expected to sail in ballast on 21st December for Vancouver where she will be due on 1st January.

### **"Cedar" in Haiti**

After discharging part of her

steel cargo from Japan at Manzanillo, Mexico, this vessel also unloaded at Amapala, Honduras. She is due to transit the Panama Canal on 13th December on passage to Port au Prince, Haiti where she is expected on 14th December. Her stay at the Caribbean port should last until 16th December when she sails for her final discharge port of Antwerp. The "Cedar" is expected at Antwerp on 28th December.

While the ship was at Kobe on 1st November, **Chief Engineer P. Bardon** joined to relieve **B. Larkin** whose father was seriously ill and, sadly, subsequently died. **We offer Mr. Larkin and his family our sympathy on their bereavement.**

On her next voyage, the "Irish Cedar" will again load steel for the U.S. west coast and it is of interest to mention that steel loaded at the Belgian port on the Celtic Bulk Carrier service since its inception in 1973 has now exceeded one million tons.

## **Expert at work**



**In the galley of the "Irish Cedar" we find bread making in progress in the capable hands of Mr. C. Fullam.**

### **"Irish Maple"**

**Capt. E. Greevy** took over command of this ship from **Capt. B. Reilly** at Antwerp in November and **Chief Officer D. Hopkins** relieved **M. Darcy**; **Chief Engineer A. Bolster** relieved **T. Hanrahan** and **Electrical Engineer D. Byrne** relieved **B. Murphy** at the same port.

The "Maple" is due at Panama on 17th December on passage to Long Beach with steel from Antwerp. She is expected at Long Beach on 27th December and also discharges at Oakland, Portland and Vancouver, Washington where she is likely to complete unloading on 4th January.

### **A Little Ogden, Nashery**

God rest you, merry Innocents,  
While innocence endures.  
A sweeter Christmas than we  
to ours.  
May you bequeath to yours.

# FLEET PERSONNEL

**Deck and Engineering Officers in Order of Rank (as at 12th December, 1977)**

**m.v. "Irish Pine"** – Captain P. Murphy. Deck Officers: D. Kavanagh, J. Flanagan, M. McD. Kinsella. Deck Cadets: M. Poole, D. Devenney. Engineering Officers: J. Devitt, F. Mullin, M. Scully B. McGinley, J. Healy, D. Matthews, N. Wright, W. O'Dwyer. Electrical Engineer: E. Walsh. Catering Officer: B. Dorgan. Radio Officers: J. Coman, J. Enright. Deck Department: J. McGrath, J. Duff, N. Byrne, N. Thompson, D. Coleman, P. Coyle, J. Carroll, J. Lally, A. Blake, P. Cullen, T. Grant, R. Davitt. Catering Department: A. Rourke, R. Smyth, P. Kelly, M. Dolan, J. Egan, S. Roche, J. Carroll.

**m.v. "Irish Maple"** – Captain E. Greevy. Deck Officers: D. Hopkins, S. O'Byrne, J. Fennessy. Deck Cadet: T. Finn. Engineering Officers: A. Bolster, D. Gabriel, P. Smyth, T. Ryan, M. O'Leary, P. Gunning, F. Heatherington, C. Ekuneayo. Electrical Engineer: D. Byrne. Catering Officer: P. Murphy. Radio Officers: J. O'Loughlin, J. Guirey. Deck Department: M. Byrne, J. Cole, J. Doran, C. Cody, B. Reilly, M. Devlin, T. Lynch, J. White, T. Kelly, P. O'Brien, M. Duggan, V. Montgomery, B. Johnston. Catering Department: T. Doyle, B. Comiskey, K. Stenson, R. Redmond, W. O'Brien, D. Hawkins, G. Somers.

**m.v. "Irish Oak"** – Captain T. Hughes. Deck Officers: P. Farnan, P. Murphy, G. O'Connor. Deck Cadets: A. Parry, F. Earley, G. McMahon. Engineering Officers: J. Reilly, F. Keane, D. Gerety, V. Hetherington, J. 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. Gayvaerts, D. Stacey, I. Tarbett, P. Murray, M. Christie, J. McGran, P. Savage, M. Kiernan, B. Greevy. Catering Department: W. Muldoon, P. Harrington, E. Foran, J. Brady, W. MMurphy, D. Kavanagh, M.

Clarke.

**m.v. "Irish Larch"** – Captain M. O'Dwyer. Deck Officers: H. McGowan, T. McCarthy, D. Dignam. Deck Cadets: F. Britton, D. Scanlon, S. Myles. Engineering Officers: R. Tennent, J. Denham, K. Vekins, J. Durham, D. O'Connor, E. Hopkins, J. O'Flaherty. Electrical Engineer: P. Clarke. Catering Officer: P. Farrelly. Radio Officers: M. Davies, H. Barry. Deck Department: A. Gill, P. Fennell, P. Hawkins, M. Browne, R. Draper, F. O'Connell, A. Caffrey, F. Dunne, P. Dowling, T. Byrne, A. Kelly, P. O'Donnell. Catering Department: M. Moody, G. Humphries, E. Mulready, M. Gowan, D. Butler, M. Gavin, D. Healy.

**m.v. "Irish Elm"** – Captain W. Garvey. Deck Officers: J. Murphy, F. Traynor, D. Coleman. Deck Cadets: J. Hobbs, R. Mullins, B. Briscoe, R. Hickey. Engineering Officers: H. McCarthy, P. McGlade, P. Morris, N. Pearson, T. Kennedy, G. Sheehan, J. Dillon, D. O'Reilly, A. Meany, O. Mortimer. Electrical Engineer: J. Dunn. Catering Officer: P. Walsh. Radio Officer: I. Bardon. Deck Department: J. Griffin, D. O'Sullivan, E. Manson, P. McDonnell, P. White, J. Galvin, P. Hughes, J. Weldon, J. Roberts, L. Pullen, D. Carberry, C. Brady, J. Grant, G. Dent. Catering Department: J. Mulligan, F. Brogan, J. Lloyd, T. Beaver, J. Healy, A. Taylor, S. 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, M. McAneny, B. Geoghegan, F. McGarry, W. Sammon, A. Byrne. Electrical Engineers: P. Tobin, P. Lee. Catering Officer: J. Rogan. Radio Officer: M. Murphy. Deck Department: W. Boon, F. Conaghan, T. Lynch, P. McGowan, E. Murphy, P. Parker,

W. Tiebiel, P. Proctor, P. Boylan, E. Fitzek, J. Graham, T. Behan, J. Carey. Catering Department: N. Duggan, C. Lewis, J. Cooney, T. Cummins, W. Richardson, G. Core, P. Kiernan.

**m.v. "Irish Rowan"** – Captain J. Caird. Deck Officers: J. Whyte, B. Kinch, T. Sarsfield. Deck Cadets: B. Geary, W. 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, G. Ohikere. Catering Officer: H. Bond. Radio Officer: R. Byrne. Deck Department: K. Maher, E. Frampton, M. Corr, B. Freaney, 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. "Irish Cedar"** – Captain M. McMahon. Deck Officers: B. Hearne, E. Curry, G. Hopkins. Deck Cadet: N. Devlin. Engineering Officers: P. Bardon, 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. O'Shea. Deck Department: H. Hannon, N. Shiels, F. McCarthy, W. Lowe, J. O'Donnell, D. Nodwell, D. O'Donovan, J. Smith, H. McClenahan, B. Coogan, R. McCormack, J. Brown. Catering Department: G. McGovern, C. Fullam, E. Byrne, P. Moran, L. Byrne, P. Dempsey, D. Byrne.

**Daunt Rock:** Captain J. F. Kelly. Deck Officers: J. Ryder, B. Coburn. Engineering Officers: N. O'Neill, M. Egan. Deck Department: L. Kiernan, H. McElwaine, D. Driscoll, R. Kiernan.

**Lough Beltra:** Captain G. Kyne. Deck Officer: D. Elliott. Engineering Officer: A. Curran. Catering Department: G. O'Connor.