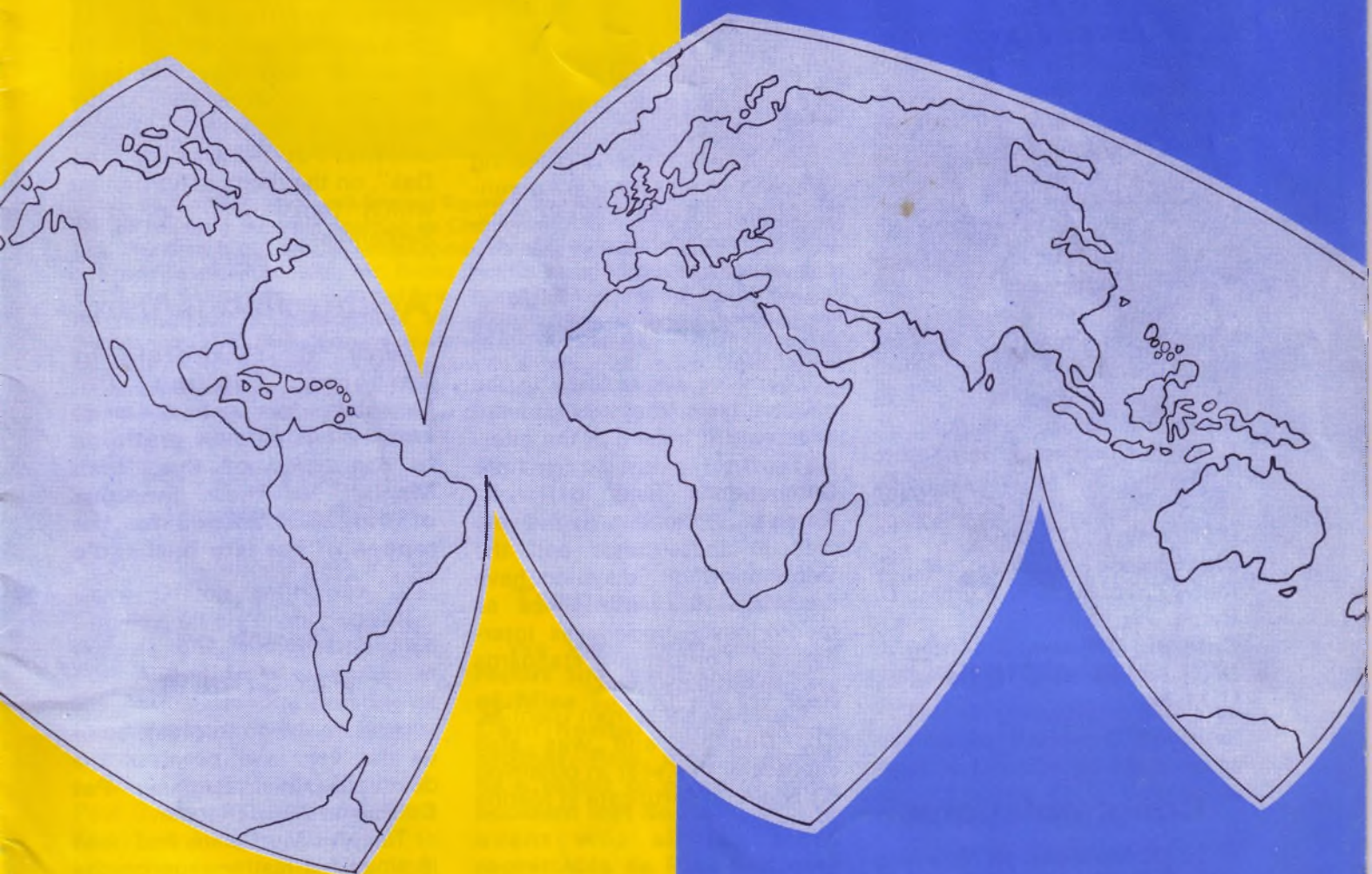


# SIGNAL



## Officers Ashore as at 24-10-'78

**Masters:** Commodore J. Caird, T. Byrne, E. Greevy, J. A. Gleeson, W. Garvey, B. Hearne, T. O'Connor, T. Hughes.

**Chief Officers:** A. Coghlan, E. Curry, M. Darcy, M. Purcell, M. Mundow, D. Hopkins, M. Kirrane.

**Second Officers:** J. Bourke, P. J. Hughes, F. McCarthy, S. O'Byrne, P. J. Murphy, B. Kinch, F. Traynor, B. Goyvaerts.

**Third Officers:** P. Dorgan, W. Kavanagh, G. Hopkins.

**Chief Engineers:** T. O'Toole, A. Bolster, J. T. Reilly, P. Caffrey, J. Reynolds, D. O'Brien, M. Hayes.

**Second Engineers:** J. Denham, C. O'Brien, D. Horan, D. Gabriel, M. McCann, P. Herlihy, C. Kealy, F. Keane, J. Keane, D. Gerety.

**Third Engineers:** J. J. Cummins, C. McGarrigle, T. C. Ryan, T. C. Farrell, D. O'Loughlin, W. O'Donovan, M. Scully.

**Fourth Engineers:** P. Conran, M. O'Leary, W. Sammon, M. Flynn, G. O'Brien, D. O'Connor, D. Hatthews.

**Junior Engineers:** K. Barry, E. Burke, P. Curran, T. Furlong, P. Good, P. Gunning, J. Harrington, J. Healy, A. Meaney, J. D. Murphy, M. O'Donnell, J. O'Flaherty, D. O'Reilly.

**Electricians:** J. Dunn, M. S. Kelly, P. Tobin, P. F. Murphy, D. Byrne.

**Catering Officers:** J. Clinton, J. Dillon, P. Farrelly, N. Hartigan, U. Maher.

## Congratulations

To **D. Muldoon** on obtaining his E.D.H. Certificate; To **G. F. O'Hanion** on obtaining his E.D.H. Certificate; to **A. McDonnell** on obtaining his E.D.H. Certificate; To **A. Blake** on obtaining his E.D.H. Certificate; To **G. Marry** on obtaining his E.D.H. Certificate.

## Cadet's Fine Achievement



Special congratulations are extended to **Engineer Cadet, Noel Cleary** who gained First Place in Ireland for Engineering Drawing in this year's Apprentice Competitions. Cadet Cleary, who joined Irish Shipping Ltd., two years ago, completed a four weeks' course at the Regional College, Sligo during his leave last July.

Following his success in the national tests Noel was selected to represent Ireland at the International Apprentice Competitions held in Pusan, Korea in September. He did very well in these tests and the Department of Education have described his performance as meritorious especially as International Competition standards are exceptionally high.

Cadet Cleary is from Glenties, Co. Donegal and was also successful this year in obtaining his National Certificate in Marine Engineering.

## Sympathy

We offer our condolence to **Capt. B. Hearne** on the death of his father on 24th October.

Our sympathy also goes to **Deck Cadet Kevin Treacy** on the recent death of his father.

## Birthday Greetings

To **Thomas Hughes**, "Irish Larch". Hello, Thomas, here's wishing you a very happy birthday on the 10th. November. Have a nice time. With lots of love from Mam, Dad, and all at home and also from Mary, Patricia, Therese, Catherine and their husbands and families. 'Bye for now.

## Condolences

Our sympathy is extended to **Thomas Fitzgerald**, now serving on the "Irish Cedar", on the death of his father last July;

We also sympathise with **Noel Kennedy**, now serving on the "Irish Oak", whose mother died at the beginning of August and with **Peter Clarke**, ex "Irish Oak", on the death of his mother which took place on 28th. September.

## Acknowledgement

**Mrs. C. Fitzgerald of Carheeney, Kildimo, Co. Limerick**, has asked us to convey her sincere gratitude to the crew of the "Irish Maple" for their generous offering for Masses for the repose of her late husband's soul.

## Death of Pat Collins

Just as we go to press, comes the very sad news of the death of Chief Engineer **Pat Collins** on 29th. October.

The late Mr. Collins had been ill since his last voyage on the "Maple" in April, 1977. He was an Engineer Cadet with the Company in the mid-60's and was appointed Chief Engineer in April, 1975.

We offer sincere sympathy to his wife Josephine and family on their great loss.

## Cork Businessman Retires



Mr. B. A. Gotto, a very well-known figure in the shipping business in Cork, retired recently from his position as Chairman of James Scott & Co. (Cork) Ltd. The firm is the oldest established shipping agency in the port of Cork and was founded in 1835. Mr. Gotto took over control of the Company in 1950 and Scotts have expanded greatly under his direction. At the time of his retirement Mr. Gotto was Vice-Consul for Holland, Norway and Sweden at Cork. Our photograph shows Mr. J. Hannigan (right) Managing Director of James Scott & Co., presenting a barograph to Mr. Gotto on his retirement. On the left is Mr. Pat Crowley, Chairman of Cork Harbour Commissioners and General Manager of James Scott & Co.

## Pat Crowley Honoured

We congratulate our former Cork Office Manager, Pat Crowley, on his unanimous election as Chairman of the Irish Port Authorities Association at the Annual General Meeting of the Association held in Limerick last July.

Mr. Crowley succeeded Mr. Paul Byrne of Dublin and is the first Cork Harbour Chairman to be so honoured since 1957/58. The I.P.A.A. is the umbrella organisation of Irish Port Authorities which are governed by the Harbours Act of 1946 and the Association's main function is to confer and consult on matters of common interest and to either support or oppose legislative, Departmental, local or other measures or regulations which, in the opinion of the Association may affect the common interests of members.

Mr. Crowley is General

Manager of James Scott & Co. (Cork) Ltd.

## Tragic Accident

We very much regret to report the sad bereavement of Miss Ann Byrne of Irish Continental Line whose brother, Paul, died tragically as a result of a motor cycle accident last September. The event was all the more regrettable as Paul had only just celebrated his 21st birthday.

We sympathise most sincerely with Ann and her family on their sad loss and with Bernard Byrne of Agency Division who was Paul's uncle.

Sadly Bernard had only shortly before suffered the loss of his mother and we are indeed sorry to record the news of his dual bereavement.

## Examination Successes

Our congratulations to **Charles Doyle** of our Accounts Department on passing his final B. Comm. examination and to **Brian Coleman** of Claims Department who was successful in Part 1 of the Associate's examination of the Institute of Chartered Ship brokers.

## Wedding Bells



The happy couple pictured following their wedding last September are Don Brown of our Agency Division and his bride, Miss Kathleen Coffey.

## Congratulations

Our congratulations and good wishes to **Paddy O'Boyle** of Agency Division on his success in obtaining his Professional Golfer's card recently.

Following a very good display in the qualifying test at Surrey, Paddy finished among the leaders after 72 holes.

## Sympathy

We extend sincere sympathy to **Mrs. Bernadette Howard** on the death of her father which took place on 18th. September.

Our sympathy is also extended to **Mrs. Barbara Gordon**, Agency Division, whose father died last September.

# FRAUD ON A GRAND SCALE

*"Our word is our bond" is the publicly proclaimed principal of those engaged in the shipping industry when referring to shipping contracts. A high code of honour has been regarded as traditional in the business of shipping although, of course, there have always been the exceptions which are proverbially required to prove the rule. Alas, it would appear that this bastion of fair trading is now under attack from the forces of organised crime.*

At a recent international Union of Marine Insurance conference held in Vienna, London underwriters urged that tighter controls over shipping arrangements and closer contacts between national insurance markets should be introduced to stamp out bogus claims. Banks are especially warned to beware of possible fraudulent financial deals.

Between April 1976 and August 1978, the London insurance market dealt with 52 cases where ships failed to deliver goods for reasons other than casualties at sea.

In many cases, ships and their cargoes have vanished overnight simply through a change in the registered names. Ships also are diverted to illicit ports and their cargoes are sold, or the cargoes are unloaded before a ship is scuttled. Often shipowners, masters and freight agents conspire to defraud consignees and insurers.

The leading centres for cargo frauds appear to be Beirut, Singapore and Manila. The favourite cargoes are rubber, sugar, cocoa, coffee and cement, usually in deals involving Third World nations.

The London insurance market has called in the salvage association to investigate the problem. The Baltic Exchange, the Federation of Commodity Association and the International Chamber of Commerce are also acting together in an attempt to stamp out further frauds.

Insurers say cargo frauds have multiplied because many



**A general view of the floor of the Baltic Exchange, London showing a 'waiter' on the rostrum.**

shipping deals bypass the traditional centres such as the Baltic Exchange and the New York tanker market and are channeled through nameplate companies working from waterfront offices.

The majority of frauds involve one ship companies operating old 5-10,000 ton Greek or flag of convenience vessels.

Bankruptcies and sudden changes of ownership are further hazards facing insurers. Last year, Lloyd's claims offices dealt with 112 cases involving shipowner insolvencies and bankruptcies of charterers.

London market sources will not put a figure on losses suffered through fraudulent claims this year, but they are said to run into millions of pounds.

involved the London branch of the bank Meli Iran which dropped \$1 million financing a non-existent shipment of cement. Afrabia, a trading company headed by Sudanese interests, contracted with Greek traders to deliver 20,000 tons of cement from the Philippines to Saudi Arabia. Bank Meli paid out \$1 million on receipt of documents, but the cement never arrived.

The two ships 'chartered' to haul the cement – a 10,000 ton

The most recent case in Hong Kong owned freighter and a smaller Soviet vessel – were in fact on other trading routes, and the Philippines Chamber of Commerce said it had not issued an export certificate to either vessel.

## Birthday Greetings

To **Nicholas Cantwell**, Deck Cadet, "Irish Elm" on his 21st birthday, which will take place on Tuesday, 12th. December.

Greetings and best wishes are extended to Nicholas from his family who hope you will have a very happy day on the 12th.

# The War-time Fleet

## Our First Ship

### No. 1: 'IRISH POPLAR'

Although Irish Shipping Ltd. did not become a corporate body until 21st March, 1941, the agreement to purchase the Company's first ship was dated 10th March, 1941 – an agreement which was duly ratified eleven days later at the new Company's first Board meeting. This meeting was held at the office of the Department of Supplies, Earlsfort Terrace and the historic occasion marked the first official act of the first Board of Directors under the Chairmanship of Mr. John Leydon, then Secretary of the Department of Supplies, now Dr. John Leydon. Another central figure at that time was the Company Secretary, Dr. J. F. Dempsey who subsequently became a Director of Irish Shipping Ltd. before devoting his undivided attention to guiding the destiny of the national air line, Aer Lingus. The other first Directors of Irish Shipping Ltd. were Mr. T. J. Flynn, Assistant Secretary, Department of Industry and Commerce; Mr. James J. Stafford, Director, Wexford Steamship Co. Ltd.; Mr. Alan S. Gordon, Director of Palgrave Murphy Ltd.; Mr. Thomas D. Hallinan, Director of Grain Importers Ltd. and Mr. Samuel J. K. Roycroft, Director of Limerick Steamship Co. Ltd. It is interesting to recall that the meeting decided that the registered office of the Company would be located at 39, Upper O'Connell Street, Dublin.

#### "Vassilios Destounis"

That first Board meeting also gave official sanction to the purchase of the s.s. "Vassilios Destounis" from Mr. E. P. Panas, her Greek owner, for the sum of £142,000. The "Vassilios Destounis" was originally named "Withernsea" and was built by Earles & Co. Ltd. of Hull in 1912. She was subsequently renamed "Bathampton" and then "Aldenhall" before being purchased by the firm of Humphries of Cardiff in 1933. That firm named the vessel "Northborough" and her next owner, the Greek firm represented by Mr. Panas, re-named the ship "Vassilios Destounis".

The vessel's principal dimensions were: Length overall, 352 feet; Breadth, 49 feet 6 inches and Depth, 22 feet. Her tonnage figures were: Deadweight, 6,050 tons; Gross Registered, 3,229 tons and Net Registered, 2,058 tons. She had a capacity

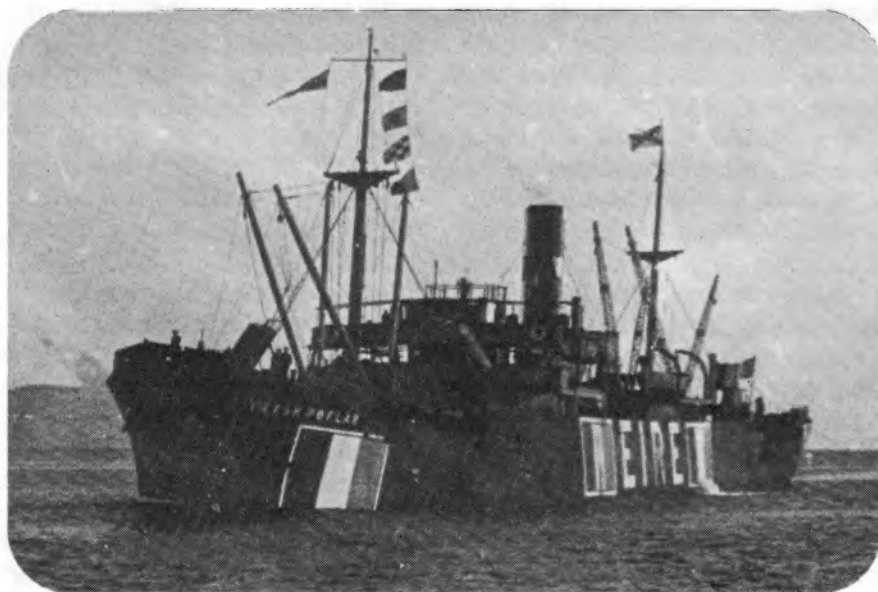
of 344,472 cubic feet with four holds and five hatches. The ship had one deck, part iron and part steel, and a triple expansion engine. She had three Scotch boilers and had a bunker capacity of 894 tons. Her speed was 9

knots on 21 tons and her draft was approximately 21 feet 4 inches.

Shortly before the "Vassilios Destounis" was purchased she has been found abandoned by Spanish fishermen in the Atlantic off the coast of Spain. The ship had been attacked by a German bomber and her crew had evacuated the vessel leaving on board her cargo of 5,000 tons of grain. The fishermen brought her to their home port of Aviles and they were awarded £80,000 for their salvage of the ship.

#### Ship Plundered

Capt. Matt Moran and two other officers travelled to Aviles and took delivery of the "Vasillios Destounis" on 9th April, 1941. When they examined the ship they discovered that she had been plundered extensively and that all moveable objects had been taken and the Spanish Government had confiscated the ship's radio. Eventually the vessel was repaired and equipped to sail and Capt. Moran cabled the Company to say that the ship was ready for sea and only needed her Irish crew to sail her to Lisbon where she was to load grain. The crew was duly sent to Lisbon on a Palgrave Murphy vessel but because of Spanish doubts about Irish neutrality they were not allowed to travel to Aviles to



The war-time "Irish Poplar" (Photo courtesy of Mr. Terry Conlan).

join their ship. Then they refused to leave the "City of Dublin" which had brought them to Lisbon. A Spanish crew had to be signed on to bring the "Vassilios Destounis" to Lisbon. Further delay followed when the ship was forced to put into the port of Corunna for engine repairs. Eventually she arrived in Lisbon on 21st August, 1941 and even then she had to be drydocked for further repairs including the repair of the main-mast which collapsed during loading. When the ship was ready the crew refused to sail as part of a British convoy because of fears of German attack. They eventually sailed out of convoy with clearly identifiable national markings which were floodlit at night. She left Lisbon on 9th September, 1941 and arrived in Dublin on 8th October.

### War-Time Service

The "Vassilios Destounis", now re-named "Irish Poplar" left Dublin on 20th December, 1941 for St. John, N.B. on her first trans-Atlantic voyage for Irish Shipping Ltd., again under the command of Capt. Moran. She brought back grain, tobacco and general cargo and subsequently "the Poplar" made several voyages to St. John right up to the end of the war in 1945. Capt. J. F. Taylor took over command of the vessel in June, 1942 and the ship made one trip to Lisbon from Cork in November, 1942 with Red Cross parcels and returned to Cork again with grain. In April 1943, she sailed from Cork to Georgetown and St. Kitts for sugar, arriving back in Cork in June 1943. Capt. Eric Jones was Master of the vessel for a long period from 1944 to March 1947. During the war years the "Irish Poplar" was managed by Limerick Steamship Co. Ltd. on behalf of Irish Shipping Ltd.

Eventually the "Poplar" was sold to Mr. Orhan Sadikoglu of Galata, Istanbul, in October, 1949 and was re-named "Taskopru". She was re-sold in 1952 and again changed her name. This time she was called "Mehmet" by her Turkish buyers who continued to operate the

### GEORGETOWN 1943



We are indebted to Chief Engineer Pat Walker of Irish Continental Line for this picture taken at Georgetown, Jamaica, during a visit by the "Irish Plane" to load sugar for Ireland. Pat is on the right and the other uniformed officer is Radio Officer Jack Hayes. We would like to hear from anyone who can identify the man in the centre.

vessel until 1961 when she was scrapped at a Yugoslav yard.

Quite recently we were very pleased to meet Mr. Dermot Murphy of Dublin who served as Second Officer on the "Irish Poplar" almost throughout the war-years. He first joined the ship at Cork in March, 1942 and made his final voyage on the vessel early in 1947.

Mr. Murphy also served on the first "Irish Fir" under the command of Capt. C. Conroy for one trip from Dublin to the Baltic in the Spring of 1946. He served with Palgrave Murphy Ltd. after the war until the 1960's when he returned to Irish Shipping Ltd. for a while prior to his retirement.

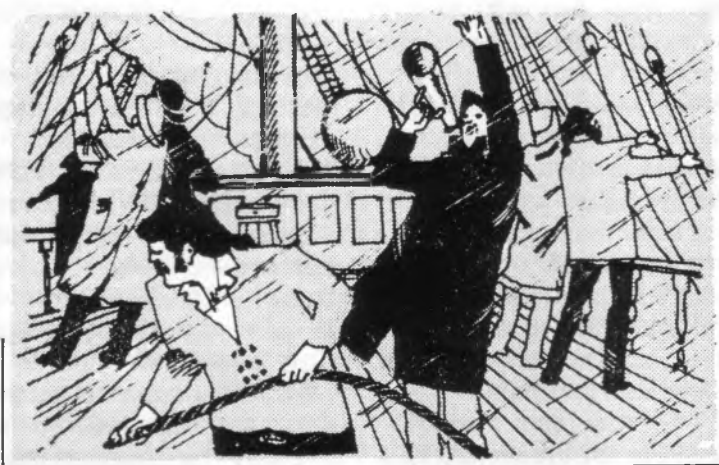
### Warrants and Navicerts

**It is of interest to recall that at the commencement of its operations, Irish Shipping Ltd. allowed its ship Masters to decide whether or not they would sail in convoy with Allied shipping. Ships which needed to obtain bunkers or other facilities at any British controlled port had**

**to have a ship warrant issued by the British Ministry of Shipping. Ships which did not have this warrant could also be intercepted and diverted to an Allied port for examination. It needed all the influence which the Irish Government could exert to obtain the necessary warrants for all the Irish Shipping fleet.**

**Ships also needed a navigational certificate, or navicert, to gain passage through the Allied naval blockade. From May, 1941, Irish importers of goods, from places other than Britain, were obliged to apply to the British Trade Commissioner in Dublin for a navicert and for a while the British Government used this system to ration certain scarce materials by limiting the issue of navicerts for the import of such commodities.**

**To save time Irish Shipping vessels sailed out of convoy and their crews received a special bonus payment as a reward for the time saved.**



## The good old days of sail.



*(We continue our series of extracts from "Two Years Before The Mast")*

After several efforts, we at length fell in with a little Sandwich Island boy, who belonged to Captain Wilson, of the *Ayachucho*, and was well acquainted in the place; and he, knowing where to go, soon procured us two horses ready saddled and bridled, each with a lasso coil over the pommel. These we were to have all day, with the privilege of riding them down to the beach at night, for a dollar, which we had to pay in advance. Horses are the cheapest thing in California; very fair ones not being worth more than ten dollars apiece, and the poor being often sold for three and four. In taking a day's ride, you pay for the use of the saddle, and for the labour and trouble of catching the horses. If you bring the saddle back safe, they care but little what becomes of the horse. After a pleasant ride of a couple of miles, we saw the white walls of the mission, and, fording a small stream, we came directly before it. The mission is built of adobe and plastered. There was something decidedly striking in its appearance; a number of irregular buildings, connected with one another and disposed in the form of a hollow square, with a church at one end, rising above the rest, with a tower containing five bellfries, in each of which hung a large bell, and with very large rusty iron crosses at the tops. Just outside of the buildings, and under the walls, stood twenty or thirty small huts, built of straw and of the branches of trees grouped together, in which a few Indians lived, under the protection and in the service of the mission.

Entering a gateway, we drove into the open square, in which the stillness of death reigned. On one side was the church; on another, a range of high buildings with grated windows; a third was a range of smaller buildings, or offices, and the fourth seemed to be little more than a high connecting wall. Not a living creature could we see. We rode twice round the square, in the hope of waking up someone; and in one circuit saw a tall monk, with shaven head, sandals, and the dress of the Grey Friars, pass rapidly through a gallery, but he disappeared without noticing us.

### San Diego

For landing and taking on board hides, San Diego is

decidedly the best place in California. The harbour is small and land-locked; there is no surf; the vessels lie within a cable's length of the beach, and the beach itself is smooth, hard sand, without rocks or stones. For these reasons it is used by all the vessels in the trade as a depot; and, indeed, it would be impossible, when loading with the cured hides for the passage home, to take them on board at any of the open ports, without getting wet in the surf, which would spoil them. We took possession of one of the hide-houses, which belonged to our firm, and had been used by the California. It was built to hold forty thousand hides, and we had the pleasing prospect of filling it before we could leave the

coast; and toward this our thirty-five hundred, which we brought down with us, would do but little. There was scarce a man on board who did not go often into the house, looking round, reflecting, and making some calculation of the time it would require.

The hides, as they come rough and uncured from the vessels, are piled up outside of the houses, whence they are taken and carried through a regular process of pickling, drying, and cleaning, and stowed away in the house, ready to be put on board. This process is necessary in order that they may keep during a long voyage and in warm latitudes. For the purpose of curing and taking care of them, an officer and a part of the crew of each vessel are usually left ashore; and it was for this business, we found, that our new officer had joined us. As soon as the hides were laned, he took charge of the house, and the captain intended to leave two or three of us with him, hiring Sandwich Islanders in our places on board; but he could not get any Sandwich Islanders to go, although he offered them fifteen dollars a month; for the report of the flogging had got among them, and he was called "aole maikai" (no good); and that was an end of the business. They were, however, willing to work on shore, and four of them were hired and put with Mr. Russell to cure the hides.

### San Juan:

San Juan is the only romantic

spot on the coast. The country here for several miles is high table-land, running boldly to the shore, and breaking off in a steep cliff, at the foot of which the waters of the Pacific are constantly dashing. For several miles the water washes the very base of the hill, or breaks upon ledges and fragments of rocks which run out into the sea. Just where we landed was a small cove, or bight, which gave us, at high tide, a few square feet of sand-beach between the sea and the bottom of the hill. This was the only landing place. Directly before us rose the perpendicular height of four or five hundred feet. How we were to get hides down, or goods up, upon the table land on which the mission was situated, was more than we could tell.

We followed, picking our way out, and jumping and scrambling up, walking over briars and prickly pears, until we came to the top. Here the country stretched out for miles, as far as the eye could reach, on a level table surface, and the only habitation in sight was the small white mission of San Juan Capistrano, with a few Indian huts about it, standing in a small hollow, about a mile from where we were. Reaching the brow of the hill, where the car stood, we found several piles of hides, and Indians sitting round them . . . One or two other carts were coming slowly on from the mission, and the captain told us to begin and throw the hides down. This, then, was the way they were to be got down – thrown down, one at a time, a distance of four hundred feet. This was doing the business on a great scale. Standing on the edge of the hill, and look down the perpendicular height, the sailors that walked upon the beach appeared like mice and our tall anchor bark diminished to her cock; her cock a buoy, almost too small for sight.

Down this height we pitched the hides, throwing them as far out into the air as we could; and as they were all large, stiff and doubled, like the cover of a book, the wind took them, and they

swayed and eddied about, plunging and rising in the air, like a kite when it has broken its string. As it was now low tide, there was no danger of their falling into the water; and, as fast they came to ground the men below picked them up, and, taking them on their heads, walked off with them to the boat. It was really a picturesque sight; the great height, the scaling of the hides, and the continual walking to and fro of the men, who looked like mites, on the beach. This was the romance of hide-droghing!

Some of the hides lodged in cavities under the bank and out of our sight, being directly under us; but by pitching other hides in the same direction, we succeeded in dislodging them.

### The Sandwich-Islanders:

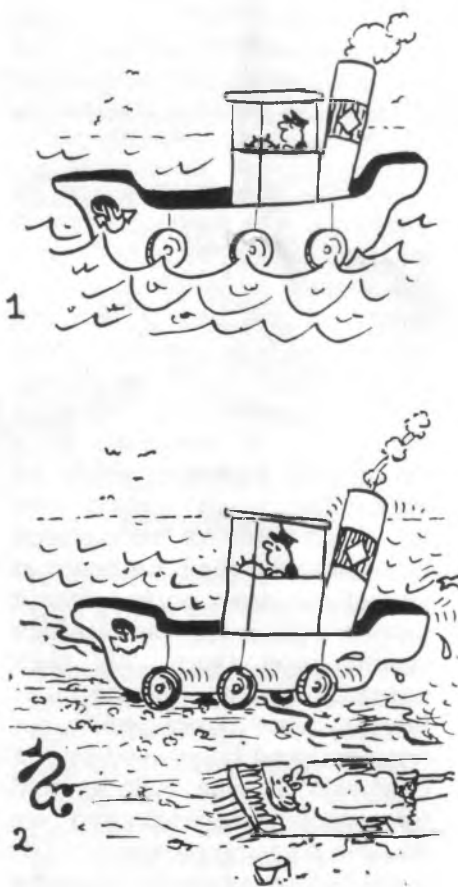
During the four months that I lived here I got well acquainted with all of them, and took the greatest pains to become familiar with their language, habits and characters. Their language I could only learn orally, for they had not any books among them, though many of them had been taught to read

and write by the missionaries at home. They spoke a little English, and, by a sort of compromise, a mixed language was used on the beach which could be understood by all. The long name of Sandwich-Islanders is dropped, and they are called by the whites, all over the Pacific Ocean, "Kanakas", from a word in their own language-signifying I believe, man, human being, which they apply to themselves, and to all South-Sea Islanders, in distinction from whites, whom they call "Haole". This name, "Kanaka", they answer to, both collectively and individually. Their proper names in their own language being difficult to pronounce and remember, they are called by any names which the captains or crews may choose to give them. Some are called after the vessel they are in; others by our proper names, as Jack, Tom, Bill; and some have fancy names, as Ban-yan, Fore-top, Rope-yarn, Pelican, etc. etc.

Of the four who worked at our house, one was named Mr. Bingham, after the missionary at Oahu; another, Hope, after a vessel that he had been in; a third, Tom Davis, the name of his first captain; and the fourth, Pelican, from his fancied resemblance to that bird. Then there were Lagoda-Jack, California-Bill, etc., etc. But by whatever names they might be called, they were the most interesting, intelligent, and kind-hearted people that I ever fell in with. I felt a positive attachment for almost all of them; and many of them I have, to this day, a feeling for, which would lead me to go a great way for the pleasure of seeing them, and which will always make me feel a strong interest in the mere name of a Sandwich-Islander.

### Hides

Here we were, in a little vessel, with a small crew, on a half-civilised coast, at the ends of the earth, and with a prospect of remaining an indefinite period, two or three years at the least. When we left Boston, we supposed that ours was to be a



voyage of eighteen months, or two years, at most; but upon arriving on the coast we learned something more of the trade, and found that, in the scarcity of hides, which was yearly greater and greater, it would take us a year, at least, to collect our own cargo, besides the passage out and home; and that we were also to collect a cargo for a large ship belonging to the same firm, which was soon to come on the coast, and to which we were to act as tender. We had heard rumours of such a ship to follow us, which had leaked out from the captain and mate, but we passed them by as mere "yards" till our arrival, when they were confirmed by the letters which we brought from the owners to their agent. The ship, belonging to the same firm, had been nearly two years on the coast getting a full cargo, and was now at San Diego, from which port she was expected to sail in a few weeks for Boston; and we were to collect all the hides we could, and deposit them at San Diego, when the new ship, which would carry forty thousand, was to be filled and sent home, and then we were to begin anew upon our own cargo.

Besides the length of the voyage, and the hard and exposed life, we were in the remote parts of the earth, on an almost desert coast, in a country where there is neither law nor gospel, and where sailors are at their captain's mercy, there being no American consul or any one to whom a complaint could be made. We lost all interest in the voyage, cared nothing about the cargo, which we were only collecting for others, began to patch our clothes, and felt as though our fate was fixed beyond all hope of change.

This cleaning must be got through with before noon, for by that time the hides get too dry. After the sun has been upon them a few hours they are carefully gone over with scrapers, to get off all the grease which the sun brings out. This being done the stakes are pulled up, and the hides carefully doubled, with the hair side out

and left to dry. About the middle of the afternoon they are turned over, for the other side to dry, and at sundown piled up and covered over. The next day they are spread out and opened again, and at night if fully dry, are thrown upon a long, horizontal pole, five at a time, and beaten with flails. This takes all the dust from them. Then, having been salted, scraped, cleaned, dried, and beaten, they are stowed away in the house. Here ends their history, except that they are taken out again when the vessel is ready to go home, beaten, stowed away on board, carried to Boston, tanned, made into shoes and other articles for which leather is used, and many of them, very probably, in the end, are brought back again to California in the shape of shoes, and worn out in pursuit of other bullocks or in the curing of their hides.

By putting a hundred and fifty in soak every day, we had the same number at each stage of curing on each day; so that we had, every day, the same work to do upon the same number — a hundred and fifty to put in soak, a hundred and fifty to wash out and put in the vat, the same number to haul from the vat and put on the platform to drain, the same number to spread and stake out and clean, the same number to beat and stow away in the house.

We kept up a constant connection with the presidio, and by the close of the summer I had added much to my vocabulary, besides having made the acquaintance of nearly everybody in the place, and acquired some knowledge of the character and habits of the people, as well as of the institutions under which they live.

California was discovered in 1534 by Zimenes, or in 1536 by Cortes, I cannot settle which, and was subsequently visited by many other adventurers, as well as commissioned voyagers of the Spanish crown. It was found to be inhabited by numerous tribes of Indians, and to be in many parts extremely fertile; to which, of course, were added

rumours of gold mines, pearl fishery, etc. No sooner was the importance of the country known, than Jesuits obtained leave to establish themselves in it, to Christianise and enlighten the Indians. They established missions in various parts of the country toward the close of the seventeenth century, and collected the natives about them, baptising them in the Church, and teaching them the arts of civilised life. To protect the Jesuits in their missions, and at the same time to support the power of the crown over the civilised Indians, two forts were erected and garrisoned—one at San Diego, and the other at Monterey. These were called presidios, and divided the command of the whole country between them.

Presidios have since been established at Santa Barbara, San Francisco, and other places, dividing the country into large districts, each with its presidio, and governed by a commandant. The soldiers, for the most part married civilised Indians, and thus, in the vicinity of each presidio, sprung up, gradually, small towns. In the course of time, vessels began to come into the ports to trade with the missions, and receive hides in return; and thus began the great trade of California. Nearly all the cattle in the country belonged to the missions, and they employed their Indians, who became, in fact, their serfs, in tending their vast herds.

In the year 1793, when Vancouver visited San Diego, the missions had obtained great wealth and power and are accused of having depreciated the country with the sovereign; that they might be allowed to retain their possessions. On the expulsion of the Jesuits from the Spanish dominions, the missions passed into the hands of the Franciscans, though without any essential change in their management.

Ever since the independence of Mexico, the missions had been going down; until, at last, a law was passed, stripping them

*(continued on page 13)*

## NEWS from Irish Continental Line



### Appointed Master



Irish Continental Line has announced the appointment of Captain Ronnie Gordon as Master of the Rosslare - Le Havre-Cherbourg passenger car ferry 'Saint Patrick'.

Born in Wexford, Captain Gordon began his career as a Cadet with Irish Shipping Limited and then served as Third and Second Officer on various ships of the fleet.

On the introduction of the Rosslare - Le Havre service in 1973, he joined Irish Continental Line as Second Officer and became Chief Officer the following year.

### International Sailing Via ICL

As the sport of sailing continues to become more and more popular in Ireland, so the level of international competition by Irish yachtsmen increases every year and in this regard the ICL service has proven to be an ideal stepping stone to major European events for such competitors.

This summer, for instance, nine young sailors from Dublin travelled with their parents and their little Optimist single-handed dinghies to Cherbourg on the 'Saint Killian' on the way

to represent Ireland at the World Optimist Class Championships. They were held at La Baule, one of the major sailing centres in France.

And more recently, one of Ireland's most experienced sailors, Adrian Bell from Belfast and his wife (and crew) Maeve, availed of the service to reach the European Championships of the Fireball Class at Brest in Brittany.

### Dutch Traffic Up

The number of Dutch people coming to Ireland on holiday this year is up on the same period last year — and one of the reasons given for the increase was the much publicised Royal visit of Queen Juliana of The Netherlands to Kerry for a month's vacation in July.

Other members of the Dutch Royal Family also visited Ireland this summer and the visits are believed to have acted as an incentive to hundreds of Dutch holidaymakers.

### ICL 'Mini Cruise' Programme 1978

A weekend shopping trip to Cherbourg or Le Havre, a coach tour of the Normandy region, an A.G.M. or a conference at sea are just some of the ideas open to groups and associations with the 'Mini Cruise' programme currently on offer from Irish Continental Line.

Based on a minimum group of 10 adults, the 'Mini Cruise' is especially designed for clubs and associations but is available to any group wishing to organise a short, reasonably priced outing with a difference.

Starting at £14 per person, the programme gives three days away with cabin accommodation on either the 'Saint Patrick' or 'Saint Killian' car ferries. With a choice of destinations, groups can travel to Le Havre all year

round and spend a few hours shopping before returning to Rosslare, or spend up to nine hours ashore at Cherbourg, an offer which is available until the end of October when the route closes for the winter.

On board, groups can avail of the restaurants, lounge bars, discotheques, casinos, film shows and the duty-free shopping arcades.

A short audio-visual presentation showing the facilities on board the 'Saint Killian' and 'Saint Patrick' is available to bodies interested in the service and the 'Mini Cruise' arrangements.

### Archbishop Leads Tour of Brittany

Over 60 members and friends of the Armagh Diocesan Historical Society, led by the Primate of All-Ireland, Archbishop Tomás O Fiaich, travelled on the 'Saint Killian' for a 12-day cultural tour of Brittany, the Northern France region and Paris.

During their tour, the group visited places of historical, religious and archaeological interest and stayed overnight at such centres as Lisieux, Brest, Quiberon, Nantes and Rouen, plus two nights in Paris.

Of particular Irish interest were visits to the burial place of Archbishop Edmund O'Reilly of Armagh at Samur, the tomb of St. Laurence O'Toole at the Cathedral of St. Etienne and to Concale near where St. Columbanus landed in France.

### Customer Relations Assistant

Miss Mary Leavey has been appointed to the newly created position of Customer Relations Assistant. In addition to assisting the Passenger Sales Manager, she will be responsible for answering customers' correspondence and queries.



The half-millionth passenger to sail on the Irish Continental Line Ireland – France car ferry service since it began in 1973 was Mr. Dieter Erie (left), a chemist from Mannheim in Germany. After a two week tour of the West of Ireland with his wife Renate and nine-year old son Frank, Mr. Erie was met at Rosslare before departure by Captain Ivan Shiel, Master, m.v. Saint Killian and Mr. Aubrey McElhatton (right), Managing Director, Irish Continental Line, who presented the Erie family with a cut-glass ship's decanter to mark the occasion.

### **'Saint Patrick' Aids Dismasted Yacht**

After a particularly severe south-westerly gale last July, the "Saint Patrick" had to go to the assistance of a British yacht in trouble.

The 35 ft. yacht, Patillon Blue, with a crew of five, was competing in a cross-channel race to Crosshaven when she was dismasted 34 miles south of the Saltee Islands and reported she was in difficulties.

The 'Saint Patrick', with 550 passengers on board, arrived on the scene and stood by until the yacht's auxiliary engine was operating and the yacht headed back to Wales.

### **New Reservations Supervisor**

Mr. Declan Mescall has been appointed Reservations Supervisor at Aston Quay and took up his position on August 28th. A Dubliner, he was previously with Irish Ferryways.

### **New Assistant Catering Manager**

Irish Continental Line has announced the appointment of Mr. Pat Geoghan as Assistant Catering Manager.

Working with Catering Manager Fergus Gantly and Joseph Hudson at the Rosslare Harbour offices, he will have special responsibility for the control and accounting functions of the catering operations.

Born in Lismore, County Waterford, he was previously with the Metropole Hotel, Cork, and the Cumberland Hotel, London, where he was Food and Beverages Controller.

### **World Cyclist Sails ICL**

Off on the 'Saint Killian' earlier this month was Mr. Anthony Mangan, a young Dubliner, on the first leg of a marathon cycle trip around the world, which will take him the best part of two and a half years.

Complete with a letter of introduction from the Lord Mayor of Dublin, Mr. Paddy Belton, he will cover over 25,550 miles and visit close on 30 countries in Europe, Asia and South / Central / North America.



Dubliner Anthony Mangan, pictured here before 'Saint Killian'. He plans to be back in Ireland in time for Christmas 1980.

# The Irish Chamber of Shipping

The Irish Chamber of Shipping was established in 1971 and its membership consists of seventeen companies which are fairly representative of the shipping industry in this country.

The principal objectives of the Chamber are to represent the Irish shipping industry and deal with all policy matters affecting it in the areas of legislation, finance, technical matters and human relations; to maintain close liaison with Government Departments and International organisations dealing with seafaring matters and to take all possible steps to strengthen and enlarge the shipping industry in Ireland.

An excellent relationship exists with the Department of Tourism and Transport and a number of meetings have taken place with the Department to discuss such important subjects as trading limits, certificates of competency and examinations for marine officer personnel.

The Chamber is, of course, a member of a number of international shipping organisations and chief among these is the European Shipowners Association or CAACE (Comite des

Associations d'Armateurs des Communautés Europeennes). The European organisation dates back to 1962 when the shipowners' Associations of the six original member countries felt it desirable to institute a process of consultation among themselves on matters affecting sea transport. When the community was enlarged by the advent of the three new member states the Secretariat moved from Paris to Brussels to facilitate closer and more permanent contacts with the Community institutions. The Organisation was accordingly re-formed, in January, 1973, under Belgian law.

Membership of the European organisation comprises the national shipowners' associations of the Community countries with the exception of Luxemburg, which does not have a shipping fleet at present. This group represents approximately 20% of the world's merchant fleet and the business of CAACE is transacted through its Secretariat in Brussels and its Board of Directors meets four or five times a year to consider questions relevant to its work. A

General Assembly is held once a year and the Presidency and Vice - Presidency of the organisation rotate each year between the member countries. The General Assembly was held in Dublin this year and the President of the Irish Chamber of Shipping, Mr. Brian Kerr, was elected to the Presidency of CAACE for the year.

It is the view of the Irish Chamber of Shipping that there will be considerable expansion in Irish maritime activity over the next decade and the Chamber has been very much concerned to ensure an adequate supply of properly trained and certified personnel. On this subject meetings have taken place with the Department of Labour regarding Cadet training and in connection with the future manpower requirements of the industry. The Chamber has a special Manpower Committee, which like the Chamber meets once a month. Capt. M. D. Langran is the Irish Shipping Ltd. representative on the Manpower Committee and Mr. Derry O'Neill is the Company representative on the Chamber itself. Mr. Tom O'Driscoll also represents the Company on the Training sub-committee of the Manpower Committee.

Irish Continental Line is represented on the Chamber and its Committees by Capt. C. C. Raftery and Capt. Frank Kelly.

## Arctic Waters

*The following extract from the Bering Sea and Strait Pilot has been sent to us by Capt. M. Carey. With the approach of Christmas it is, perhaps, appropriate that our thoughts should stray towards the North Pole!*

The Bering Sea is contained within the Bering Strait to the north, the Aleutian Islands to the south, Siberia to the west and Alaska to the east.

It is named in honour of the famous Russian navigator, Captain Vitus Bering, who, in August 1728 passed through the Bering

Strait in his vessel "Saint Gabriel", and finally solved the question of the American and Asiatic continents.

Although Captain Bering did not enter the Pacific Ocean, he did, in 1741 discover the American Coast and certain of the Aleutian Islands. He also dis-

covered OSTROVA KOMANDORSKIYE, a group of islands east of the KAMCHAKTA Peninsula, where he died on December 8th, 1741. The island on which he died was later named Berings Island in his honour.

In 1778 Captain James Cook, the famous English navigator and explorer entered the Bering Sea from the Pacific Ocean, then passed through the Bering Strait into the Arctic Ocean. Further explorations were carried out by Russian, American, English and Spanish navigators.

On the eastern side of the Bering Sea, Alaska was first

visited by Captain Bering in 1741 and several expeditions were sent out by the Empress Catherine of Russia, and in 1799 the whole country passed under control of the Russian-American Company. In 1867 the United States purchased the whole territory of Alaska from Russia for \$7,200,000 in gold. Alaska became the 49th. State of the Union in 1959.

The Aluetian Islands, some 150 in number, extend westward in a long chain for a distance of about 900 miles from the Alaskan mainland, and are mountainous and actively volcanic. The natives of the Aleutians are an Eskimo race known as UNARIGANI. The industry consists of fishing, sheep rearing and fox farming, also the islands are a breeding ground for sea lions.

The PRIBILOF Islands contain the largest and most numerous seal rookeries in the world and the Government owned seal herd comprises of about 85% of the world's fur seals. Other animals in the area include the brown and black bear, the land otter, the red, black, silver and Arctic foxes, the Mink and the Marten.

Reindeer were first introduced into the area at Unalaska Island in 1890. The practice has been encouraged and there are now many Government Stations for these animals throughout the territory of Alaska. These reindeer are used as pack-animals, pulling sleds, riding with a saddle, and also their flesh forms an important and staple food item.

Our own navigator, Vasco da Boyd, tells me that these reindeer can also be trained to fly and land on rooftops if their driver is a white bearded old gentleman, wearing a red cloak and carrying a sack of toys on his back.

change in conditions of the Indians was, as may be supposed, only nominal; they are virtually serfs, as much as they ever were. But in the missions the change was complete. The priests have now no power, except in their religious character, and the great possessions of the missions are given over to be preyed upon by the harpies of the civil power, who are sent there in the capacity of administrators, to settle up the concerns, and who usually end, in a few years, by making

themselves fortunes, and leaving their stewardships worse than acceptable to the people of the country, and, indeed, to every one concerned with the country, by trade or otherwise, than that of the administrators

The priests were connected permanently to one mission, and felt the necessity of keeping up its credit. According the debts of the missions were regularly paid, and the people were, in the main, well treated, and attached to those who had spent their whole lives among them.

## President visits Maritime Museum



The President of Ireland, Dr. P. Hillery unveiling a plaque to commemorate his first official visit to the National Maritime Museum, Dun Laoghaire on 23rd. September. On right is Col. T. A. Lawlor, President of Maritime Institute of Ireland.

*(Continued from page 9)*

of all their possessions, and confining the priests to their spiritual duties, at the same time declaring all the Indians free and independent Rancheros. The



## FLEET NEWS · FLEET NEWS · FLEET NEWS

### "Irish Elm" Delayed

After discharging her cargo of grain from New Orleans at the Japanese ports of Mizushima and Chiba, the "Elm" loaded motor cars at Hiroshima for Tampa. She arrived at Tampa on 23rd September and subsequently loaded grain at Houston, Texas before arriving at Pascagoula to complete loading.

Due to congestion at the port of Pascagoula the vessel did not finally complete loading until 13th October when she sailed for Japan. The "Elm" passed through the Panama Canal on 18th October and is expected to arrive at her Japanese discharge port, not yet named, about 10th November. After unloading her grain cargo it is expected that the ship will load motor cars for the United States.

### "Irish Rowan" returns to Persian Gulf

This vessel arrived at Sharjah in the Persian Gulf on 10th August with general cargo from Kotka, Antwerp and South Shields. She also discharged at Basrah and Dammam before sailing in ballast for Durban where she loaded anthracite for Antwerp. The vessel will be due at Antwerp on 23rd October and should complete discharge on 26th October.

The "Rowan" will then go to Mantyluoto in Finland where she will load steel and general cargo for a return voyage to the Persian Gulf. She is expected to complete her outwards cargo at Norrköping, Sweden on 15th November.

### "Irish Pine"

This vessel paid a rare visit to her home port of Dublin in mid-August with forest products from British Columbia. She subsequently discharged at London, Esbjerg and Rotterdam before sailing in ballast for Tampa.

The "Pine" loaded phosphate at Tampa and sailed from there on 30th September for Japan. She is expected to arrive at her first Japanese discharge port, Miyako on 28th October. She will also discharge at Tomakomai and Niigata and then sail in ballast for British Columbia. The "Pine" is expected to complete at Niigata on 9th November and will load lumber at British Columbia for the U.K. and Continent.

### "Irish Cedar"

The "Cedar" arrived at Newport, Monmouthshire on 4th September from Singapore with plywood and lumber. She also discharged at Rotterdam and Antwerp before loading steel at the latter port. The vessel sailed from Antwerp on 23rd September and is expected to arrive in Los Angeles on 19th October.

The "Cedar" will load scrap at Richmond, California for Korea on her next voyage and should complete loading on 4th November.

### "Irish Larch"

The "Larch" drydocked at Singapore at the beginning of August and then sailed for Whyalla, New South Wales where she loaded steel for Hong Kong. She arrived at Hong Kong on 21st September at which port **Junior Engineer J. Healy** was relieved by **E. Cadwell**. After discharge of her steel cargo, the "Irish Larch" then loaded general cargo at Inchon and Pusan in Korea; at Kaohsiung, Taiwan and at Hong Kong for Rotterdam. She will be due at Suez on 30th October and should arrive at Rotterdam about 12th November. The vessel will also discharge at



Pictured on board the "Irish Pine" during her visit to Dublin in August were (L. to R.) Chief Officer M. Darcy, Ann Byrne, Grainne Devlin and Richard Clery from Head Office.

Antwerp, Hamburg and Newport, Monmouthshire, where she is expected to complete on 24th November.

### "Irish Maple"

The "Maple" was in drydock at Flushing before she loaded steel at Antwerp and Middlesbrough for U.S. West Coast ports. She arrived at Long Beach on 9th October and also discharged steel at Oakland, Portland, Oregon and Seattle. She is due to New Westminster on 21st October to complete discharge about 23rd October. The vessel will then load forest products at a number of British Columbian ports for U.K./Continent.

### "Irish Oak"

**Capt. M. O'Dwyer** relieved **Capt. T. Hughes**; **Second Engineer J. O'Leary** relieved **J. Keane**; **Third Engineer M. McAneny** relieved **T. Farrell** and **Miss M. Sweeney**, **Radio Officer** relieved **C. O'Reilly** while the "Oak" was at Rotterdam.

This vessel completed discharge of her cargo of fertiliser from Le Havre at Tientsin, China in mid-August and then loaded general cargo at Port Kelang, Malaysia and Koahsiung, Taiwan for Hamburg. She arrived at Hamburg on 16th October and will also discharge at Rotterdam and Boulogne where she is expected to complete on 25th October. The vessel will then load steel at Antwerp for the west coast of United States and should sail on 30th October.

### "Daunt Rock"

**Capt. B. Kehoe** relieved **Capt. T. O'Connor** at Dublin on 2nd October and **Chief Engineer P. Morris** relieved **M. Hayes** at Waterford on 18th October. **Assistant Engineer C. Quinn** relieved **W. O'Donovan** also at Waterford. This vessel is due at Poole on 19th October to load wheat for Rouen where she is expected to arrive on 21st October. After discharging the wheat the "Daunt Rock" will load animal feeding stuff at Rouen for Silloth

where the vessel should arrive on 27th October.

### "Tuskar Rock"

Congratulations to **Capt. P. Farnan** on his appointment as Master of the "Tuskar Rock" on which ship he relieved **Capt. B. Hearne** at Amsterdam. The vessel loaded soya bean meal at Amsterdam for Belfast where she is expected to arrive on 22nd October.

### "Skellig Rock"

**Capt. J. Ryder** relieved **Capt. P. Kehoe** on this vessel which arrived at Birkenhead on 18th October with grain from Rotterdam. She is due at Avonmouth on 23rd October to load grain silos for Barry.

### "Lough Beltra"

This research vessel has been working on the south coast of Ireland from the ports of Cobh and Dunmore East and leaves for duty off the south west coast and west coast on the 20th October. She is under the command of **Capt. B. Byrne**.

## Fourth "Rock" For Delivery Soon

The "Fastnet Rock", which is a sister ship of the "Tuskar Rock", is now wearing completion at Pembroke Dock.

It is expected that she will be ready for delivery to her owners Coal Distributors Ltd. on 10th December. When she goes into service, she will join her sister ship on the coastal trade.

## Invitation from Wellington

The following letter was received recently by Mr. Frank Carey, Passenger Sales Manager of Irish Continental Line in acknowledgment of an Irish ensign which he had sent to the Wellington Irish Society.

"As President of the Wellington Branch of the Irish Society, and on behalf of the Executive and members, I wish to thank you very sincerely for the prompt and most generous response to our request for an Irish ensign.

On opening the parcel, which arrived in perfect condition, we were thrilled to find such a beautiful gift inside.

We shall proudly display this ensign at all our festive celebrations, both cultural and sporting. It will also hold a place of honour at our clubroom.

In thanking you once again for this gift, we would like you to know, should any of your ships come to Wellington, both Officers and crew will be most welcome to visit us, where a hearty reception will await them.

Perhaps some time in the future, you too will visit our shores. Rest assured you will also receive a "céad Míle Fáilte".

Yours sincerely,  
SEAMUS HALLISSEY



"ITS A TRAMP STEAMER"

# FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 24th. October, 1978)

**m.v. "Irish Pine"** – Captain G. Kyne; Deck Officers: M. McCarthy, D. Coleman, J. Flaherty; Engineering Officers: P. Bardon, V. Hetherington, J. Farrell-Dillon, C. McIntyre, W. Delaney, G. Osborne, E. Butler; Electrical Engineer: E. Walsh; Catering Officer: J. Doran; Radio Officer: Mrs. O'Malley; Deck Department: K. O'Malley, P. Fennell, T. Kelly, R. Fawsitt, H. Austin, P. Boland, C. Brady, M. Kiernan, A. Kelly, J. Goyvaerts, T. Christie; Catering Department: J. Kelly, M. Dolan, J. Lloyd, J. Byrne, J. Egan, C. Conran, A. Smith.

**m.v. "Irish Maple"** – Captain M. Carey; Deck Officers: M. Ryan, K. Daly, G. Farrell; Deck Cadet: M. J. Butler; Engineering Officers: G. Cunningham, P. Dowling, M. Egan, T. Kennedy, D. Taylor, B. Desmond; Engineer Cadets: P. Bowring, J. White; Electrical Engineer: H. Stears; Catering Officer: E. Fricker; Radio Officer: P. J. Lynch; Deck Department: J. Griffin, J. Lynch, D. Hunt, T. Perle, A. Glavin, S. Roche, T. Lynch, F. O'Connell, V. Walker, G. Dent, J. Morey, M. Larkin; Catering Department: E. Mulready, P. Murray, M. Mulready, R. Martin, J. Caldwell, D. Byrne, M. Quinn.

**m.v. "Irish Larch"** – Captain M. McMahon; Deck Officers: P. Miley, T. Sarsfield, F. O'Flynn; Deck Cadets: K. Hill, R. Hickey; Engineering Officers: M. Curley, D. Walsh, T. Marrifield, J. Lynch, E. Cadwell, T. Holland; Engineer Cadets: E. O'Sullivan, B. Lester; Electrical Engineer: S. Doyle; Catering Officer: E. Murphy; Radio Officers: J. Gill, M. O'Neill; Deck Department: T. Hughes, F. Sweeney, T. Byrne, T. Norris, M. Carr, E. Clarke, P. Coleman, P. Lally, M. French, J. Quirke, R. Davitt, C. McGrath; Catering Department: C. Fullam, P. Moran, J. Maguire, G. O'Toole, J. Roche, P. Grant, J. Egan-Kearns.

**m.v. "Irish Elm"** – Captain P. Murphy; Deck Officers: J. Whyte, M. Kinsella, N. Cummins; Deck Cadets: N. Cantwell, F. Earley, M. Keatinge; Engineering Officers: P. O'Halloran, A. Curran, P. McCarthy, J. Kavanagh, K. Vekins, J. O'Reil-McQuillan, R. Tynan, K. Browne; Engineer Cadet: P. Kealy; Electrical Engineer: J. Grace; Catering Officer: P. F. Walsh; Radio Officer: E. O'Shea; Deck Department: M. Doyle, N. Byrne, T. Ryan, J. McArdle, N. Murrells, E. Judge, J. Beggs, H. McClenahan, P. Kelly, B. Lattimore, R. Clarke, J. Macken, J. Doyle, J. Caulfield; Catering Department: B. Kennedy, A. Gavin, P. J. Kelly, T. Mackey, P. Hanrahan, L. McKenna, P. Barnes.

**m.v. "Irish Oak"** – Captain M. O'Dwyer; Deck Officers: J. Murphy, P. Boyd, R. McCabe; Deck Cadets: B. Geary, B. Briscoe, G. McMahon; Engineering Officers: C. Corcoran, J. O'Leary, M. McAneny, O. Mortimer, G. Sheehan, N. Wright, P. Blacklock; Engineer Cadet: D. Potter; Electrical Engineer: T. Moore; Catering Officer: H. Bond; Radio Officer: Miss Sweeney; Deck Department: J. Doyle, P. White, P. Parkes, D. Muldoon, T. Aherne, R. Scanlon, P. O'Donnell, J. Knight, J. Grace, J. Browne, B. Kerrigan, A. Ward; Catering Department: P. Lumsden, R. Proctor, D. Butler, N. Kennedy, P. O'Reilly, J. Kenna, P. Byrne.

**m.v. "Irish Rowan"** – Captain B. Reilly; Deck Officers: J. Moynihan, P. Corcoran, D. Meagher; Deck Cadets: T. O'Callaghan, Mary Ruddy; Engineering Officers: R. Tennent, F. Murphy, B. McGinley, B. Kelleher, T. Sweeney, J. Hoey; Engineer Cadets: T. Fenlon, M. Keogh; Electrical Engineer: B. Murphy; Catering Officer: T.

O'Connell; Radio Officer: D. Hurley; Deck Department: J. Tallon, J. Whelan, N. Thompson, A. Caffrey, J. Gorman, J. Marry, G. F. O'Hanlon, F. Gilsenan, P. Leonard, P. Brady, M. Boyle, M. Taylor; Catering Department: A. Rourke, G. O'Connor, J. Buggy, D. Kavanagh, A. Taylor, S. Brennan, P. Kennedy.

**m.v. "Irish Cedar"** – Captain H. Fiddler; Deck Officers: H. McGowan, A. Flanagan, G. Burns; Deck Cadet: A. Duffy; Engineering Officers: J. Devitt, L. Byrne, M. Boland, F. McGarry, S. Finneran, F. Hetherington, T. McCluskey; Electrical Engineer: J. Dunphy; Catering Officer: J. Rogan; Radio Officer: M. Power; Deck Department: K. Maher, P. McDonnell, J. Roche, T. Fitzgerald, K. Kelly, J. Carroll, M. Quinn, B. Coogan, S. Connelly, P. Southam, J. Carey, A. Howard; Catering Department: P. Codd, G. Humphries, J. Brady, P. Nugent, J. Walsh, C. Kiernan, P. Murphy.

**Daunt Rock** – Captain B. Kehoe; Chief Officer: P. Richardson; Engineering Officers: P. Morris, C. Quinn; Cook/Steward: T. Greene; Deck Department: H. McElwaine, A. Weldridge, D. Russell.

**"Lough Beltra"** – Captain B. Byrne; Engineering Officer: B. Kennedy; Cook/Steward: Wm. Richardson.

**"Tuskar Rock"** – Captain P. Farnan; Deck Officers: D. Leonard, T. McMahon; Engineering Officers: J. Waters, H. Mahon; Deck Department: J. McGrath, I. McLeod, R. Pullen; Cook/Steward: G. McGovern.

**"Skellig Rock"** – Captain J. Ryder; Chief Officer: B. Coburn; Engineering Officers: N. O'Neill, O. Mullins; Cook/Steward: G. Muldoon; Deck Department: H. Hannon, J. Furlong, F. Dunne.