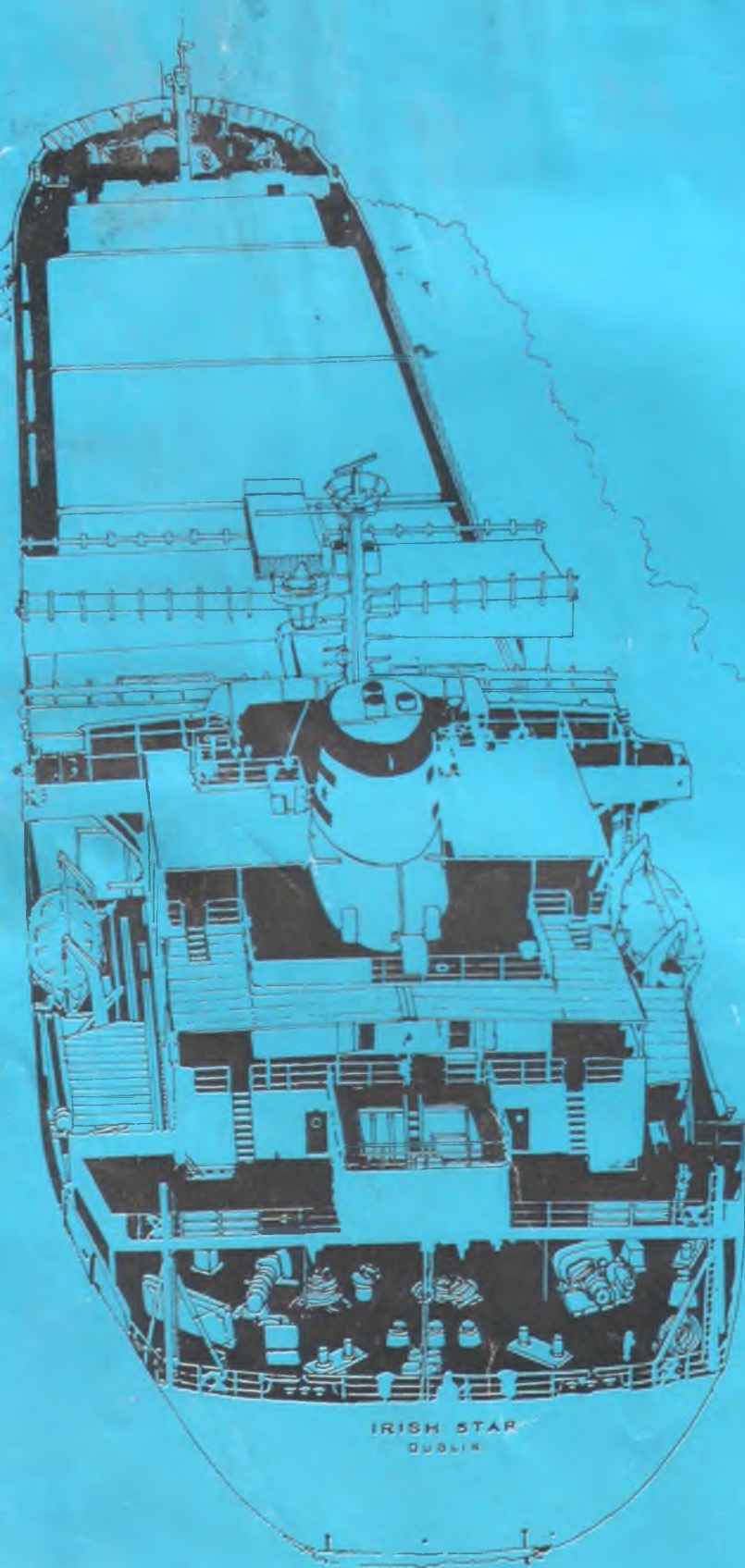


S I G N A L



Deck and Engineer Officers Ashore at 19th April, 1977

Masters: T. Byrne, J. Caird, H. Fiddler, B. Reilly, J. Kelly.

Chief Officers: E. Greevy, B. Kehoe, J. Darcy, P. Farnan, J. Whyte, P. Murphy, M. Mundow.

Second Officers: M. Darcy, D. Hopkins, L. Gavin, C. Lawless, P. Murphy, M. O'Callaghan, M. Purcell, M. Ryan, P. Miley, P. Hughes.

Third Officers: G. Hopkins, B. Kinch, P. Smyth, F. McCarthy.

Chief Engineers: W. McCarthy, J. Mooney, J. Reynolds, M. Byrne, J. Mooney, B. Larkin.

Second Engineers: P. Caffrey, J. Devitt, D. Gabriel, D. O'Brien, P. O'Halloran, T. O'Toole.

Third Engineers: M. Hayes, P. McCarthy, J. O'Leary, D. Gerety, E. Kealy.

Fourth Engineers: F. Keane, J. Keane, J. Lynch, D. O'Flaherty, M. Scully, D. Walsh, P. Duffy.

Electricians: P. Clarke, P. Tobin, P. Fitzgerald.

Catering Officers: P. Farrelly, E. Fricker, J. Dillon, B. Dorgan, J. Clinton.

Company's increased holding in I.C.L.

Irish Shipping Ltd. has purchase the shareholding of Lion Ferry A. B. of Sweden in Irish Continental Line Ltd. and as a result of this purchase the shareholding of Irish Shipping is now increased from 30% to 80%. Mr. H. Meyer and Mr. C. Omreng of Lion Ferry have resigned from the I.C.L. Board and are replaced by Mr. Redmond Gallagher, Director of Irish Shipping, and Mr. Aubrey McElhatton, General Manager of I.C.L.

Condolence

We offer our sympathy to Miss Dolores Mangan of our Agency Division on the death of her father which took place recently.

Institute of Marine Engineers

A very active group of professional men are to be found in the Dublin Branch of the Institute of Marine Engineers whose Chairman is Mr. J. L. V. Whittle, C. Eng., F.I.Mar. E. The energetic Secretary is Mr. C. M. Devlin, C. Eng., F.I.Mar.E., of Irish Shipping Ltd.

On 28th March, Mr. Pat Kirwan, Technical Representative of McCormick, Naughton Ltd., delivered a lecture to members and guests at the Shell House theatre, Hatch Street, Dublin, on the subject of "Caterpillar Engines in the Marine Field". This most interesting lecture was very well attended and was followed by a very lively discussion.

Events scheduled for the coming months include a lecture on "Engineering Legislation" by Mr. M. Chester, F.I.Mar.E. of the Department of Labour and a lecture on welding by Mr. Ted Burke, Engineering Manager of Irish Lights. The first of these talks will take place on Wednesday, 27th April, and the second on Tuesday, 31st May, and the venue for each lecture will again be the Shell House theatre. Visitors will be very welcome.

In May also it is hoped to arrange a visit to the Castrol Laboratory at Alexandra Road where main interest will be centred on the Atomic Absorption Unit for the testing of marine samples of lubricating oils.

Birthday Greetings

To Cadet Fergus Britton at Plymouth Nautical College - Congratulations and best wishes on your 21st birthday which takes place on 23rd May, 1977 - From Mam, Dad, Kenneth, Barry and Marie, with all our love.

Meeting of Senior Ships' Officers

On Monday, 28th March, a meeting of Ships' Officers and Management was held at Merrion Hall to discuss matters of mutual concern. In attendance were Captains J. A. Caird, T. Byrne and J. F. Kelly; Chief Engineers W. D. McCarthy and J. Reynolds; Chief Officer E. Greevy and Second Engineer D. O'Brien.

Representing Management at the meeting were Mesrs. W. A. O'Neill, General Manager; D. Hodgins, Technical Manager; D. O'Neill, Chartering and Operations Manager, and Capt. M. D. Langran, Personnel Superintendent.

New Accommodation For "Lough Beltra"

On the 21st February the "Lough Beltra" drydocked at the Malahide Shipyard and is at present being provided with extra accommodation to cater for an extra eight people on board. The research vessel will also be fitted with two laboratories in which the scientific team can work in their examination of the marine life and ocean bed samples from around our shores. It is expected that the vessel will be ready to put to sea again at the end of April.

Got your Passport ?

It is necessary for all Seamen to have a Current Passport. If you do not hold a current Passport you should make application for one when you are on leave.

Residents of Dublin may apply directly to the Passport Office, 39 Dawson Street, Dublin 2.

If you are living outside Dublin you must make application through your local Garda Station.

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

Duais Mhic Eoin

Congratulations are extended to Engineer Cadet Francis W. McGarry who has been awarded the Duais Mhic Eoin for 1976.

Cadet McGarry was born in Dublin and is the eldest of a family of four brothers and three sisters. He was educated at St. Canice's School, North Circular Road, Dublin and O'Connell School. He joined Irish Shipping as Engineer Cadet in September 1973 and attended the Cork Regional Technical College from 1973 to 1976. He obtained a pass "with distinction" in the National Council for Educational Awards Examinations for their National Diploma as well as college prizes for educational achievement. Cadet McGarry obtained his sea service on board the "Irish Larch" which he joined in July 1976 when the ship was trading in the Far East between Australia and Ports in the Philippines, Japan and the West Coast of the United States of America. He was subsequently promoted to the rank of Junior Engineer Officer in February of this year and recently returned home on leave.

When away from his studies and duty on board ship, Cadet McGarry likes to play tennis and do some sea fishing. He is also a very keen student of mathematics and enjoys chess.

The Award

The Duais Mhic Eoin was inaugurated in 1967 and was sponsored by Mr. Gerry Jones who was then a Director of Irish Shipping Ltd. The award was applicable to cadets training at Cork and it was decided that the prize should be given to the best "all-round" engineer cadet from those completing their training each year. This was to distinguish it from the Burmah Castrol Trophy which is awarded to the Cadet with the best academic results.

Mr. Jones decided that this should be called the Irish Shipping Directors' Prize and the first recipient was Mr. John A.



Mr. P. H. Greer, Chairman, Irish Shipping Ltd., Mr. and Mrs. McGarry, parents of the Award Winner, Cadet McGarry and Mr. Gerry Jones photographed on the occasion of the presentation of Duais Mhic Eoin.

O'Toole, now Second Engineer Officer on our "Irish Cedar" and holder of a First Class Certificate.

In 1971, when Mr. Jones resigned from the Board of Irish Shipping Ltd., he decided that it would be more appropriate to name his prize the "Duais Mhic Eoin" and two years later after various British Companies spon-

sored cadets attending the College in Cork and at Irish Shipping's recommendation the prize became open to all cadets attending the college.

In 1975, for the first time, this prize was jointly won by two Cadets of the B.P. Tanker Company but was recaptured by Cadet McGarry in 1976 for Irish Shipping.

Pitch and Putt Competition 1977

This year's competition will be held on Thursday, 5th May, at the "Cuckoo's Nest" course, Greenhills Road, Walkinstown, and will commence at 6 p.m. Again the winner will be presented with the Irish Shipping Challenge Cup and there will be various prizes for runners-up.

The nearby Belgard Inn will be the venue for a five-course Turkey and Ham meal to be followed (not necessarily immediately) by dancing to the Eamonn Young Trio. A bar extension until 12.30 has been arranged.

Anyone not taking part in the competition is welcome to join the function at the Belgard Inn and in the event of adverse weather conditions, the meal and entertainment will go ahead as planned.

Competitors should bring along their own clubs if possible, but clubs will be available for those who do not have a set.

Tariff including Green Fees : Staff £1.50
First Guest £2.00
Other Guests £2.50

Bookings should be directed to F. Cheevers, Merrion Hall, and these should be made not later than 27th April, 1977.

Continuing a proud seafaring tradition

We are delighted to extend congratulations to former Irish Shipping Cadet, Peter Kelly on his appointment as Master of the Mobil Oil Company tanker, "Mobil Producer". It will be recalled that Peter was presented with the 'Cadet of the Year' award sponsored by the Insurance Corporation of Ireland in 1968. Two of his brothers, Jim and Frank, are well-known ship Masters with Irish shipping and Irish Continental Line respectively. His father, Capt. J. P. Kelly, was a senior Master with the Company from the early years of Irish Shipping until his retirement some years ago. Capt. Kelly, Senior, is still keenly interested in maritime affairs and must be justifiably proud of this latest achievement by yet another of his sons.

The association of this remarkable seafaring family with Irish Shipping also extends to Peter's uncle, the late Capt. Frank Kelly, who served on many of the Company's vessels both during and after the Second World War. Only recently we were grateful to Capt. J. P. Kelly for information we sought on the ill-fated "Irish Oak" which was sunk in the Atlantic following an attack by a German submarine in May, 1943. Capt. Kelly was then Chief Officer on the "Oak" which was commanded by Capt. Eric Jones who is now living in retirement in Liverpool. The entire crew were rescued by their colleagues on the "Irish Plane" and landed at Cobh.

Capt. Patrick Kelly, grandfather of Peter, held command on a number of cargo ships and narrowly escaped death during the 1914-18 War when two of his ships were torpedoed and another was sunk by a mine. However, Capt. Kelly survived his war-time adventures to become a very well-known figure in Cork shipping circles and spent 23 years as Harbour Master at the southern port.

Still further back in the Kelly family tree we find that Peter's great-grandfather, Capt. Patrick Kelly, was also a ship's Master as were his two brothers, Capt. William Kelly and Capt. Nicholas Kelly of Wexford.

Fenian Flag

Captain Nicholas Kelly was owner and Master of the brig "Trio" which, in May 1884, was anchored in the harbour of Corunna on the north-west coast of Spain. While the vessel was lying at anchor, a Catholic feast day was being celebrated ashore with all the traditional fervour and ceremonial associated with Spanish fiestas and the shipping in the port joined in the celebration by dressing the ships with flags and bunting. Vessels from foreign countries hoisted their national flags. Now Captain Kelly's grandfather, who



Peter Kelly on the occasion of his "Cadet of the Year" award presentation.



Captain J. P. Kelly.

had distinguished himself during the Insurrection of 1798, had been presented with a Fenian flag to honour his gallantry in action and the Captain had on board his ship a duplicate of this Fenian flag. As a gesture of goodwill and to emphasise the religious affinity which existed between Spain and Ireland, Captain Kelly had the green emblem run up to the masthead. The Irish flag had no sooner unfurled its folds to the breeze than it became the subject of strong protest from the British ships lying alongside. One after another the English skippers sent over requests that the flag be hauled down, but Captain Kelly ignored the messages. The Englishmen then sent a deputation ashore to the British Consul. Their case was that Ireland was part of the British Dominions and Irish ships must fly the British flag according to international navigation laws.

The British Consul, naturally, supported the demands of his fellow countrymen, but Captain Kelly was firm. It was his ship and his country's flag and he challenged the right of anyone to gainsay it. The Consul carried the case to the Spanish Port Authority and a peremptory de-

mand was sent to the "Trio" to take down the green flag. Still Captain Kelly held out and presently a Spanish gunboat arrived on the scene. An armed boarding party came on the "Trio's" deck, but when a couple of them approached the halyard to lower the flag, members of the crew rushed to prevent them. A fight developed, but reinforcements came aboard from the gunboat, the flag was seized and Captain Kelly and his crew were arrested and brought ashore. Court proceedings resulted in a fine and the forfeiture of the flag.

Captain Kelly was not satisfied to allow the matter to rest there. On his return to Wexford he gave the incident the widest possible publicity and Irish Members of Parliament asked questions about it in the House of Commons. It transpired that the British Consul had exceeded his duty and on this admission being officially made by the President of the Board of Trade, the flag was restored to Captain Kelly.

Captain Nicholas Kelly was lost off the Donegal Coast five months later when the boat in which he was going ashore from the "Trio" was swamped in a storm.

Spellbound !

For the following story we are indebted to "The Wheelhouse", the house magazine of South African Marine Corporation.

A newly hired Canvasser wrote his first report to the base office. It stunned the brass in the Freight Department because it was obvious that the new man was almost completely illiterate. Here is what he wrote:

'Dear Bos,

I have seen a eggsporther which ain't never scent ten sents worth of nothing with us and I sole them ten thousind kupik feat fore there goods. I am now going to Sasilburgh'.

Before the illiterate could be thrown out by the Head of Freight, this letter came from Sasolburg:

'I have cum hear and already sole forty thousind kupik feat fore steal and manga-knees'.

Fearful if he did and fearful also if he didn't fire the illiterate, the Head of Freight dumped the problem in the lap of the Operations Director. The following morning the ivory tower members were amazed to see the two letters posted on the bulletin board, and this memo from the Operations Director:

'We bin spending two much time trying to spel insted of trying to sel. Let's watch thees sales. I wand everybody shud reed these leters from Gooch, who is on the rode doing a grate job for us, and you shud go out and do like he done'.



Proudly displaying his collection of ornamental knots is Philip Parkes of the "Irish Larch". The side borders consist of a three plate edging while the top and bottom ends are done in Solomon Bars. Within this frame at top and bottom are (L. to R.): Wall and Crown, Spiral; Manrope Knot; Wall and Crown; Turks Head and Star Knot. At top centre there is an Ocean Plait and below it there are Rectangular, two Ocean Plaits, made with small stuff, and Shamrock Knot. In middle are Bell Rops, Hammock Clew, Carrick Bend Belt and a Bag Lanyard. At lower centre there is a five piece Turks Head with two Manrope Knots, an Anchor and a Chain Plait underneath.

WEDDING BELLS



Miss Bernadette Dalton and Mr. George Howard signing the register after their wedding at the Church of the Three Patrons, Rathgar, Dublin on 11th March. Bernadette plays an important part in the production of 'Signal' and we wish the newly-weds health and happiness in their future married life.

Officers on Loan

At present on loan to the Bell Line are **Mr. Mark Byrne**, Chief Engineer and **Mr. Frank Cronin**, Third Engineer, both of whom went to Japan to join the "Bell Racer" which has been built at a Japanese shipyard for Bells. The Irish Shipping officers will help to bring the new vessel back to home waters on her maiden voyage. We wish the owners success with this latest addition to their fleet.

Third Officer **Mr. D. Coleman** is at present serving on the B+I vessel "Dundalk" and Second Officer **Mr. D. Corrigan** of B+I line is serving on the "Irish Pine" in an exchange arrangement. The change will not be all that unusual for Mr. Corrigan who was formerly with Irish Shipping.

Ireland to have National Maritime Museum and Study Centre

A National Maritime Museum and Study Centre is to be established by The Maritime Institute of Ireland at the Mariners' Church, Dun Laoghaire. This was stated recently by Col. A. T. Lawlor, President of the Institute, in announcing the commencement of a fund-raising campaign at a reception arranged by Mr. P. H. Greer, Chairman of the Insurance Corporation of Ireland at the Royal St. George Yacht Club, Dun Laoghaire. At the function, Mr. P. W. Redmond, Managing Director of the Insurance Corporation presented a cheque for £5,000 to Col. Lawlor, as a contribution towards the reconstruction of the Mariners' Church into the new National Maritime Museum and Study Centre.



An artist's impression of the interior of the Maritime Museum.

Col. Lawlor stated that the New Maritime Museum and Study Centre would serve as a focal point for all Irish Maritime endeavour. It would not be a moribund mausoleum but would be a live and active place where real work and effort would seek to advance the country's marine interests.

Those who knew the history of Ireland and the sea understood only too well that there was no congenital reason for the Irish to be landlubbers, yet the facts were that landlocked states, such as Switzerland had larger merchant marines than Ireland. Despite this, much had been accomplished and he complimented Irish companies, such as Irish Shipping Ltd., which had carried the Irish flag to the furthest ports of the world with honour and success.

The Maritime Institute of Ireland itself had played no small part in contributing towards the more favourable attitudes towards our marine resources now prevailing. Since its foundation in 1941, the Institute had poked, prodded and stimulated the nation towards an understanding of the value of our maritime resources. Detailed submissions on such diverse topics as Coastal Trading, Weather forecasting, Cabotage, Naval requirements etc., had been submitted to the authorities and, in certain cases

Vital Role

Mr. Redmond, stated that his company, who through their maritime insurance division were closely involved with Ireland's maritime development, recognised that the Institute fulfilled a vital role in that it provided a non-political and unbiased voice speaking on behalf of all marine interests.

"Not only will the new museum and study centre provide a focal point of interest for the present generation, it will also preserve our maritime heritage which we hold so dear" Mr. Redmond said.



FLEET NEWS·FLEET NEWS·FLEET NEWS

"Irish Cedar" on Stand-by

The most recent addition to the Irish Shipping fleet has made a newsworthy start to her career. On her maiden voyage she loaded rail cars at the Korean port of Inchon for discharge at Surabaya in Java and her second voyage was on the same route with a further supply of rail cars. Having completed discharge at Surabaya, the "Cedar" sailed for the Australian port of Townsville on the east coast of Queensland. Soon after sailing in ballast, **Capt. M. McMahon**, Master of the "Irish Cedar", received a radio message requesting him to go to the assistance of the "Hong

Kong Surety" which was aground on Angelica Shoal off Flores Island, east of Java. Capt. McMahon responded to the call and remained standing-by until 8th March when a relief ship arrived on the scene. The "Cedar" had been on stand-by for five days before she resumed her voyage and she finally arrived at Townsville on 13th March. There she loaded iron ore for discharge at London and Antwerp.

She sailed on 18th March and went through the Suez Canal on the homeward passage on 15th April. The "Cedar" is expected at London on 24th April and at Antwerp about four days later to complete unloading. The



Rail Cars are loaded on the deck of the "Cedar" at Inchon, Korea.

ship has not been fixed for her next voyage as we go to press.

"Irish Pine"

Having loaded steel at Antwerp and Immingham, the "Pine" finally sailed from the British port on 27th February and passed through the Panama Canal in mid-March. She arrived at Long Beach, California on 24th March and also unloaded at Oakland, Portland and Vancouver, British Columbia where she completed discharge on 5th April.

On the vessel's previous visit to Portland, Oregon, **Mr. John Williams**, was taken ill and hospitalised. Subsequently, Mr. Williams, who is from Dalkey, Co. Dublin, was repatriated and is now in a Dublin hospital. We wish him a speedy return to health.

After unloading her cargo of steel, the "Pine" is loading forest products at Eureka; Coos Bay; Vancouver, Washington; Crofton and Vancouver, British Columbia. She should complete loading on 3rd May and transit the Panama Canal on 15th May. Her first discharge port is London where she is due on 29th May. As well as London, the ship



Pictured on the deck of the "Cedar" are (L. to R.): J. McGrath, K. Kelly, A. McCabe, T. Fitzgerald, D. Mearns, P. McDonnell, R. Nugent and R. Rennicks. In front, B. Clarke and R. Rooney.

will also unload at Esbjerg and Brake where she should complete unloading about 11th June.

"Irish Larch"

Crew changes at Hong Kong

While this ship was at Hong Kong on 24th February a number of crew members who had served on the vessel since last August were flown home on

well-earned leave. Their replacements were flown out accompanied by **Mr. John Davis** of Personnel Department.

After completing discharge at Hong Kong the vessel went in ballast to Tsukumi, Japan where she arrived on 8th March and loaded limestone for Port Kembla, New South Wales. She arrived at Port Kembla on 23rd March and completed unloading

on 2nd April when she moved to Newcastle further up the coast to load steel for Hong Kong. Loading was completed on 13th April and the "Larch" sailed for Hong Kong where she is expected on 26th April. Her further itinerary is not available as we go to press.

"Irish Rowan"

The "Rowan" arrived at Hakata, Japan on 13th March with grain from Brownsville,

This fine picture of the "Irish Larch" was taken recently as the vessel arrived at Sydney and while she was passing in front of the famous Opera House. This outstanding landmark took several years to construct and its unusual concrete canopies were designed to give the impression of ships' sails and to serve as a symbol of Sydney's proud maritime history.



Texas, which she also discharged at Moji. She completed unloading on 25th March and then went to Kashima to commence loading steel. The vessel also loaded steel at Nagoya, Kure and Fukuyama before going to Pusan and Inchon in South Korea to load plywood for Antwerp, Uddevalla, and Lulea in Sweden. The "Irish Rowan" is expected to sail from her final loading port of Inchon on 29th April and will make the voyage to Europe via the Suez Canal where she is expected on 19th May. She should arrive at Antwerp on 30th May and complete at Lulea on 12th June.

"Irish Maple"

On 9th March, the "Maple" sailed from Kokura, Japan with a cargo of steel and passed through Panama on 9th April. She discharged at New Orleans, and is due at Charleston on 21st April. The "Maple" also unloads at Philadelphia and Baltimore. She is expected to complete discharge at Baltimore on 30th April.

"Irish Oak"

There was a change of crew on the "Oak" during the vessel's stay in drydock at South Shields last January. Subsequently she sailed for Heroya in Norway

where she loaded iron ore for El Salvador and the ports of Cutuco and Acajutla in the smallest of the six Central American republics. The vessel completed discharge on 20th March and took on bunkers at Long Beach on 26th March while on passage to Vancouver, British Columbia, to load forest products for Cardiff and Nordenham, Germany. She sailed from Vancouver on 8th April and is due at Panama Canal on 20th April, arriving at Cardiff on 7th May. After six days at the Welsh port the "Oak" will go to Nordenham to complete discharge in mid-May.

(Continued Page 14)





Mr. Aubrey McElhatton, Director and General Manager, Irish Continental Line, chatting with Mr. Tony Brazil, President of the Irish Travel Agents' Association and Mr. Frank Carey, I.C.L.'s Passenger Sales Manager at the Company's reception to introduce its 1977 Car-Ferry Programme.

Pro-Am Golf Tournament Rosslare Golf Club –

A prize fund of £1,200 and an all-inclusive French Villa Holiday for 6 persons valued at £800 (or £500 in cash) for a Hole-in-One on the 2nd Green for professionals and prizes to the value of £360 for amateur competitors together formed the prize pool in the Irish Continental Line-sponsored Pro-Am Golf Tournament held at the Rosslare Golf Club on Sunday, 3rd April, 1977.

The tournament, which was the first Pro-Am of the year and which was open to all Irish professionals, was run as a 4-ball. Each professional played with three amateurs, two of whom were members of the Rosslare Golf Club, with the third as guests of Irish Continental Line, among whom were passengers who have travelled

on the car ferry 'Saint Patrick' over the past three years, provided that they were members of a recognised Golf Club and played off a handicap.

This is the second occasion on which Irish Continental Line has sponsored the tournament. In announcing details of the event, Mr. Aubrey McElhatton, General Manager, Irish Continental Line, said that 'after the success of last year's event and in view of our Company's continued close association with the Rosslare area, it was natural that Irish Continental Line would wish to continue its sponsorship of the tournament which has proved interesting both to the professional and amateur players alike.'

The competition was won by local professional Austin Skerritt, who returned a five under par 69, with Paddy McGuirk of Co. Louth in second place with 71.

I.C.L. Unveils 1977 Programme

Irish Continental Line's 1977 Sailing and Holiday Programme was introduced last month to representatives of the Irish travel trade and Press at a Reception held in Dublin.

I.C.L.'s 'Ferrytours' range of Inclusive Holidays, comprising self-catering villa holidays in Brittany, a range of go-as-you-please motoring tours, ship and rail arrangements to Paris, plus a comprehensive sailing schedule and 'special offer' fares for off-season travel are among the package's main attractions.

A new full-colour audio-visual presentation of the service, detailing the facilities on board the 'Saint Patrick', was shown for the first time and was favourably received by those who attended the Reception. The presentation is currently being translated into a number of languages and will shortly be available to General Agents on the Continent.

The service was the subject of praise by Mr. Tony Brazil, the President of the Irish Travel Agents Association, who, in a short speech, complimented I.C.L. on the service and assured the company of continued trade support in the future.

Brittany Ferries Agreement

Following a meeting of its Board of Directors, Brittany Ferries recently informed Irish Continental Line that it has decided to postpone the start of the proposed Rosslare-Roscoff car ferry service due to commence this year.

In view of the fact that an eight-year agreement exists between the two companies, it is hoped to commence operations in 1978.

The Year in Retrospect

During the year 1976, 108,000 passengers and 23,000 cars were carried by Irish Continental Line, representing a 4% increase in passengers and a 2% increase in cars over the record carrying figures set the previous year.

Continental traffic was the main contributor towards this increase in carryings with an overall 13% rise in both passenger and car bookings. In the case of France and Germany, two traditionally strong markets, passenger bookings increased by 13% and 8% respectively.

New business areas (all Continental countries except France and Germany) returned the most significant increases with an overall growth of 25% in passenger and car bookings, with Holland in particular returning a 57% rise.

One area to show a slight drop in carryings was traffic originating from Ireland, a condition attributed to the general economic situation existing throughout 1976.

One interesting statistic to emerge is that over 65% of carryings on the Rosslare/Le Havre route is now accounted for by Continental and Northern Ireland traffic.

With regard to 1977, I.C.L. is again looking for further growth in Continental traffic and will be intensifying its efforts to promote off-season winter group traffic particularly from France. It is also planned to include the service in more Continental wholesale travel programmes.

Dry-Docking

For the third year in succession, the 'Saint Patrick' underwent her annual dry-docking at the Verolme Dockyard in Cork.

Entering the yard in late January, she spent 10 days in Cork before resuming her schedule on February 8th.

A new 'windbreak' on the uppermost (compass) deck and a complete refurbishing of the ship's upholstery were the major improvements to passenger accommodation made to the 'Saint Patrick' in addition to her general overhaul during her dry-docking.

Currently being installed are new carpets in the Tuskar Bar and Viking Restaurant and a new galley oven. The latter will facilitate quicker roasting and is expected therefore to further aid the efficiency of the catering service.

Staff Changes

ICL's Reservation Supervisor, Mr. Tommy O'Keeffe, has now moved to the Freight Department to assist Freight Manager, Austin Conboy where he replaces Mr. Peter McQuaid who is leaving for the United States. Also bound for America is Colman Carroll of the Reservations Department and we wish them both every success in the future.

In the meantime, Passenger Sales Representative, Paddy Murphy will act as Reservations Supervisor until a successor is appointed.

Renault 14 Launch

Earlier this month some 14 prominent Irish journalists and motoring writers, accompanied by their wives, travelled Rosslare/Le Havre and

then on to Paris and Normandy in a promotion organised to launch the new Renault 14 car on to the Irish market.

This is the second occasion within a year that the 'Saint Patrick' has been involved in the launch of a new Renault on to the Irish market. At this time last year, it carried members of the Irish press and Renault dealers for the unveiling of the Renault 30.

The new Renault 14, which is aimed at the middle range market sector, will be available in Ireland later this month.

Advance Bookings

A 27% growth in advance passenger bookings and a corresponding 19% increase in passenger vehicles means that advance bookings from all areas between May and October are up yet again compared with the same time last year.

Bookings from the Continent are up by 46% for passengers and 63% for cars. Irish passenger bookings are also up on last year. This growth in traffic is partly attributed to the increase in coach tours and group travel to and from Ireland.

"Sunday World" Promotion

Ireland's second most popular Sunday newspaper, the 'Sunday World', has launched a free national competition for children, the prize being a trip to Le Havre and back on the 'Saint Patrick' for 12 young lucky winners.

Open to all children between the ages of 7 and 16, the competition is based on finding a 'buried treasure' in Europe by successfully following a number of

clues.

The 12 winners, accompanied by a parent or guardian and a 'Sunday World' photographer, will sail out on May 6th and whilst in Le Havre will be taken on a sightseeing tour of the town in a coach provided for the occasion by the Le Havre Tourist Office.

Saint Patrick's Day

Over 400 French supporters sailed to Ireland on 'Saint Patrick's Day' to attend the big Rugby International Match in Dublin the following weekend.

To celebrate the feast day of Ireland's patron saint, each passenger was treated to a pint of Guinness, courtesy of the brewers themselves, and given a gold shamrock lapel pin by ICL as a memento of their trip.

Again this year the sailing was a special charter organised by the French National Railway Company SNCF in conjunction with Irish Continental Line.

"Purple Taxi"

A film crew of French actors, directors and technicians returned to France on the Rosslare/Le Havre route having completed a film adaptation of Michel Deon's famous 'Le Taxi Mauve' in Ireland.

The film, which included such stars as Charlotte Rampling, Phillipe Noiret and Peter Ustinov, was shot entirely in Ireland with the cast spending some fifteen weeks at the National Film Studios in County Wicklow.

The new film is expected for general release in the very near future.

PANAMA

When Spanish explorer, Rodrigo de Bastidas, discovered the coast of Panama while sailing with Columbus in 1501 he had amongst his crew an obscure seaman named Vasco Nunez de Balboa. Although born of a noble family, Balboa spent a rather dissolute youth. In 1510 he had himself smuggled on board a ship which was part of the expedition to Darien commanded by Francisco de Enciso. An insurrection which took place obtained for Balboa the supreme command in the new colony. Confused accounts which reached him of a great western ocean tempted him, in 1513, to set out in quest of it and on 25th September he obtained the first sight of the Pacific from "a peak in Darien". The information thus gained by the Spanish adventurer brought many others to seek their fortune and they fought over the Spanish treasure that crossed the narrow thread of land which separated the two great oceans. In 1514, as a result of intrigue at the Spanish court, Balboa's father-in-law, Pedrarias Davila, gained the governorship of the newly-conquered territories and had Balboa executed. Two years later Davila founded the city of Panama after moving from the fever-ridden Darien coast to the healthier Pacific.

The name, Panama, is believed to derive from an Indian phrase for "abundance of fish". Some historians, however, claim that the word came from "Panaba", meaning far away,

which was the native reply when asked about the source of the gold in the ornaments which they wore. That gold brought the Isthmus the early-day title of Castilla del Oro or Golden



A vessel passing through the Gaillard Cut as it is today.

Castille. It brought, too, a brilliant period in Panama's long history of ups and downs. By royal decree all the treasure of the Incas, Bolivia's silver, the pearls of the Pacific and goods from Europe, which were sent in exchange, were routed through the Isthmus crossing.

This "royal road" was a cobbled trail just wide enough for loaded mules to pass. It link-



Cutting through the deepest section of the Canal at the Gaillard Cut between Gold and Contractors Hills in June 1913.

ed Panama City with the Caribbean towns of Nombre de Dios and Portobelo.

In colonial times the harbour at Portobelo bristled with masts during the annual fair. Galleons came then to pick up the treasure – “bars of silver stacked like cordwood” as one observer wrote. Merchants gathered to trade cacao and quinine as well as vicuna wool for furniture and rice and cloth from Europe. It was a bristling, roisterous time but followed by what residents called the *tiempo muerto* or “dead time”, that hung over the town until the next fair.

Morgan and Drake

The famous pirate, Henry Morgan, led his buccaneers across the Isthmus and sacked Old Panama in 1671. To pleadings of the inhabitants he growled “I came not hither to hear lamentations and cries but to seek money”, and money he got, leaving behind him a burned city as he departed with one hundred and seventy mule-loads of loot. Old Panama never recovered and in 1673 the Spanish moved the capital to a better anchor five miles away, the site of present day Panama City.

To protect the new city they built a massive wall which was so expensive that the King's Council enquired if it had been built of silver or gold. To-day visitors can walk on top of that wall in the district called Las Bovedas where, on a Sunday afternoon, Panamanians gather to chat and to watch the shrimp fleet coming in. Nearby also is the Metropolitan Cathedral which was begun in 1688. It was off the coast of Portobelo that Francis Drake was buried at sea in January 1596 after he had died of dysentery on a voyage to the West Indies. Prior to his death, the famous English mariner had captured Nombre

de Dios and had set out overland to capture Panama City. However, Drake was defeated by Spanish forces in the mountains and forced to return to his ship where he became violently ill and died. A small island at the mouth of the Bay of Portobelo is still called *Isla de Draque*, or Drake's Island.

The Canal

The idea of building a canal across the Isthmus dates back to the time of the Spanish conquest. Cortes considered a water passage across the narrow neck of land more valuable even than his own conquest of Mexico. His cousin, Alvaro de Saavedra, proposed an artificial strait, and by 1529 had drawn plans for routes across the Darien at Panama's narrow waist, through Nicaragua and across Mexico's Isthmus of Tehuantepec. However, the proposal bore no fruit because as one Spanish courtier commented “all the gold in the world would not suffice for its execution”. After gaining freedom from Spain, Panama joined Columbia in 1821 and several attempts were made by nationalist forces to gain independence from Columbia in subsequent uprisings. However, it was not until November 1903 that Panama eventually became independent but only after United States intervention. Within a few weeks Panama granted use, occupation and control of the Canal Zone to America by treaty which was ratified in February 1904.

Towards the end of the nineteenth century, the Frenchman, Ferdinand de Lesseps, builder of the Suez Canal, made ill-fated efforts over nine years to complete a canal at a cost of over one billion francs subscribed by tens of thousands of French investors. He had estimated that he would complete the project in six years but disease and the inhuman con-

ditions created by the infested jungle through which the canal had to be cut resulted in the deaths of an estimated 20,000 workers. Eventually the work on the canal which was begun by the American Government in 1904 was completed and the official opening of the new waterway took place in August 1914.

The passage of time has overtaken the capacity of the Panama Canal. Already more than fifty warships and thousands of commercial vessels are too wide, or draw too much water, to go through the Canal. In planning for the future an elaborate study has been made of possible sites for the new Canal. In this connection the disadvantages of a lock canal which is very much subject to sabotage or to bombing in time of war, have been highlighted. The idea is not new as de Lesseps started out to dig one. However, far more efficient machinery is available to-day and there is even a possibility of excavation with nuclear energy. Strangely enough, however, the alternative routes which have been suggested are much the same as those which were proposed more than four hundred years ago.

The four principle locations considered by the special commission appointed to carry out the study are in or near the present Canal Zone, a route across the Darien into the Gulf of San Miguel, a Nicaragua - Costa Rica route and a passage through northern Columbia's Atrato Swamps. Among the problems to be overcome are the danger from fallout if digging is to be done by nuclear energy; the difference between the Caribbean's ten inch tides and the twelve and half foot tides of the Pacific and the risks of upsetting nature's balance through intempering of the marine life of

TOLL INCREASE

As from 17th November, 1976, ship owners have to pay increased tolls which will add more than 19% to the cost of using the waterway. The decision to increase the tolls was taken by the United States President. A similar increase took place in 1974 as well as other increases in charges for various services which are provided for ships in transit through the canal.

This latest increase has brought angry reaction from American shipping interests who blame the operating company for much of the difficulty which has resulted in this latest increase. They blame the inefficiency with which the Canal is managed and claim that each successive increase only reduces the number of ships using the canal thus giving rise to the need for further increases in toll charges.

Although the Canal operations only first showed a deficit in 1973, there had been a steady fall-off in the number of vessels using the Canal from the early 1960's. The use of the Canal by American Government ships carrying supplies to the Indo-China war zone boosted traffic through the Canal during the 1960's and probably postponed the decline in the waterway's fortunes. The Panama Canal Company is required, by law, to set rates of tolls on shipping and other revenue-producing operations to cover all costs of operations and to pay interest charges on the U.S. investment. Revenue is also required to repay the U.S. Treasury the net cost of civil government. The Canal Company is operated under a board of directors appointed by the Secretary of the U.S. Army in his capacity as stockholder by designation of the President. He is also the designated representative of the President for the supervision of the Canal Zone Government. The Company operates the waterway and related functions and conducts all business incidental to the operation of the waterway and Civil Government. The function of the Canal in providing rapid access to the Pacific Coast of America and Western Canada is best illustrated by the fact that by using the canal a ship cuts the distance from New York to San Francisco by almost 8,000 miles. Obviously with the increasing cost of fuel oil such a saving more than offsets the cost of the increased charges introduced in November. However, there will undoubtedly be some who will be forced to consider alternative routes or even land transportation systems as a more economic option to the expensive transit charges.

In addition to the increase in toll charges recent changes in the method of determining net tonnages have also resulted in increased costs for shipowners. The normal cost of transit for a 27,000 d.w.t. vessel passing through the Canal laden has more than doubled over the past three years and now amounts to almost £20,000.

the two oceans.

If nuclear equipment is to be used it is extremely likely that the route chosen will be at one of the more remote locations and it would, indeed, be most appropriate if the new route were blasted through the Darien jungle through which Balboa made his historic journey more than four hundred and sixty years ago.

On The Mend

We are pleased to learn that **Mr. Tony Lavelle** of our Head Office is now making good progress after his recent operation. We send him the good wishes of his colleagues at Merrion Hall and Aston Quay, all of whom have very much missed his expertise in coping with our printing needs.

Fleet News

(Contd. from Page 9)

"Irish Elm"

This vessel arrived at Houston, Texas, on 7th March with motor cars from Hiroshima and completed discharge on 10th March. She then sailed down Galveston Bay and moved northward to Beaumont which is also an inland port situated on the Neches River. At Beaumont she loaded grain and sailed for Japan on 19th March. She went through the Panama Canal on 25th March and is expected to arrive at her first Japanese discharge port of Chiba on 20th April. She also discharged cargo at Yokohama. On completing the unloading of her grain cargo, the "Elm" will load motor cars at Hiroshima for the Gulf of Mexico and is expected to sail from Japan on 30th April, arriving Panama on 24th May and at her Gulf discharge port on 28th May.

"Irish Star" Loads for Italy

After an unexpectedly long delay at Newport News, Virginia, due to congestion caused by the extremely cold weather experienced in the United States last February, the "Star" finally arrived at the Mexican port of Lazaro Cardenas on 8th March. She completed discharge of her coal cargo and sailed for Gold River, British Columbia on 13th March. The vessel also loaded forest products at Crofton, Nanaimo and Squamish before sailing for Los Angeles where she took on borax to complete her eastbound cargo. She sailed for London on 2nd April and passed through the Panama Canal on 15th April. She is due at London on 4th May. The "Star" will also discharge at Brake and Rotterdam on her present voyage and is due to complete at the latter port on 12th May. Her next voyage will probably be from Antwerp to the U.S. West coast ports of Long Beach, Oakland and Stockton, California.

Beannachtaí Halifax N.S.

Dear Sir,

Many thanks for the "Signal"-Vol. 14, No. 3. It arrived just yesterday with the New Year greetings. This Newsletter magazine of Irish Shipping Ltd. is the only link left between Halifax and Irish Shipping. When will some ships of your fleet come to our shores? Always welcome.

With this note, I am sending you a copy of our new Port Chaplains' Bulletin of the Apostleship of the Sea in Canada. It has an up-to-date list of the names and addresses of the Canadian Chaplains. Will you pass them on for me? Thanks.

If you take a close look at the pictures on the back of my newsletter, you will recognize some of the handsome men from Irish Shipping. Beannachta na hAthbhliana d'ár g'cairde go léir i Loingeas Eireann!

Sincerely,

Father J.R. Brown, S.J.
Apostleship of the Sea
Halifax.

Congratulations

Our congratulations are extended to the following personnel who have recently achieved success in their respective examinations:

To **D. Hopkins** on obtaining his Master's Certificate.

To **T. O'Connor** on obtaining his Master's Certificate.

To **P. Farnan** on obtaining his Master's Certificate.

To **M. Ryan** on obtaining his Mate's Certificate.

To **F. Cronin** on obtaining his Second Engineer's Certificate.

To **P. Codd** on obtaining his Chief Cook's Certificate.

Belfast Presentation

On the invitation of the Northern Ireland region of the Institute of Travel Agents, Irish Continental Line recently gave a showing of its audio-visual presentation and introduced its 1977 programme to a select group of prominent Ulster travel agents in Belfast.

Up-to-Date Details of Canadian Port Chaplains

- 1—
Episcopal Promoter in
Canada
Diocese of Victoria
British Columbia
Most Reverend Remi J. DeRoo, D.D.
Bishop of Victoria
740 View Street
Victoria, B.C., Canada V8W 1J8
Telephone: (604) 384-4951
- 2—
National Director in
Canada
Archdiocese of Halifax
Nova Scotia
Rev. J. R. Brown, S.J.
Apostleship of the Sea Halifax
Mount St. Vincent M.
Halifax, N. S., Canada B3m 3J5
Tel: (902) 443-4620
- 3—
Diocèse de Haute-ri-
vè
Québec
Rev. Charles Beaudet, P.B.
Apostleship of the Sea Sept-Iles
Point-aux-Basques Wharf, c/o P.O. Box 580
Sept-Iles, P. Québec, Canada G4R 4K7.
Tel: (418) 968-2783, (418) 962-7310
- 4—
Archdiocese of St. John's
Newfoundland
Rev. Joseph Beobide
Apostleship of the Sea St. John's
Brother Rice Monastery, Bonaventure Avenue
St. John's, Newfoundland, Canada.
Tel: (709) 722-1858, (709) 754-0077
- 5—
Archdiocèse de Québec
Rev. Roland Brault, M.S.C.
Apostleship of the Sea Québec City
761 Champlain St., Québec City
P. Québec, Canada G1K 4J6.
Tel: (418) 522-1326
- 6—
Diocese of Hamilton
Ontario
Rev. Arthur V. Carragher, C.S.Sp.
Apostleship of the Sea Hamilton
St. Lawrence Parish, 475 Mary St.
Hamilton, Ontario, Canada L8L 4X3.
Tel: (416) 522-6012
- 7—
Archdiocèse de Montréal
Québec
Rev. Port Chaplain,
Apostleship of the Sea Montréal
St. Patrick's Church, 460 Dorchester St. W.
Montréal, P. Québec, Canada H2T 1A7.
Tel: (514) 866-7379
- 8—
Diocese of Victoria
British Columbia
Rev. John Greene, O.M.I.
Apostleship of the Sea Chemainus
St. Joseph's Parish, Box 719
Chemainus, B.C., Canada. VOR 1K0.
Tel: (719) 246-3260
- 9—
Archdiocese of Vancouver
British Columbia
Rev. Celestine Leahy, S.A.
Apostleship of the Sea Vancouver
St. Paul's Parish, 381 East Cordova St.
Vancouver, B.C., Canada. V6a 1L4.
Tel: (604) 684-0715
- 10—
Diocese of Thunder Bay
Ontario
Rev. Jean C. Phillipe, O.M.I.
Apostleship of the Sea Thunder Bay
1306 Ridgeway St., Box 113
Thunder Bay, Ontario, Canada. P7C 4V5.
Tel: (807) 622-5389
- 11—
Archdiocese of Vancouver
British Columbia
Rev. M. Nestor Therrien
Apostleship of the Sea New Westminster
Our Lady of Peace Parish, 216 Carnavon St.
New Westminster, Vancouver, B.C., Canada V3L 1B8
Tel: (604) 522-0027
- 12—
Diocese of St. John
New Brunswick
Rev. Donald J. Warner
Apostleship of the Sea St. John, N.B.
Assumption of the B.V. Mary Parish
360 Dufferin Row, St. John, N.B., Canada E2M 2J8
Tel: (506) 672-6932



Deck and Engineering Officers in Order of Rank (as at 19th. April. 1977)

m.v. "Irish Pine" – Captain M. Devine; Deck Officers: D. Kavanagh, D. Corrigan, T. Sarsfield; Deck Cadets: T. Finn, N. Cantwell; Engineering Officer: T. Murphy, P. McGlade, N. O'Neill, B. McGinley, V. Hetherington, J. O'Flaherty, D. O'Connor; Electrical Engineer: E. Perry; Catering Officer: T. O'Connell; Radio Officer: P. O'Shea; Deck Department: H. Hannon, T. Hughes, J. Lynch, F. Galvin, P. Murray, O. Ward, J. Murphy, J. Roice, M. Byrne, T. Lynch, D. Doyle, P. O'Sullivan, P. Garry; Catering Department: E. Murphy, G. Humphries, G. Whitaker, J. Healy, P. Moran, C. Devitt, J. Macken.

m.v. "Irish Maple" – Captain M. Carey; Deck Officer: B. Hearne, E. Curry, P. Boyd; Deck Cadet: M. Poole; Engineering Officers: T. Hanrahan, F. Mullen, T. Farrell, J. Cummins, L. O'Donovan, M. Boland; Electrical Engineers: A. Kane; Catering Officer: N. Hartigan; Radio Officers: D. Power, C. Walsh; Deck Department: L. Maloney, V. Beech, T. Perle, J. Murphy, T. Byrne, D. Kelleher, M. Carr, W. Murphy, P. Proctor, A. Gillen, J. Graham; Catering Department: G. McGovern, J. Kelly, E. Mulready, M. Gowan, J. D. Cooney, B. Lattimore, J. Egan.

m.v. "Irish Oak" – Captain T. Hughes; Deck Officers: J. Moynihan, J. Flanagan, R. Fennessy; Deck Cadets: T. O'Callaghan, D. Meagher; Engineering Officers: R. Tennent, C. Corcoran, P. Herlihy, D. Kelly, J. Kavanagh, G. O'Brien, T. Furlong; Electrical Engineer: P. F. Murphy; Catering Officer: U. Maher; Radio Officer: J.A. Hynes; Deck Department: J. Doyle, J. Hannah, D. O'Driscoll, P. White, B. Freeney, J. Doran, A. Meehan, P. Boland, K. Doherty, J. Moloney, D. Muldoon, D.

Wallace; Catering Department: A. Rourke, J. Kenneally, J. Roche, J. Nugent, H. Calthorpe, E. O'Reilly, D. Hawkins.

m.v. "Irish Larch" – Captain J. Walsh; Deck Officers: M. Doyle, M. Kirrane, A. J. Kelly; Engineering Officers: T. Kenny, M. Egan, J. Waters, D. O'Loughlin, P. Conron, F. Brennan, J. Durham; Electrical Engineer: J. Grace; Catering Officer: L. Fanning; Radio Officer: M. Murphy; Deck Department: J. A. Hearne, M. Russell, A. Gill, A. Byrne, P. Parkes, F. O'Connell, A. Caffrey, M. Whitney, E. Ryan, B. Eglinton, R. Kiernan, J. Murrells; Catering Department: D. Meagher, C. Murphy, B. Osborne, E. Beale, D. Butler, K. Taylor, C. Conway.

m.v. "Irish Elm" – Captain W. Garvey; Deck Officers: J. Murphy, M. McCarthy, D. Fleming; Engineering Officers: A. Bolster, H. Teehan, P. Smyth, K. Vakins, A. Curran, J. Dillon, E. McQuillan, P. A. Cummins, B. Elum; Electrical Engineer: J. Dunn; Catering Officer: P. F. Walsh; Radio Officers: R. M. Byrne, T. Floyd; Deck Department: P. Garry, D. Healy, T. Kelly, C. Cody, R. Draper, F. Sweeney, B. O'Reilly, E. Judge, J. Kenny, C. Murphy, J. Roche, J. White, A. Kelly, T. O'Connell, K. Williams; Catering Department: E. Byrne, J. Mulligan, G. O'Toole, K. Stenson, C. Walker, G. Muldoon, P. Kieran.

m.v. "Irish Star" – Captain J. Gleeson; Deck Officers: P. Kehoe, P. Richardson, G. O'Connor; Deck Cadet: E. O'Callaghan; Engineering Officers: P. Bardon, P. Dowling, P. Morris, M. McAneny, W. J. Sammon, B. Geoghegan, L. Byrne, J. Butler, G. Ohikere; Electrical Engineers: S. Doyle, J. D. Murphy; Catering Officer: J. Rogan; Radio Officer:

T. Sutton; Deck Department: J. Griffin, J. Kelly, O. McGrath, J. Keogh, D. Nodwell, F. McCarthy, J. McGran, D. O'Donovan, E. Martin, A. Blake, D. Coleman, G. Courage, M. Christie; Catering Department: J. McGrath, N. T. Duggan, E. Foran, R. Martin, P. Kane, L. Pullen, A. Reilly.

m.v. "Irish Kowan" – Captain M. O'Dwyer; Deck Officers: T. O'Connor, B. Coburn, P. O'Shea; Deck Cadets: D. Elliott, J. Whelan; Engineering Officers: M. Curley, J. Reilly, D. Power, M. Tyrrell, J. O'Reilly, C. McIntyre, M. O'Leary; Electrical Engineer: E. Walsh; Catering Officer: J. Doran; Radio Officer: E. Durman; Deck Department: P. Harris, D. O'Sullivan, N. Byrne, H. Gaines, E. Manson, J. Ryan, P. Fennell, J. O'Neill, H. Black, J. Hall, H. McClenahan; Catering Department: M. Moody, D. J. Leonard, R. Redmond, J. O'Brien, P. Lumsden, P. Harrington, D. Healy.

m.v. "Irish Cedar" – Captain M. McMahon; Deck Officers: G. Kyne, H. McGowan, D. Dignam; Deck Cadets: M. J. Butler, D. Devenney; Engineering Officers: L. Sherringham, J. O'Toole, J. Denham, C. N. McGarrigle, D. Horan, H. Mahon, D. Matthews, B. Kelleher; Electrical Engineer: H. Stears; Radio Officer: J. Butler; Deck Department: J. McGrath, R. Nugent, J. Duff, P. McDonnell, N. Shields, R. Rennicks, T. Fitzgerald, A. McCabe, R. Rooney, K. Kelly, D. Meares; Catering Department: W. B. Rogan, P. Foley, J. Maguire, A. Boyle, P. Kelly, W. Richardson, M. Kiernan.

m.v. "Daunt Rock" – Captain J. S. Kerr; Chief Officer: J. Ryder; Engineering Officers: R. Broderick, P. Quinn; Cook/Steward: J. Mason; Deck Department: M. O'Connor, E. O'Leary, N. Thompson.