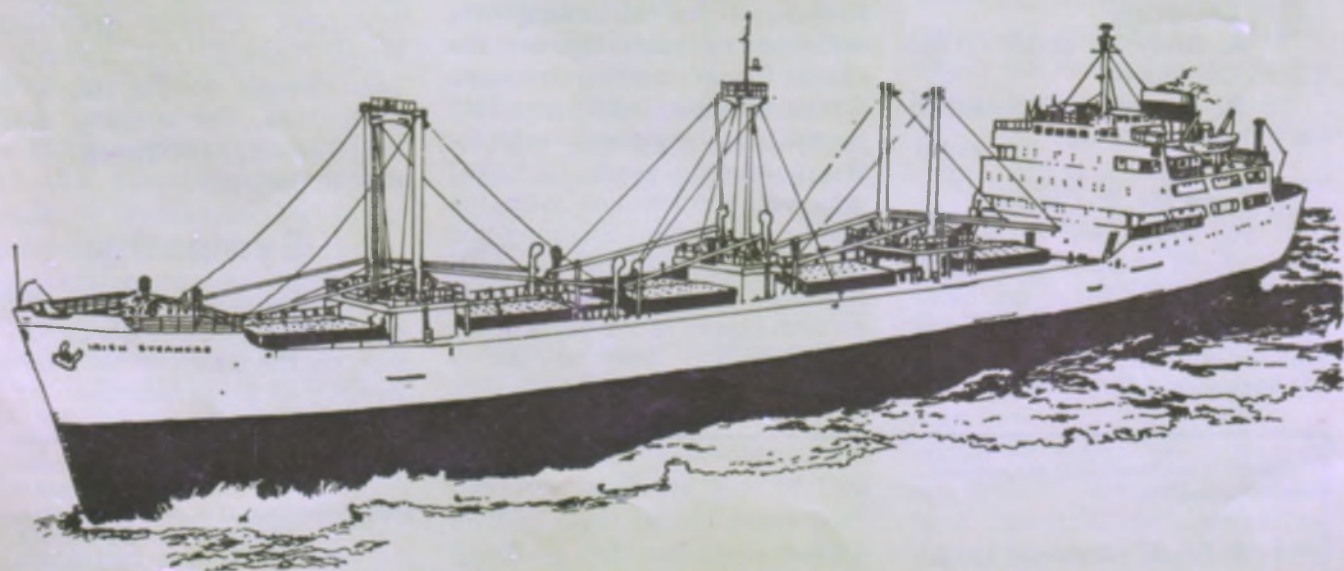


SIGNAL



Officers Ashore as at 21-7-'78

Masters: M. Carey, H. Fiddler, W. D. Garvey, N. Hearne, G. Kyne, M. O'Dwyer.

Chief Officers: B. A. Byrne, P. Kehoe, D. Leonard, H. McGowan, J. F. Murphy, P. Richardson.

Second Officers: J. Bourke, D. P. Coleman, D. Dignam, J. A. Flanagan, P. J. Hughes, M. Ryan.

Third Officers: J. Flaherty, R. McCabe, T. McMahon.

Chief Engineers: P. Bardon, A. Bolster, M. Curley, B. Larkin, J. T. Reilly.

Second Engineers: M. McCann, H. Teehan.

Third Engineers: M. Boland, J. P. Kavanagh, M. McAneney, C. McGarrigle, H. Mahon, F. Murphy, T. Ryan, K. Vekins.

Fourth Engineers: P. Conron, J. Farrell-Dillon, J. Durham, M. Flynn, G. O'Brien.

Junior Engineers: A. Byrne, P. Dolan, S. Finneran, J. Hoey, T. Kennedy, F. McGarry, J. D. Murphy, G. Sheehan, T. Sweeney, N. Wright.

Catering Officers: H. Bond, J. Doran, N. Hartigan, U. Maher, P. Murphy, T. O'Connell, J. Rogan.

Electrical Engineers: P. J. Clarke, J. Dunn, J. J. Dunphy, H. Stears, P. Tobin, E. Walsh.

Congratulations

To **H. McClenahan** on obtaining his E.D.H. Certificate.

To **E. Fitzek** on obtaining his E.D.H. Certificate.

To **A. Kelly** on obtaining his E.D.H. Certificate.

To **P. Browne** on obtaining his E.D.H. Certificate.

Late Mr. P. Clarke

It was with regret we learned of the death of **Mr. Pat Clarke**, former Radio Officer on Monpary vessels. The late Mr. Clarke was a native of Cork and died in his native city on 12th May.

Wedding Bells



A wedding photograph of **Fourth Engineer Patrick Molloy** and his bride, **Miss Jean Doyle**, who were married at the Church of St. Mary and Peter, Arklow on the 3rd June. We wish the happy couple good fortune in their married life.

LATE EDWARD KINNEY

The death of Mr. Edward Kinney took place in Dublin on Saturday, 22nd April, 1978, after a long period of ill-health. The late Mr. Kinney, who was popularly known as "Smoko" to his many friends afloat and ashore, had a very long association with Irish Shipping Ltd.

In 1971 while serving on the "Irish Poplar", which was then on charter to the Argentine State Line, he was injured in a car accident in Montivideo. Although he subsequently returned to seafaring on the "Irish Plane" trading between Casablanca and Dublin and Cork he did not enjoy good health for the past four years. "Smoko" was yet another link with the early days of Irish Shipping and his passing will be sincerely regretted by the many who sailed with him to far off ports under the Irish flag. May he rest in peace.

Special Awards

Our congratulations to **Deck Cadets A. J. Kingston** and **J. A. Jameson** on being awarded prizes at the Spring Term prizegiving by the School of Maritime Studies, Plymouth.

Cadet Kingston gained his prize for progress in his O N C Phase 1, Final Term and Cadet Jameson won his award for services to the School as an Executive Cadet.

Maritime Institute Officers for 1978/'79

The new Council of the Maritime Institute of Ireland for 1978/79 elected Col. Tony Lawlor President and the following new statutory officers were appointed: Deputy President James Hughes; Vice Presidents Ronnie Lewis, Pat Sweeney; Secretary Jim Wolahan; Hon. Treasurer Damien Kelly. Additional non statutory posts: Research Officer Dr. John De Courcey Ireland; Curator Gordon Reekie; Librarian John Ryan; Programmes Officer Paddy Fitzpatrick; Editor and Press Officer Pat Sweeney.

A review of the Institute's constitution dating from 1941 is to be undertaken and also an examination of the various officer responsibilities to see if such need updating for the present and future.

The National Maritime Centre and Museum in the former Mariners' Church premises, Haigh Terrace, Dun Laoghaire was opened to the public on 29th June. The opening times are Tuesday to Sunday 2.30 p.m. to 5.30 p.m.

Sympathy

We extend sympathy to **Pad-dy Hynes** of our Agency Division on the death of his mother which took place recently.

Another profitable year for Company

The trading results of the Company for the year ended 31st March, 1978, shows a pre-tax profit of £1,304,597 as compared with last year's record figure of £2,480,105. The operating surplus was £1,352,198, a substantial drop on last year's surplus of £2,344,833 but the overall results were most satisfactory having regard to the extremely adverse state of the international freight market.

In his statement to the thirty-seventh Annual General Meeting of the Company held at Merrion Hall on the 28th June, Mr. Perry Greer, Chairman, said it was reassuring to be able to report favourable results in a year of severely depressed freight rates and ever rising operating costs.

Mr. Greer continued: "Fuel prices have increased by more than 400% in the past four years. On the other hand freight rates have fallen by 50% from the levels obtaining in 1974. As a consequence more than 12 million d.w. tons (or some 4% of total dry cargo tonnage) is laid up for lack of gainful employment. Furthermore, estimates from reliable sources suggest that at least 30% of the world's present fleet of dry cargo ships would have to be laid up to raise freight rates to a break-even point for shipowners. Such is the magnitude of the problem the shipping industry has been facing.

In this context and in the light of the considerable losses recently sustained by major shipping lines, it can be readily appreciated that our Company's performance over the past four years has been exceptional. Our trading results are a vindication of the policy of diversification long since established by the Company to offset the debilitating effects of persistently uneconomic freight rates.

Three years ago I stated that our task in the years immediately ahead would be mainly concerned with survival. That we have managed to achieve record profits in 1975 and again last year is a measure of the determination with which we have pursued that objective. In normal times such returns would have ensured continued progress towards one of our major goals – that of fleet expansion. But these are not normal times and prudence dictates, that, faced with an unprecedented rise in shipbuilding costs allied to the huge surplus of world tonnage, we must leave the pursuit of this objective in abeyance for the present. Indeed we have another infinitely more pressing need.

The Company's share capital of £11 million was at one time sufficient to provide the Company with a fleet of 10/12 ships of average size (about 5,000 tons) and costing about £750,000/£1 million each. Today not only are ships so much more expensive but in order to keep operating costs competitive they must be larger. It is now necessary to have ships about 30,000 tons. The present European cost of building such a ship would be about £9 million. The capital required today to provide an up-to-date fleet therefore is of the order of £90 million. Over recent years Irish Shipping Ltd. has been making

this enormous adjustment by buying ships in places where loans are available at reasonable interest rates and by meeting the capital and interest charges out of revenue. So far, despite the huge burden of charges, the Company has made excellent profits over and above those required for the repayment of the loans.

By about 1980/81 the transition will have been completed, though inflation by then will, no doubt, have imposed a further strain. The intervening years will certainly be most difficult because we are having to make the change just when earnings from the fleet are minimal owing to the state of the world shipping scene and the extra financial burden of having to provide an additional Ferry just at this time. There is, therefore, very little prospect of substantial profit but the prize will be that the Company will have geared itself to this new scale of capital requirements without call on the tax payer.

Given modest inflation rates in the interim, the Company should then be in a very good position to move to higher profits and further expansion.

In the meantime, the Company will need all the income it can earn from its various diversification projects and maximum attention will have to be given by the Government, the Board and Management to see that unnecessary overlap or competition is not allowed to jeopardise its earnings ability.

Ferry

In spite of the difficulties we have not been content merely to mark time until there is an upturn in the international freight market. Because of the vital national need in regard to employment, and because of the importance to the economy of continued expansion in tourism we decided to invest in the car ferry "Saint Killian", which has joined the 'Saint Patrick' on the

route between Rosslare and France.

The addition of this second and larger car ferry will provide direct employment for an extra 200 people, and has enabled Irish Continental Line to expand the service, thus providing daily sailings from Ireland to France. For the period from 28th of April 1978 to 31st of October, 1978 there will be five sailings per week to Le Havre and two per week to Cherbourg.

This year Irish Continental Line will be offering 10,000 berths per week between Ireland and France compared with 3,850 per week last year. The car capacity will increase to 3,500 per week as against 1,400 last year. The extra carrying capacity will give a significant boost to the country's tourist revenue.

The investment involved in the acquisition of the second car ferry will erode the overall profitability of the Company until traffic on the "Saint Killian" has been developed to the present high level achieved by the "Saint Patrick". In view of the depressed state of the shipping industry it required some courage to take on this onerous burden at a time when profits are badly needed and hard to earn. Nevertheless, we believe that the decision will be of real benefit to the country.

We have been most gratified that our persistence in establishing, through our subsidiary Irish Continental Line Ltd., this passenger roll-on/roll-off freight service to the Continent on an all year round basis has been so handsomely rewarded through the unqualified success which has attended the venture. Traffic, both in terms of passenger and freight, has shown most encouraging growth each year since the service was inaugurated. Last year our Continental passenger carrying increased by over 20% compared with 1976. Bookings for the

coming season are substantially ahead of last year, and targets for the year are likely to be exceeded. Bookings from Germany alone are 32% ahead of the figure at this time last year. We have every confidence that there is further potential for expansion in this sector. As a State enterprise involved in international shipping much of our commercial activities are carried out overseas. We are especially happy that in this instance we have been able to make a valuable contribution to the national well-being at a more local level.

Training

It is true, of course, that in various but less obvious ways our Company has been involved in the domestic sphere since its inception. In particular we have provided employment and training facilities for those who have chosen careers either as ship-board personnel or in specialist areas of the shipping industry ashore. Increasingly we find men who have received their early training with Irish Shipping Ltd. engaged at all levels in the rapidly expanding field of maritime activity here in Ireland. The Company has been very pleased to be able to place the specialist skills and technical expertise which we have developed within our own ranks at the disposal of other Irish maritime interests in a consultancy capacity. In this regard it has been a pleasure and a privilege for us to assist and co-operate with the Naval Service in their building programmes.

Stevedoring and Ship Management

Very recently our stevedoring services, which were operated jointly with those of R. A. Burke Ltd., were linked with the operations of George Bell & Co. (Stevedoring) Ltd., by the formation of a new company, Associated Port Terminals Ltd. This amalgamation of services will help to streamline our combined stevedoring operations at

the port of Dublin and we look forward to a successful business association with these two long established and highly respected firms.

We have been pleased with the continued development in the provision of ship management services to R. & H. Hall Ltd., Coal Distributors Ltd., and the Institute for Industrial Research and Standards. We hope that this will grow into an important area of diversification".

Future

The Chairman expressed confidence in the Company's ability to survive the difficulties which lie ahead for the shipping industry. He concluded by paying tribute to **Mr. Hugh McMahon** and **Mr. Frank Reihill**, Directors of the Company since 1971, who had retired from the Board in the previous year. He welcomed their successors, **Mr. Patrick Kiernan** and **Mr. Tony Finucane**. Mr. Greer also thanked his colleagues on the Board, the Management and Staff afloat and ashore for their support and work during the year.

Appointment of Mr. Noel Griffin

Mr. Noel Griffin has been appointed to the Board to fill the vacancy created by the retirement at this year's Annual General Meeting, of Mr. Edward Keegan. Mr. Keegan had been a Director of the Company since 1974.

Condolences

We extend our sincere sympathy to **Capt. B. Reilly** on the death of his wife which took place in mid-May.

We also offer our condolences to **Miss Christine Dempsey** on the death of her father.

Appointment of Fleet Commodore

Senior Master, James Caird has been appointed Commodore of the Fleet and we offer him our congratulations and best wishes on his appointment.

Commodore Caird recently completed 35 years service with the Company, having joined Irish Shipping on 20th May, 1943 as Second Officer on the first "Irish Elm". During the eventful war-time years he also served as Chief Officer and Acting Master on the "Irish Beech", "Irish Plane", "Irish Hazel", "Irish Fir" and "Irish Larch". He was Chief Officer on the "Irish Plane" when she was driven aground near Ballycotton, Co. Cork, in February, 1947, and became a total loss. Commodore Caird was Master of the "Irish Larch" on her final voyage as an Irish Shipping vessel prior to being handed over to her new Turkish owners in July 1949 following which she was re-named "Sabah".

Subsequently he was confirmed in his position of Master with the Company and was given command of the second "Irish Willow" in June 1952. This vessel was then on time charter, trading between the east coast of the United States and ports in Central America. Appointments as Master of the second "Irish Pine", "Irish Cedar" and "Irish Hazel" followed before Commodore Caird took command of the "Irish Ash" on her maiden voyage in 1957 from the builder's yard, Grays of West Hartlepool, to Halifax, Nova Scotia where he was presented with a plaque by the Mayor of Halifax to mark the occasion.

Commodore Caird commanded the second "Irish Larch", "Irish Poplar" and "Irish Spruce" and the first "Irish Maple" and the tanker "Irish Holly". In 1962 he was appointed Master of the first "Irish Rowan", the first ship built at Verolme Cork Dockyard. The second "Irish Alder", the "Irish Sycamore" and the se-



Commodore Caird being presented with his Commodore's pennant by Mr. Perry Greer, Chairman of Irish Shipping in the Company's Boardroom on 24th May.

cond "Irish Plane" were other ships on which he served as Master before he was appointed to supervise the building of the "Irish Stardust" at Verolme Cork Dockyard. He was Master of this ship on her maiden voyage and also held command of her sister-ship "Irish Star" before taking over on the present "Irish Elm". With the present "Irish Larch", "Irish Oak" and "Irish Rowan", Commodore Caird has commanded twenty-three of the Company's vessels from the "Irish Beech" to the present "Irish Rowan" in the building of which he assisted as supervisor and sailed in on her maiden voyage.

Born in Dublin, Commodore Caird received his early training at the Hibernian Marine School in Clontarf and served his apprenticeship with Heyn Steamship Company from 1933 to 1937. He obtained his Deck Officer's Certificates in Dublin.

SYMPATHY

We extend our condolences to **Mr. Hugh Hannon, Bosun**, on the death of his mother which took place on 23rd April.

NEW SHIP FOR COAL DISTRIBUTORS LTD.

The "Tuskar Rock", the first of Coal Distributors Ltd. new ships, arrived in Dublin on 18th April on her maiden voyage and berthed at the terminal at Ringsend. The new vessel, a mini bulk carrier of the most modern single hatch self-trimming type carried a cargo of coal to C.D.L. from the National Coal Board, U.K., loaded at Garston near Liverpool. Following discharge of her coal cargo she loaded a cargo of slack for export to David Bevan & Co. Ltd., suppliers to the U.K. Central Electricity Generation Board.

The "Tuskar Rock" and a sister ship were commissioned by Coal Distributors Ltd. in 1976 and built by Hancock Shipbuilding (Pembroke) Ltd. at a cost of £900,000 each. Approximately 200 ft. in length, she has a deadweight of 1,660 tons and a carrying capacity of 1,500 tons. Powered by Mirrlees Diesel Engines she has a speed of 11 knots.

Financing for the purchase of the ships was provided at ex-

tremely favourable terms extended to the company by the External Credit Guarantee Department of the British Department of Trade. At a reception on board to welcome the "Tuskar Rock" to Dublin Mr. Stan Linehan, Director and Chief Executive of Coal Distributors Ltd. said that shipping was a logical extension of the trading activities of his company. In former times, he said, many of the firms now amalgamated in C.D.L. operated their own vessels. Tedcastles, Donnellys, Dohertys all brought coal to the port of Dublin in their own boats. Mr. Linehan described the introduction of C.D.L. ships as a necessary development and part of the company's planned policy.

Master of the new vessel, which is operated by Irish Shipping Ltd. and has an Irish crew,

is Captain Brendan Hearne, a thirty-four year old Wexford man, Captain Hearne had the distinction of being named Irish Shipping "Cadet of the Year" when he qualified in 1965. Irish Shipping Ltd. will also operate C.D.L.'s second ship, the "Fastnet Rock" which is now nearing completion and will be launched later this year.

The new ships, primarily intended for the transport of coal from the U.K. and the Continent will also be available to carry other types of bulk cargo. They will be a valuable addition to the Irish fleet where the shortage of small tonnage vessels has necessitated the use of foreign flag ships particularly for the smaller ports where handling facilities and shallow berthage preclude the use of larger

vessels. Obtaining suitable ships to service small ports has been a serious and continuing problem. For reasons of economy the trend in recent years has been towards the commissioning of larger vessels with a marked decline in the building of small ships. The Coal Prices Advisory Board drew special attention to this situation in 1975 when they emphasised the extreme difficulties experienced by merchants in Dundalk, Drogheda, Fenit, Galway, Sligo and Donegal ports in obtaining vessels of a suitable size. The availability of the "Tuskar Rock" and the "Fastnet Rock" will alleviate this problem. Another significant benefit will be the saving in foreign exchange which was heretofore lost to the country in chartering boats from abroad.

Cadet of the Year

Terence F. McMahon of Drumcondra, Dublin, was the recipient of the "Cadet of the Year" Award for 1977 and was presented with an inscribed sextant by Mr. P. W. Redmond, Managing Director of the Insurance Corporation of Ireland in the Corporation's Boardroom on the 27th June.

Terence was educated at St. Patrick's National School, Drumcondra, and Beneavin College, Finglas and joined Irish Shipping Ltd. in 1974. He has served on the "Irish Plane", "Irish Pine", "Irish Star", "Irish Larch" and "Irish Oak". He was promoted to Third Officer last January and has obtained his Second Mate's Certificate.

Although he does not have a family tradition of seafaring, Terence's example has been followed by his younger brother, Garret, who is at present serving as Navigating Cadet on the "Irish Maple". He has three other brothers and three sisters and his hobbies include football, table tennis, swimming, rowing and fishing.

This year's award is the fourteenth to be presented by the sponsors, the Insurance Corporation of Ireland, and in making the presentation, Mr. Redmond paid tribute to the high standard achieved by Irish Shipping Cadets down the years. He

welcomed such former award winners as James Kennedy who was "Cadet of the Year" in 1968 and is now a Master with the Bell Line. Other former winners present were Hugh McGowan (1972) and Michael Purcell

(1973) both of whom are now Chief Officers with I.S.L.

In thanking Mr. Redmond for the encouragement which the I.C.I. continued to give to Cadets through this annual award, Mr. W. A. O'Neill, Director and General Manager, I.S.L., urged Terence to set his standards high in his future career as he had obviously done in his Cadetship. Mr. O'Neill also referred to the burden of respon-



Mr. P. W. Redmond (left) pictured with Cadet Terence McMahon and his parents, Mr. and Mrs. F. McMahon, at the 'Cadet of the Year' presentation function.

"Follow-the-Fleet" winners



Prizewinners in this year's "Follow-the-Fleet" Competition pictured with their prizes at the presentation function held in Dublin.

This year's winners of the "Follow-the-Fleet" Trophy were the Sixth Class, Our Lady of Mercy Primary School, Cahir, Co. Tipperary. It was the School's third success and their achievement received due acclaim at the presentation of prizes held in Dublin on Wednesday, 24th May.

Welcoming the prizewinners, from schools in Tipperary, Cork, Roscommon, Athlone and Dun Laoghaire, Mr. Perry Greer, Chairman, Irish Shipping Ltd., paid special tribute to the work done by teachers throughout the country with the aid of the "Follow-the-Fleet" scheme for schools. He said the scheme was now in operation for eleven years and during that time almost half a million schoolchildren from all over Ireland had taken part in the plotting of the weekly position of the ships of the fleet. Mr. Greer emphasised the importance of education in maritime matters if the nation were to benefit fully from the rich resources which we possessed. "Follow-the-Fleet" had shown that there was keen interest among schoolchildren in maritime affairs and they were prepared to work hard to improve their knowledge of the subject.

Mr. Greer said: "When we first launched "Follow-the-Fleet" we did not dare to hope that it would meet with anything like the success that it has since achieved. At that time we merely sought a form of schools' involvement which would be more appropriate to the specific needs of Irish Shipping than the then existing Ship Adoption Scheme. We are now glad that we took the trouble to experiment with a new idea. "Follow-the-Fleet" has participants all over Ireland, both North and South, and we, in Irish Shipping, have been greatly helped by the co-operation and advice which we have received from teachers for the development and improvement of the scheme."

An tUas. T. S. MacNioclais, Assistant Chief Inspector, Department of Education, who presented the prizes to the winners, said the scheme was a wonderful educational aid and

his Department was grateful to the Company for this excellent contribution to schools. He said the wonderful projects which had been on display showed the very good use the teachers had made of the scheme and he congratulated the winners on their success. The Chief Inspector also paid tribute to the hundreds of schools which did not

(Continued from page 6)

sibility and cost of providing training courses for those choosing careers which had been borne entirely by Irish Shipping and expressed the hope that other Irish shipping companies would share more equitably in this essential work in the future.

Both Mr. O'Neill and Capt. M. D. Langran, Personnel Superintendent, I.S.L., congratulated the parents of Terence McMahon on their son's success and emphasised the importance of home influence on the conduct and performance of young people in their adult careers.

succeed in winning a prize but which also benefited from the scheme through the interest fostered by the teachers in "Follow-the-Fleet". He congratulated both the successful and the unsuccessful teachers and their pupils for taking full advantage of this scheme sponsored by Irish Shipping. He also expressed the hope that the success of "Follow-the-Fleet" would encourage other commercial enterprises, both semi-state and others, to make available similar educational material to assist teachers.

"Follow the Fleet" Competition 1978

RESULTS

"Follow-the-Fleet" Trophy: Sixth Class, Our Lady of Mercy Primary School, Cahir, Co. Tipperary.

Class Awards

Sixth Class, Convent of Mercy, Roscommon. Sixth Class, Maria Assumpta National School, Ballyphehane, Cork. Dean Kelly School, Athlone, Co. Westmeath.

Group Awards

Fifth Standard, Dominican Convent Primary School, Dun Laoghaire, Co. Dublin. Sixth Class, Lackareigh National School, Lissarda, Co. Cork.

Individual Awards

Mary Finerty, Convent of Mercy, Roscommon. Marie Murphy, Convent of Mercy, Roscommon. Mary Deasy, Ballyheada National School, Ballinhassig, Co. Cork.

Roscommon School Visit

A party of thirty-five schoolgirls and their teachers from the Convent of Mercy, Roscommon paid a special visit to the Maritime Museum, Dun Laoghaire on Friday, 23rd June. The children very much enjoyed their visit during which they viewed the "Follow-the-Fleet" prizewinning projects and the many interesting exhibits which are on display at the Museum. In a letter from Rev. Sister de Chantal, who was in charge of



Rev. Sr. Mary of the Sacred Heart, Convent of Mercy, Cahir and her prizewinning pupils chatting with An tUas. T. S. MacNioclais, Department of Education.



Mr. Perry Greer (left) chatting with Col. T. A. Lawlor of the Maritime Institute of Ireland and Commodore J. A. Caird at the "Follow-the-Fleet" luncheon.

the group, she expressed her sincere thanks to Mr. Gordon Reekie, the Museum's Curator, who made the visit possible by opening the building to the children despite the construction work in progress at the time. The longboat from General Hoche's

fleet captured at Bantry Bay in 1796 caught the children's imagination as did the optical system from the Baily Lighthouse dating from 1865 and re-erected in the Museum by Irish Lights Staff in their spare time. All in all it was a memorable ex-

perience for the girls from Roscommon and Sr. de Chantal said they would definitely like a further opportunity to view more fully the many other interesting items of maritime and historical importance when the work of reconstruction is completed.

Our own thanks is also due to the Maritime Institute of Ireland and especially to Mr. Gordon Reekie for their co-operation and assistance in making this particular visit such an obvious success.



I.C.L. move to Merrion Hall

As from mid-June, certain departments within ICL were re-located to Merrion Hall, Strand Road, Dublin 4.

The departments involved — namely Marine and Operations, Freight and Accounts — can now be contacted at Telephone Number 696233 and by Telex at 4715 (CFS).

Passenger Reservations/Enquiries and the Passenger Sales Manager remain unchanged at Aston Quay with the same numbers as before.

A Recent Voyage of the "Irish Larch"

*To steady beat of engine and slow turning of the screw
The stately progress swifter as she from Newcastle drew.
To northward then she headed, rolling now against the swell
Writhing 'neath its anger but despite is still going well
Until the shadow of the Reef protects her from its force
And a faster gait is managed while holding to her course.*

*At last we drop our pilot as we go through Torres Strait
Her bow then points to westward as she fast regains her gait
To head for the next harbour in the distant Indoneses
And in far-off Jakarta may again lie at her ease.
Nigh on five days she languished, in steamy tropic heat
Ere her engine once again began its reassuring beat.*

*Onward to Colombo then she made her stately way
Passing Krakatoa soon, quite early in the day,
Slumbering there with steamy collar hanging 'neath its peak
No doubt it was still dreaming of the havoc it could wreak.
But eventually her progress brought her nigh unto
That jewel of the Indies, Sri Lanka's beauteous view.*

*While tarrying within Colombo's outflung arms
Some took the opportunity to view the inland charms,
To see the patient oxen at work in paddy fields
As well as skilful tappers agathering rubber yields,
Not forgetting rides on elephants or, highlight of the day
Viewed across the lake at Kandy, the Temple doth hold sway.*

*Once more the call is back to sea so from the bollards cast
Those slender threads by which the land doth try to hold her fast.
Her progress now is very slow but graceful to be sure,
The speed is 'economical', the time we must endure,
Though Port Kembla is far away we are not wanted yet
And thus do gently pass the time until our berth is set.*

J. H. Reynolds (Chief Engineer)

FOOTBALLING CADETS



The Marine Engineering Cadets team which beat James Scott & Co. in the final of the International Sports Week for Seamen football tournament in Cork by 4 goals to nil. Front row (L to R) J. Butler (I.S.I.), P. Mullins (BP), G. Shuttle (P & O), P. Kealy (I.S.L.), B. Lester (I.S.L.), and C. Kavanagh (P & O). Back row (L to R) R. Murphy (BP), N. Cleary (I.S.L.), K. Murphy (P & O.), P. Lynch (BP), J. O'Shea (I.S.L.) and P. Byrne (I.S.L.).

NEWS from Irish Continental Line

Increased Traffic Figures

The growth in traffic anticipated by Irish Continental Line when the company decided to introduce the new car ferry "Saint Killian", the second route to Cherbourg and the daily sailings schedule in the peak season, is reflected in the increases in carryings in the first three months of this year and in advance bookings from May to October, over the respective periods last year.

Over 11,000 passengers and 1,500 cars were carried in the January – March period, representing a 37% and 34% increase respectively over last year's figures. Irish passenger carryings were up by 60% and cars by 37% due in part to an increase in school groups traffic. Continental carryings in the same period were also up, by 16% for passengers and 22% for cars.

Advance bookings for May to October show an overall increase of 21% for passengers and 15% for vehicles over the 1977 figures. Bookings on the new Cherbourg services are also registering well, particularly among Irish holidaymakers. Advance Irish bookings have increased considerably, with passengers up by 36% and cars by 18%, whilst Continental traffic is also up by 11% and 13% for passengers and cars respectively.

New Catering Manager

Irish Continental Line has announced the appointment of Mr. Fergus Gantly as Catering Manager with effect from March 1st last.

Prior to joining ICL, Mr. Gantly was Regional Training Adviser in the South-East for C.E.R.T., the Council for Education, Recruitment and Training for the Hotel, Catering and Tourism Industries. Born in Dublin, he is a



Mr. Aubrey McElhatton (right), Managing Director of Irish Continental Line presenting a glass ship's decanter and set of glasses to Monsieur Louis Delahaye (second right), President of the Cherbourg Chamber of Commerce on the occasion of the first visit to Cherbourg of the "Saint Killian". Also in the picture are Mrs. McElhatton and the Irish Ambassador to France, Mr. Hugh McCann.

graduate of the Dublin College of Catering and holds a Diploma in Hotel Management.

His involvement in the catering business is wide and varied, ranging from training and education to operations and management in colleges and hotels in Dublin, England, Northern Ireland and Switzerland. He also has considerable experience of catering at sea through organising training courses for Marine Stewards at the Thanet Technical College in England.

A member of the Irish Hotel and Catering Institute and the Guild of Wine Waiters of Ireland, Mr. Gantly succeeds Mr. Austin Cody, who has become General Manager of the Strand Hotel, Rosslare.

ICL/Bord Failte Leisure Car Rally

Motoring correspondents from four European countries

arrived in Rosslare last April for a week-long Irish Continental Car Rally jointly organised by Bord Failte and Irish Continental Line.

Representing Germany, Belgium, Holland and Switzerland, the journalists were given a detailed itinerary on arrival, which led them to such centres as Wexford, Dublin, Galway, Limerick, Killarney and Cork.

Apart from visiting many places of tourist interest, the programme of events also included such novelty competitions as a Pony Riding Test in Oughterard, a Golf game in Killarney, a Quiz on Ireland and a Boat Handling Test on the River Shannon.

Architecture students Visit

Franco-Irish co-operation took on another form recently when a group of nine students

and two tutors from the Ecole Speciale de l'Architecture in Paris arrived in Rosslare Harbour on the "Saint Patrick" for the start of a three week project in Ireland.

Working in conjunction with senior architecture students from the Bolton Street College of Technology, Dublin, in what is believed to be the first joint venture of this type between students of two countries, the group visited Crossmolina in County Mayo.

The object of the exercise was to make an architectural study of the environment of the town, suggest improvements and generally provide a contribution to the future development of the town.

A similar exchange project is expected to be undertaken later in the year, when the same team of Irish students will visit a small French town.

Rosslare Dredging

In order to facilitate the bigger "Saint Killian", a Dutch bucket dredger, assisted by a barge and three tugs, has been deepening the Harbour over the past few months.

The soil is being dumped on the north-west side of the Bay as close as practicable to the beach in order to nourish the

foreshore at Rosslare Strand which is subject to continual erosion.

Rosslare — Ireland's Superport?

News that the Minister for Transport and Tourism, Mr. Padraig Faulkner, has given approval for the £4 million development of Rosslare Harbour has been greeted with jubilation by all concerned with the South-East region, not least Irish Continental Line.

After many years of pressuring by various local groups, the go-ahead has been given for the scheme which was drawn up some four years ago. It includes provision for the building of a second pier, the construction of two additional roll-on ramps and the reclamation of seven acres of land for the construction of a new car ferry terminal building.

At present, the third busiest port in the country, Rosslare is expected to become Ireland's Europort, with possibly more services operating from the port when the development is complete.

Cherbourg Inaugural Sailing

A special group, comprising ICL Directors and Management, journalists and travel agents, travelled on the "Saint Killian's" inaugural sailing to Cherbourg in April.

With a brass band greeting the ship on the quayside, a group of dignitaries from the Cherbourg Authority and the Irish Ambassador, Mr. McCann, were invited aboard.

This function was reciprocated by a special banquet for the ICL Directors and Management party in Cherbourg, whilst the Press and Travel Agents parties took a coach tour of the region with lunch en route in a delightful country restaurant.

Lifesaving Officer

Prompt action by the 'Saint Patrick's' Chief Officer Philip Cowman saved the life of a 14-year-old Dublin schoolboy who had fallen into the sea at

Rosslare Harbour a few months ago.

Playing on the snow covered pier after disembarkation, the boy slipped between the ship and quayside. Chief Officer Cowman raced down a steep ladder on the pier and was able to drag the boy from the icy water.

One of a group of schoolboys from St. Paul's School, Raheny, returning from a trip to Paris, the boy was treated on board "Saint Patrick" by Dr. Frank Hogan, medical officer at Rosslare Harbour, and was later described as "none the worse for his experience".

Tourism Boom In South-East

An increase in tourism earnings by 34% in the South-East over the previous year was the major point to come from the 1977 Report of the South-Eastern Regional Tourism Organisation.

A major contribution to the extra earnings was the increase in foreign visitors, an achievement in which Irish Continental Line played an important role.

Furthermore, South-Eastern Tourism are particularly pleased at the confidence shown in the future of Rosslare as a major access port by ICL's decision to introduce the "Saint Killian".

Rosslare Development Board

ICL's Marine and Operations Manager Captain Colman Raftery has been co-opted on to the Rosslare Harbour Development Board. It is a move which further underlines ICL's confidence in the future of Rosslare and also gives the company the opportunity to directly contribute ideas on the development of the port.

'Thank You' Gift For Sneem

One of the most unusual vehicles to travel on the ICL service, a 1954 reconditioned Austin Fire Engine complete with modern pumping equipment, arrived in Rosslare last month from Le Havre.

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Frank Carey, Passenger Sales Manager, Irish Continental Line and his bride, Sandra Salmon formerly of I.C.L. pictured at their wedding recently. We wish the newly-weds good health and happiness in their married life.

Minister Visits "Lough Beltra"



Group photographed on board the "Lough Beltra" during a visit by the Minister for Economic Planning, Prof. Martin O'Donoghue. (L to R) Prof. J. R. Grainger, Chairman, Marine Advisory Committee, Board of Science and Technology; Prof. O'Donoghue; Capt. D. Leonard, Master "Lough Beltra"; Mr. M. Manahan, B.S.T.; Mr. T. P. Hardiman, Chairman, B.S.T. and Mr. Fergus Cahill, Offshore Services, Institute for Industrial Research and Standards.



The "Lough Beltra" pictured leaving the port of Dublin.



FLEET NEWS · FLEET NEWS · FLEET NEWS

mand of the "Irish Star" on her final voyage and her Chief Engineer is **Mr. P. Caffrey**.

"Irish Maple"

The "Maple" discharged steel from Antwerp and Middlesbrough at Los Angeles, Oakland, Portland and Seattle before loading forest products at Vancouver, Coos Bay and Crofton for London. She is expected at London on 27th July and will also discharge at Rotterdam, Brake and Nordenham. The vessel should complete her discharge about 7th August after which she will go into drydock. The drydock has not yet been nominated as we go to press.

"Irish Cedar"

This ship completed discharge of her cargo of fertiliser from Le Havre at Shanghai on 16th July and is expected at Singapore on 22nd July. There

"Pine" for Dublin

About mid-August the "Irish Pine" is expected to call at her home port of Dublin with forest products loaded at ports in British Columbia. This vessel previously called at Dublin in May, 1976 on her only other visit to the port.

Prior to her present voyage, the "Pine" arrived at Nagoya on 10th June with a cargo of grain from Buenos Aires and completed discharge at Yokkaichi, Japan before sailing in ballast for West Coast ports. She then loaded forest products at Coos Bay, and Nanaimo and borax at Long Beach, California. The vessel is expected to go through the Panama Canal on 1st August and should arrive in Dublin on 15th August. She will also discharge at Tilbury and Continental ports.

"Irish Star's" final voyage for Company

This vessel arrived at Tomakomai, Japan on 10th May with forest products from Kitimat, B.C. and completed discharge at the Korean ports of Pusan and Inchon. She then loaded steel at Yokohama for Los Angeles where she arrived on 12th June.

After discharge of her steel cargo the "Star" began loading forest products at Eureka on 16th June and completed loading at Vancouver, B.C. and Squamish. Having passed through the Panama Canal on 10th July, the ship will be due at Pallice, France on 27th July. She is expected to complete un-

loading at Antwerp on 4th August. She will then go into drydock at Rotterdam on 5th August in preparation for handing over to her new owners, Star Shipping Group of Oslo, who have chartered the vessel since she went into service in July, 1970.

Capt. B. Reilly is in com-



she will load plywood and timber and complete loading at Port Kelang for Rotterdam and Antwerp.

The "Cedar" should sail from her final Malaysian port about 13th August and is expected at Rotterdam about mid-September.

"Irish Larch"

At Port Kembla on 24th May **Capt. M. McMahon** took over command from **Capt. M. O'Dwyer**; **Chief Officer P. Miley** relieved **H. McGowan** and **Electrical Engineer S. Doyle** relieved **P. Clarke**. On 18th July **Second Engineer D. Walsh** joined the vessel at Manila to relieve **J. Denham**. The "Larch" loaded steel at Port Kembla and sailed on 5th July for Manila where she arrived on 16th July. She discharges at Manila and is expected to complete unloading her present cargo at Ilgan on 27th July before going into drydock at Singapore on 4th August.

The vessel will spend six days in the drydock and will then sail for Whyalla to load steel for Hong Kong. She is expected to arrive at her Australian loading port about 21st August.



JOURNEY'S END



The old "Irish Alder" pictured at Bremen just before she was consigned to the scrap yard. Finally the ship was named "Attikan Unity" by her Greek owners having traded as "Aliakmon Pilot" since she was sold by Irish Shipping in 1970. We are indebted to Deck Officer Paul Smith of the "Daunt Rock" who is also pictured here, for this final glimpse of the former I.S.L. vessel.

"Irish Elm"

Having drydocked at Hong Kong in early May, the "Elm" loaded motor cars at Hiroshima for Tampa where she arrived on 1st July. She subsequently loaded grain at New Orleans and sailed on June 16 for Japan.

The vessel is expected to transit the Panama Canal on 20th July and should arrive at her Japanese discharge port on 12th August.

"Oak" first at Tientsin

Capt. T. Hughes relieved **Capt. G. Kyne** while the vessel was at Cardiff in early June and **Chief Officer A. Coghlan** relieved **M. Purcell**, **Chief Engineer C. Corcoran** relieved **J. Reilly** and **Second Engineer J. Keane** relieved **M. McCann** at the same port. **Electrical Engineer D. Byrne** relieved **J. Dunphy** at Le Havre on 25th June.

Having completed discharge

of her cargo of forest products from British Columbia at Cardiff the "Oak" began loading fertiliser at Le Havre on 11th June for China. She completed loading on 30th June and is expected at Tientsin on 29th July and will be the first Irish Shipping vessel to visit the Yellow Sea port which is ice-bound for three months of the year.

"Irish Rowan"

While this ship was at Nantes, **Commodore J. Caird** relieved **Capt. H. Fiddler** and **Second Engineer F. Keane** relieved **T. Lanigan** on 28th May. **Electrical Engineer B. Murphy** relieved **H. Stears** at Kotka on 25th June and **Chief Engineer R. Tennant** relieved **M. Curley** at South Shields on 18th July.

The "Rowan" discharged forest products from British Columbia at La Pallice, Nantes, Rouen, Velsen, Tilbury and Cardiff prior to her present voyage. She then loaded general cargo at Kotka and Antwerp and will complete at South Shields about 23rd July. The vessel will then sail for her discharge ports in the Persian Gulf commencing with Sharjah where she is expected to arrive on 8th August. Her other discharge ports are Basrah in Iraq; Bahrain and Dammam.

(Continued from page 11)

What is even more unusual about the fire engine is that it was bought by a Dutch millionaire, Mr. Ernst Weeland, as a 'thank you' gift for the inhabitants of the County Kerry village of Sneem, for the welcome he has received from them during the fourteen years he has lived there.

Surrounded by forests and woodland and with the nearest fire stations over fifteen miles away, Sneem is often at risk, particularly during the summer months.

Bought in Harninjn in Holland, the engine arrived in Ireland with an experienced Dutch fire crew who taught the villagers how to operate the tender.

Maritime Institute's Secretary Retires



At the Annual General Meeting of the Maritime Institute of Ireland held in Dun Laoghaire the President of the Institute, Col. Tony Lawlor, presented an inscribed silver salver to Donal Flanagan, M.A., the Institute's Honorary Secretary for the past nineteen years, on his retirement from office. Also in the picture are Council members Terry Conlan, James Wolahan and Jim Hughes.

At Presentation of Awards



Mr. Gordon Reekie (left), Adjudicator for the "Follow-the-Fleet" Competition discussing the model of the "Brendan" which formed part of the Dominican Convent, Dun Laoghaire entry with Commodore Liam Brett, Assistant Director of the Naval Service and prizewinners from the school, Helen Bunbury and Joanne Boyle.

FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 21st July, 1978)

m.v. "Irish Pine" – Captain T. Byrne; Deck Officers: M. Darcy, T. F. McCarthy, G. Farrell; Deck Cadets: T. O'Callaghan, N. Cantwell, F. Early; Engineering Officers: T. O'Toole, D. Horan, V. Hetherington, C. McIntyre, W. Delaney, B. Kelleher; Electrical Engineer: T. Moore; Catering Officer: P. Farrelly; Radio Officers: D. Ryan, B. Megan; Deck Department: J. Tallon, J. Maloney, J. Maguire, G. McGuinness, E. Fitzek, P. Ryan, F. Macken, A. Kelly, M. Manson, A. Ward, B. Greevy; Catering Department: P. Codd, F. Brogan, J. Buggy, W. O'Brien, E. Desmond, M. Clarke, J. Walsh.

m.v. "Irish Maple" – Captain E. Greevy; Deck Officers: D. Hopkins, M. McCarthy, J. Fennessy; Deck Cadets: G. McMahon, N. Devlin; Engineering Officers: D. O'Brien, C. O'Brien, M. Egan, M. O'Leary, M. O'Donnell, P. Gunning; Engineer Cadet: D. Taylor; Electrical Engineer: M. Kelly; Catering Officer: E. Fricker; Radio Officers: G. Carew, P. Egan; Deck Department: M. Byrne, P. Duffy, M. Devlin, N. Thompson, T. Fitzgerald, T. Lynch, M. Christie, J. White, A. McDonnell, F. O'Hanlon, P. Farrelly, J. Morey; Catering Department: R. Smith, F. Gavin, B. Osborne, P. Nugent, L. Byrne, J. Kenna, A. Pepper.

m.v. "Irish Oak" – Captain T. Hughes; Deck Officers: A. Coghlan, P. Boyd, G. Hopkins; Deck Cadets: B. Geary, B. Briscoe; Engineering Officers: C. Corcoran, J. Keane, T. Farrell, D. O'Connor, E. Burke, D. O'Reilly, A. Meaney; Electrical Engineer: D. Byrne; Catering Officer: J. Clinton; Radio Officer: C. O'Reilly; Deck Department: J. Doyle, P. P. White, F. McCarthy, P. O'Connor, T. Aherne, R. Scanlon, P. Tallon, M. Allen, B. Kelly, J. Browne, J. Kelly, C. Conway; Catering Department: J. Mulligan, F. Lyons, P. Clarke, P. Fagan, B. Gilligan, I. Woods, A. Nolan.

m.v. "Irish Larch" – Captain M. McMahon; Deck Officers: P. Miley, T. Sarsfield, F. O'Flynn; Deck Cadets: J. Hobbs, R. Mullins; Engineering Officers: J.

Reynolds, D. Walsh, T. Marrifield, J. Lynch, J. P. Healy, T. Holland, P. Good; 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, D. 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: E. Curry, F. Traynor, M. McD. Kinsella; Deck Cadets: A. Kingston, T. Finn; Engineering Officers: P. O'Halloran, J. O'Leary, A. Curran, F. Brennan, J. O'Reilly, J. O'Flaherty, E. McQuillan, T. Sweeney; Engineer Cadets: R. Tynan, F. Hetherington; Electrical Engineer: J. Grace; Catering Officer: P. F. Walsh; Radio Officer: J. Coman; Deck Department: M. Doyle, N. Byrne, T. Ryan, N. Murrells, J. McGroarty, J. Beggs, H. McClenahan, P. Kelly, B. Latimore, J. Payne, J. Macken, J. Doyle, J. Caulfield, B. Nolan; Catering Department: C. Murphy, A. Gavin, P. J. Kelly, T. Mackey, P. Hanrahan, L. McKenna, P. Barnes.

m.v. "Irish Star" – Captain B. Reilly; Deck Officers: J. Moynihan, B. Kinch, F. Britton; Engineering Officers: P. Caffrey, L. Byrne, B. McGinley, W. Sammon, E. Cadwell, T. Furlong, B. Desmond; Engineer Cadet: K. Browne; Electrical Engineer: P. Murphy; Catering Officer: J. Dillon; Radio Officer: T. Lynch; Deck Department: P. Garry, P. Parkes, P. Murray, M. Bonnie, D. Early, K. Barry, S. Roche, J. Furlong, S. McCarthy, I. McLeod, R. Clarke; Catering Department: T. Mason, P. Harrington, E. Foran, N. Kennedy, D. Kavanagh, P. O'Reilly, B. Kerrigan.

m.v. "Irish Rowan" – Commodore J. Caird; Deck Officers: D. Mundow, M. Kierane, R. O'Shea; Deck Cadets: Ann Parry, A. Jameson, K. Treacy;

Engineering Officers: R. Tennent, T. Keane, M. Scully, D. Matthews, M. Keegan, J. Bennett, T. McCluskey; Engineer Cadet: B. Murphy; Catering Officer: B. Dorgan; Radio Officer: J. C. Kelly; Deck Department: R. Nugent, J. Murphy, P. Hughes, E. O'Reilly, W. Hutton, P. Cullen, V. Keenan, P. Leonard, P. Brady, M. Boyle, J. Graham, J. McGrath; Catering Department: A. Rourke, D. Healy, E. Byrne, C. Dunne, D. Bruen, K. Keogh, V. Doyle.

m.v. "Irish Cedar" – Captain J. A. Gleeson; Deck Officers: P. Farnan, P. J. Murphy, P. Cafferky; Deck Cadets: D. Scanlon, S. Myles, E. O'Callaghan; Engineering Officers: J. Devitt, E. Kealy, D. Gerety, J. Cummins, J. Harrington, P. Curran, L. O'Donovan; Engineer Cadet: K. Barry; Electrical Engineer: P. Lee; Catering Officer: E. Byrne; Radio Officer: B. Gallagher; Deck Department: K. Maher, O. McGrath, K. Doherty, J. J. O'Donnell, P. Brady, C. Healy, M. Whitney, J. McGran, D. Reville, D. Mulldoon, P. Garry, P. Southam; Catering Department: R. Proctor, K. Taylor, D. Boyle, A. Fitzmaurice, A. McMenamy, P. Dempsey, B. Rossiter.

"Daunt Rock" – Captain B. Kehoe; Chief Officer: M. Purcell; Engineering Officers: P. Herlihy, P. McCarthy; Deck Department: V. Beech, T. Blake, A. Weldridge; Cook/Steward: G. McGovern.

"Tuscar Rock" – Captain M. T. O'Connor; Deck Officers: P. Smyth, B. Goyvaerts; Engineering Officers: J. Waters, P. Morris; Deck Department: H. McElwaine, D. Driscoll, P. McDonnell; Cook/Steward: L. Kiernan.

"Skellig Rock" – Captain M. J. Ryder; Chief Officer: B. Coburn; Engineering Officers: N. O'Neill, P. Ryan; Deck Department: H. Hannon, M. Browne, D. Russell; Cook/Steward: M. Moody.

"Lough Beltra" – Captain J. Whyte; Chief Engineer: D. O'Loughlin; Cook/Steward: P. Lumsden.