

SIGNAL



Officers Ashore as at 6-4-'78

Masters: P. A. Murphy, J. A. Caird, M. McMahon, T. R. Hughes, M. Carey, J. Ryder.

Chief Officers: D. Kavanagh, P. Farnan, J. Whyte, N. Hearne, P. Kehoe, D. Leonard.

Second Officers: P. J. Hughes, M. Kirrane, J. A. Flanagan, F. Traynor, E. Curry, P. Richardson, B. Coburn, P. Boyd, S. O'Byrne, P. Miley.

Third Officers: T. Sarsfield, N. Cummins.

Chief Engineers: J. Devitt, R. Tennent, J. A. O'Toole, C. Quinn, M. Hayes.

Second Engineers: P. Dowling, D. Gabriel, J. O'Connor, P. McGlade, H. Teehan, C. Corcoran, M. Egan, D. O'Brien, P. Herlihy, F. Mullin, P. O'Halloran, F. Keane.

Third Engineers: T. Farrell, J. Keane, P. McCarthy, M. McAneny, M. Scully, P. Molloy, D. Gerety, P. Morris, B. McGinley, P. Smyth, D. O'Loughlin.

Fourth Engineers: T. Moore, J. Grace, S. Doyle, P. Lee, D. Byrne.

Junior Engineers: M. Egan, C. McIntyre, F. Brennan, T. Holland, J. C. O'Reilly, E. McQuillan, J. D. O'Flaherty, D. O'Connor.

Catering Officers: J. Doran, J. Dillon, B. Dorgan, P. F. Walsh, P. Murphy, T. O'Connell.

Late Capt. W. J. Wooley

We regret to report the death of Capt. W. J. Wooley which took place on St. Patrick's Day.

The late Capt. Wooley was well-known to many of our readers as a popular Instructor at the School of Navigation attached to Domnick St. Technical School, Galway where he numbered many I.S.L. Officers among his pupils. May he rest in peace.

In Appreciation

I wish to thank my colleagues in Irish Shipping Ltd., for the many messages of sympathy and Mass Cards which I received on the occasion of my brother's death last Easter.

I am grateful also to the many friends in I.S.L. who managed to attend the funeral at such short notice and I hope that this acknowledgment will be accepted by all as a sincere expression of my appreciation.

John Higgins

Former Colleague Bereaved

We extend sympathy to **Mrs. Bega Doherty** on the death of her husband, Philip, which took place in Dublin on the 6th March last.

The late Mr. Doherty was an engineer by profession and was for many years on the staff of the E.S.B. Bega will be better known to many of our readers as the former Bega Renahan who was a very popular member of the Accounts Department staff at Aston Quay prior to her marriage.

Personnel on Loan

Chief Engineer, **J. Devitt**; Second Engineer, **F. Keane** and Third Engineer, **T. Merrifield** assisted in the return of the L.E. "Ferdia" to Denmark recently for the Naval Service.

Other Officers on loan include Third Officers **J. Flaherty, P. Dorgan** and **G. O'Connor** to Reardon Smiths where they serve on the "Elena", "Eastern City" and "Fresno City" respectively.

Third Engineer, **D. O'Loughlin** and Third Officer, **W. Kavanagh** are on loan to Irish Lights serving on the 'Atlanta' and Third Officer, **G. Farrell** is also with Irish Lights serving on the "Granuaile".

Condolences

We extend sympathy to **Capt. B. Reilly** on the death of his mother on the 6th January, 1978; **Mr. M. Darcy**, Chief Officer on the death of his father on the 24th February, 1978 and to **Mr. E. Hopkins**, Junior Engineer, on the death of his father on the 6th April, 1978.

We offer our sympathy to **Capt. J. A. Caird** on the death of his brother, Mr. George Caird, which took place in Dublin recently.

Death of Mrs. S. J. Blackmore

Many of our readers who have experienced the kindness and hospitality extended to them by **Mrs. S. J. Blackmore** of Monkstown, Co. Dublin will be very saddened to learn of her death recently. The late Mrs. Blackmore provided ideal accommodation for our Cadets who attended induction courses at the Irish Nautical College, Dun Laoghaire.

Her former guests will have very pleasant memories of their stay at the Blackmore home and will join with us in expressing our condolences with Mr. Sam Blackmore on his great loss.

Cadets Pass Examinations

Our congratulations to the following Deck Cadets who recently obtained their E.D.H., Lifeboat and Radio Telephone Certificates:-

A. Jameson, N. Cantwell, A. Kingston, J. Whelan and **T. O'Callaghan**.

Birthday Greetings

To **John Hoey**, Junior Engineer, "Irish Pine" who will be 22 years on the 12th May. Good wishes come from Mam, Dad, Ann, Julie, Pauline, Rosey, Michael, Raymond, Daniel, Desmond and Nicky.

"Signal" is the Newsletter Magazine of
Irish Shipping Ltd.

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

Vol. 15. No. 4. Spring, 1978.

Meteorological Award for Capt. B. Reilly

At a special presentation ceremony held in Merrion Hall recently Captain B. Reilly was presented with an inscribed barograph in appreciation of his services in the voluntary weather reporting carried out on a world-wide basis by Irish Shipping Masters and Officers.

The presentation to Capt. Reilly was made by Dr. Austin Bourke, Director of Meteorological Services, Department of Transport and Tourism. This is the fourth such award made by the Irish Meteorological Service to an Irish Shipping Master. Previous I.S.L. recipients of this award have been Capt. P. F. O'Seaghda, Capt. E. C. G. Horne and Commodore J. Poole. Radio Officers P. O'Shea and P. J. Behan have also received Meteorological Awards.

For many years Irish Shipping vessels have participated in an international programme of weather reporting on board what are known as 'selected ships' – all eight vessels of the Company's present deep-sea fleet take part in the programme. This scheme is organised by the Commission for Marine Meteorology, a commission operating under the World Meteorological Organisation which is itself a specialised agency of the United Nations. There are sixty nations participating in the 'selected ships' scheme under which specially selected ships are equipped with meteorological instruments so as to enable these ships to provide a service of regular reporting of meteorological information from the oceans and supply meteorologists with the basic material necessary for issuing weather forecasts and warnings for sea areas.

The equipment includes a precision aneroid barometer for measuring atmospheric pressure; a marine barograph for determining the rate of pressure



Dr. Austin Bourke, Director of the Meteorological Service making the presentation to Capt. Reilly with Mr. W. A. O'Neill (centre) looking on.

change and a whirling psychrometer fitted with thermometer for measuring the temperature of the top layer of water.

In addition, the ship's officers make visual observations of wind speed and direction, using the Beaufort Scale; of cloud amount and types, of weather visibility and of sea waves and swells. The observations are finally encoded in a special meteorological code designed by the World Meteorological Organisation and reports are sent on a six-hourly basis by radio station. They are then made available very quickly in the main forecasting offices of the world.

Capt. Reilly joined Irish Shipping Ltd. in 1947 and has served on most of the Company's vessels. He was appointed Master in 1955. Capt. Reilly is married with four children, and his son Jim is at present serving as Second Officer on the Irish Continental Line car ferry "Saint Patrick".

Congratulations

Congratulations to:

D. Mundow on obtaining his Master's Foreign Going Certificate;

P. Miley on obtaining his Mate's Foreign Going Certificate;

M. McCarthy on obtaining his Mate's Foreign Going Certificate;

T. Lanigan on obtaining his 2nd Class Motor Certificate;

D. Horan on obtaining his 2nd Class Motor Certificate;

L. Byrne on obtaining his 2nd Class Motor Certificate;

F. Murphy on obtaining his 2nd Class Motor Certificate;

T. McMahon on obtaining his 2nd Mate's Foreign Going Certificate;

R. McCabe on obtaining his 2nd Mate's Foreign Going Certificate;

J. Flaherty on obtaining his 2nd Mate's Foreign Going Certificate;

F. O'Flynn on obtaining his 2nd Mate's Foreign Going Certificate.

New Sidelifters for Port Services

In mid-January, Port Services Limited, took delivery of two Lancer Boss 3500 Series container handling sidelifift trucks for operation at Dublin's new South Bank container terminal.

The Lancer Boss 3500 Series, the largest sidelifts operating in Ireland, can handle containers of up to 35 tons at 48" load centres. Fitted with an under-slung traversing driver's cab, they can transport and stack 20, 30 and 40 ft. containers.

Since its formation in 1970, resulting from the joining together of R. A. Burke Limited and Irish Shipping Limited's Stevedoring operations, Port Services Limited has had a tremendous expansion in

services. In the current year it expects to handle approximately half a million tons of cargo.

The growth in the volume of cargo handled by Port Services Limited, coupled with the desire to invest in more sophisticated container handling equipment, led to the purchase of two Lancer Boss 3500 Series Sidelifts.

Increased productivity resulting from the ability to stack more containers into a given area plus an even weight distribution on front and rear axles are among the reasons quoted by Port Services Limited for their choice of sidelifts compared with front loaders.

Lancer Boss, which is the

world's largest manufacturer of sidelift trucks with 75% of world production and Europe's largest manufacturer of lift trucks in the 15 tons, and over, capacity, operates in Ireland from offices in Dublin, Belfast and Cork. The convenience of the Lancer Boss operations to those of Port Services within the Dublin harbour area plus the level of service provided by Lancer Boss for the existing 25 tons sidelift used by Port Services are also quoted by Port Services as influencing factors in their decision to purchase the two 3500 Series units.

At present Port Services Limited handles containerised cargo for Manchester Liners, Bugsier Line, North Atlantic and Mediterranean Services as well as conventional cargos. On the export side, N.E.T., Cement Limited and the Irish Sugar



One of the two Lancer Boss 3500 series container handling sidelifts purchased by Port Services Ltd.

Company are among Port Services largest customers.

Chairman of Port Services Limited, which currently employs 125 persons, is Mr. R. F. Burke, General Manager is Capt. R. Burke and Assistant General Manager is Mr. M. J. Fitzsimons.

Recent Promotions

The advent of a number of small ships under the management of Irish Shipping Ltd., together with normal personnel retirements and movements has resulted in several promotions in the ranks of Deck and Engineer Officers within the Company over recent months. In this connection we have pleasure in extending our congratulations to all those involved.

Recent senior officer appointments include the following:

Garvan Kyne, Master "Irish Oak"; **Brendan Hearne**, Master "Tuskar Rock"; **James Ryder**, Master "Daunt Rock" and **Brendan Kehoe**, at present on leave from the "Daunt Rock".

Padraig Caffrey is Chief Engineer "Irish Star" and on the coastal vessels. **Noel O'Neill** and **Noel Hayes** have been appointed Chief Engineers. Chief Officers appointed were **Eugene Curry**, **Michael Purcell** and **Paul Miley** on I.S.L. vessels with **Brendan Coburn**, **Pat Richardson** and **Paul Smyth** on coastal ships.

Dermot Horan, **Tom Lanigan** and **Larry Byrne** have been promoted Second Engineers on I.S.L. ships and **John Waters** and **Paul Ryan** to the same rank on coastal vessels.

Jim Bourke and **Tom Sarsfield** have been appointed Second Officers on I.S.L. ships and **David Elliott** and **Brian Goyvaerts** have had similar promotion on the coasters.

It is particularly pleasant to record that both **Paul Ryan**, Second Engineer and **Brian Goyvaerts**, Second Officer, have achieved their individual promotions having originally served



Mr. M. J. Fitzsimons, Assistant General Manager of Port Services Ltd. (left) with Mr. J. Daly, Managing Director of Lancer Boss (Ireland) Ltd.

as General Purpose Ratings. We wish both and, indeed all their colleagues who have gained promotion success in their future careers.

Seamens Memorial – anchor wanted

Following a meeting between the Joint Memorial Committee, set up by the Institute, together with the Master Mariners and Seafaring Unions and officials of Dublin Corporation on 22nd February, a site for the memorial has been allocated on Custom House Quay, near the eastern end of the building. The proposed form of the memorial is that of a large anchor mounted on a plinth. However, while the Joint Committee have an offer of an

anchor from Irish Lights they are anxious now to obtain one much larger, which would be in proportion to the scale of the Custom House. So, if you know of a suitable anchor with a minimum shank length of 10 ft. please advise in writing the Hon. Sec. Joint Memorial Committee – Pat Sweeney, 41 Lr. Leeson St., Dublin 2 stating (A) size, (b) location, (c) condition, (d) owner, (e) any other details, as soon as possible.

NEWS from Irish Continental Line

New Rosslare - Cherbourg Service

The new Rosslare - Cherbourg service, the additional new car ferry vessel "Saint Killian" and the schedule of daily departures from Ireland and France in the peak season, will provide a two and a half times increase in total passenger carrying capacity and help ICL exceed the record figures of 1977 when 115,000 passengers travelled on the "Saint Patrick".

ICL fully expects to increase carryings to fill the extra capacity now available and the Company are budgeting for increased promotional expenditure on both home and Continental markets this year.

Travel Trade Reception

ICL's 1978 Sailing and Holiday Programme was in-



Irish Continental Line Managing Director Aubrey McElhatton (centre) pictured with representatives of Stena Line at the Official Handing Over and name-changing ceremony of the "Saint Killian" in Rendsburg, Germany.

'Rose' Finalist



Anne Muldowney who represented Irish Continental Line in the Dublin preliminaries of this year's Rose of Tralee competition. Anne, who is shortly to take up the position of Hostess on the "Saint Killian" won the Dublin event.

troduced recently to representatives of the Irish travel trade and Press at receptions held in Dublin and Cork.

The new service to be operated by the "Saint Killian", plus the FerryTours range of Inclusive Holidays, were the major talking points at the Reception at which an audio-visual presentation of the complete ICL service was also made.

The new service was welcomed by members of the Irish travel trade, who fully expect tourist bookings to increase in 1978, according to their President, Mr. Tony Brazil, in a recent RTE Radio interview.

French Group Tours

After a successful first year Irish Continental Line will again be promoting a programme of group tours from France to Ireland, introducing for the first time a special 9-day tour for

French farmers to visit Irish farming co-operatives and research centres, such as Johnstown Castle and Moorepark.

Based around such centres as Wexford, Dublin, Killarney, Westport and Limerick, the programme provides 3, 5, 7 and 9-day tours and includes coach travel, all meals and a French speaking guide.

ICL Helps Tourism Boom

With results showing that Ireland had one and a half million foreign visitors last year, who spent £148.5 million, a 30% increase over 1976, Bord Failte Director General Mr. Joe Malone quoted Irish Continental Line among other tour operators as a major contributor to the success of Irish tourism in 1977.

Commenting on the results contained in Bord Failte's Review of 1977, Mr. Malone said:

"The tourist industry can feel well satisfied with its performance this year. These results have come from a very determined and concentrated marketing effort . . . by companies who have made a notable investment in promoting Ireland in our competitive overseas market".

"Saint Killian"

The "Saint Killian" was formerly the 7.118 tons 'Stena Scandinavica' operated by the Swedish Car Ferry Company Stena Line A.B. Built in Yugoslavia in 1973, the vessel previously operated a Car Ferry Service between Gothenburg in Sweden and Fredrikshavn (Denmark) and Kiel (Germany).

By contrast with the "Saint Patrick", the new vessel "Saint Killian" is larger, slightly younger and has an increased passenger and car carrying capacity. On board are berths for 857 persons and 270 cars or 26 trucks compared with 550 berths and 200 car spaces on "Saint Patrick". In addition, its maximum sailing speed is 2 knots faster than "Saint Patrick". Furthermore, it has a wider choice of cabin categories with De Luxe Suites, 2, 4 and 6 berth cabins located on five deck levels. Additional passenger facilities such as Restaurant, Cafeteria, two Lounge Bars, Duty-Free Self-Service Shop and Discotheque are similar to the "Saint Patrick".

"Saint Killian" has been appropriately chosen by Irish Continental Line as the name for their new car ferry vessel because of the Saint's link with Continental Europe and because of the affection with which he is held throughout the Continent and particularly in Germany up to the present time.

Saint Killian was one of the Peregrini (name given to Irish Missionaries at the time), who went from Ireland to Europe upon the collapse of civilisation there during the 6th and 7th Centuries. In this he followed in the footsteps of Saint Columbanus and Saint Gall whose period was from approximately AD 540 to 615.



The "Saint Killian".

On the Continent, Saint Killian devoted the major part of his mission to Germany and became known there as the Apostle of Franconia. Today he is still revered as the Patron Saint of the town of Wurzburg. Saint Killian was martyred in Germany with two of his companions in the year 689.

Delay to Schedule

Severe weather conditions in December and January seriously affected the "Saint Patrick's" sailing schedule, resulting in a number of delays and late arrivals.

More recently, sailings had to be cancelled for one week, whilst the "Saint Patrick" was forced to undergo lengthy engine repairs in Le Havre.

Holiday and Leisure Fair

Promotion of the Irish Continental Line travel programme for 1978, including the FerryTours Inclusive Holidays Programme, took on another form when ICL took exhibition space at the Holiday and Leisure Fair '78, staged in Dublin from January 31st to February 5th.

Besides describing the features and advantages of sailing 'Saint Patrick' and 'Saint Killian' direct to the Continent, ICL also promoted the FerryTours programme such as the ever popular Villas in Brittany, Drive - as - you - please Motoring Tours and special Paris Weekends by rail.

In addition to the ICL staff on the specially designed exhibition stand, Mlle. Mireille Boudrant of the Le Havre Tourist Office was also in attendance during the Fair to distribute French tourist and holiday literature.

Boost for Wexford

News of the new ICL development has been greeted with jubilation in Rosslare Harbour and in County Wexford.

With the new vessel "Saint Killian" carrying a crew of 75 and with relief crew to be employed as well, over 100 new jobs will be created. Business establishments in the South-

East will also benefit enormously, by supplying food, drink, duty-free goods and other supplies as they already do for the "Saint Patrick".

Irish Continental Line was represented at a special re-acquaintance weekend in White's Hotel, Wexford, as one of a group of tour operators who have brought a great deal of business to the town and the area.

"Saint Killian" Handover Schedule

The "Saint Killian" was officially handed over to ICL and her name changed from "Stena Scandinavica".

After leaving dry-dock in Rendsburg, Germany for modifications, repairs and

general overhaul, the ship began the charter for Stena Line on Monday, 20th February until early April.

"Saint Killian" arrived in Le Havre on April 11th where she will undergo berthing trials and leave for Rosslare on a scheduled sailing. On April 12th she arrived in Rosslare for her first public showing in Ireland and a Reception.

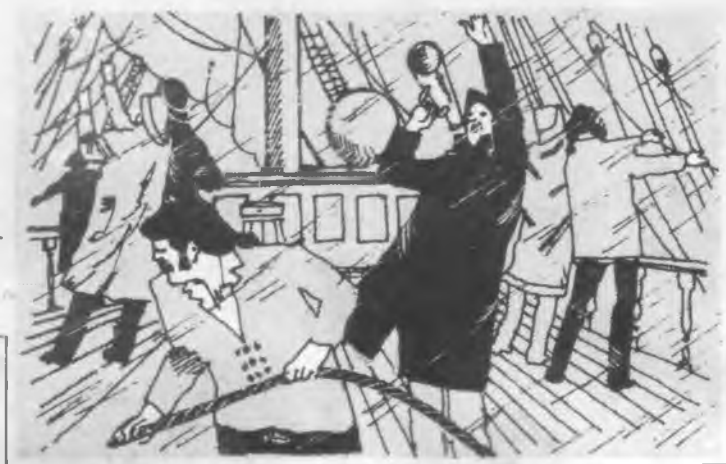
The "Saint Killian" then sailed to Dun Laoghaire for another Reception and public showing, following which she returned to Rosslare where she began her scheduled service to Le Havre on April 14th in place of the "Saint Patrick" which will undergo her annual dry-docking until April 26th.

Associated Port Terminals Ltd.



The Stevedoring interests of three major operators in the port of Dublin were merged recently with the formation of a new company, Associated Port Terminals Ltd. This arrangement has combined the services formerly provided by Port Services Ltd. and George Bell & Co. Ltd. Port Services already incorporated the stevedoring sections of R. A. Burke & Co. Ltd. and Irish Shipping Ltd.

Our picture shows representatives of the three participating companies at the formal ceremony which gave effect to the merger. Back Row (l. to r.): R. J. Burke (Burkes); S. M. Clery (I.S.L.); B. Vincent (Bells); M. J. Fitzsimons (I.S.L.); P. Cox (Burkes) and B. Kerr (Bells). Front Row (l. to r.): J. Collins (Bells); W. A. O'Neill (I.S.L.); R. F. Burke (Bourkes); G. Hollway (Bells) and R. Burke (Burkes).



The good
old days
of sail.



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

Jack Tar

We put on short duck frocks, and, taking a small bucket of tar and a bunch of oakum in our hands, went aloft, one at the main-royal mast-head, and the other at the fore, and began tarring down. This is an important operation, and is usually done about once in six months in vessels upon a long voyage. It was done in our vessel several times afterwards, but by the whole crew at once, and finished off in a day; but at this time, as most of it, as I have said, came upon two of us, and we were new at the business, it took several days. In this operation they always begin at the mast-head, and work down, tarring the shrouds, backstays, standing part of the lifts, the ties, runners, etc., and go out to the yard-arms and come in, tarring as they come, the lifts and foot-ropes. Tarring the stays is more difficult, and is done by an operation which the sailors call "riding down". A long piece of rope-topgallant studding-sail halyards, or something of the kind, is taken up to the masthead from which the stay leads, and rove through a block for a girt-line, or, as the sailors usually call it, a gant-line; with the end of this a bowline is taken round the stay, into which the man gets with his bucket of tar and bunch of oakum; and the other end being fast on deck, with some one to tend it, he is lowered down gradually, and tars the stay carefully as he goes. There he "swings aloft twixt heaven and earth", and if the rope slips, breaks, or is let go, or if the bowline slips, he falls overboard or breaks his neck.

This, however is a thing which never enters into a sailor's calculation. He only thinks of leaving no holidays (places not tarred) for, in case he should, he would have to go over the whole again, or of dropping no tar upon deck, for then there would be a soft word in his ear from the mate. In this manner I tarred down all the head-stays, but found the rigging upon the jib-booms, martingale, and spirit-sail yard, upon which I was afterwards put, the hardest. Here you have to "hand on with your eyelids" and tar with your hands.

SANTA BARBARA

Upper California has the seat of government of Monterey, where is also the custom-house, the only one on the coast, and at which every vessel intending to trade on the coast, must enter its cargo before it can begin its traffic. We were to trade upon this coast exclusively, and therefore expected to go first to Monterey, but the captain's orders from home were to put in at Santa Barbara, which is the central port of the coast, and wait there for the agent who transacts all the business for the

firm to which our vessel belonged.

The large bay lay about us nearly smooth, as there was hardly a breath of wind stirring, though the boat's crew that went ashore told us that the long ground swell broke into a heavy surf on the beach. There was only one vessel in the port, a long, sharp brig of about three hundred tons, with raking masts and very square yards, and English colours at her peak. We afterwards learned that she was built at Guayaquil, and named the Ayacucho, after the place where the battle was fought that gave Peru her independence, and was now owned by a Scotsman named Wilson, who commanded her, and was engaged in the trade between Callao and other parts of South America and California. She was a fast sailer, as we frequently afterwards saw, and had a crew of Sandwich-Islanders on board. Besides this vessel, there was no object to break the surface of the bay. Two points ran out as the horns of the crescent, one of which, the one to the westward, was low and sandy, and is that to which vessels are obliged to give a wide berth when running out for a south-easter; the other is high, bold, and well wooded, and has a mission upon it, called Santa Buenaventura, from which the point is named. In the middle of this crescent, directly opposite the anchoring ground, lie the mission and town of Santa Barbara, on a low plain, but a

little above the level of the sea, covered with grass, though entirely without trees, and surrounded on three sides by an amphitheatre of mountains, which slant off to the distance of fifteen or twenty miles. The mission stands a little back of the town, and is a large building, or rather collection of buildings, in the centre of which is a high tower, with a belfry of five bells. The whole being plastered, makes quite a show at a distance, and is the mark by which vessels come to anchor. The town lies a little nearer to the beach, about half a mile from it, and is composed of one-storey houses built of sun-baked clay, or adobe, some of them white-washed, with red tiles on the roofs. I should judge that there were about a hundred of them; and in the midst of them stands the presidio, or fort, built of the same materials, and apparently but little stronger. The town is finely situated, with a bay in front, and an amphitheatre of hills behind. The only thing which diminishes its beauty is that the hills have no large trees upon them, they having been all burnt by a great fire which swept them off about a dozen years ago, and they had not yet grown again. The fire was described to me by an inhabitant, as having been a very terrible and magnificent sight. The air of the whole valley was so heated that the people were obliged to leave the town and take up their quarters for several days upon the beach.

The Sandwich-Islanders, in the meantime, had turned their boat round, and ran her down into the water, and were loading her with hides and tallow. As this was the work in which we were soon to be engaged, we looked on with some curiosity. They ran the boat so far into the water that every large sea might float her, and two of them, with their trousers rolled up, stood by the bows, one on each side, keeping her in her right position. This was hard work; for besides the force they had to use upon the boat, the large seas nearly took them off their legs. The

others were running from the boat to the bank upon which, out of the reach of the water, was a pile of dry bullocks' hides, doubled lengthwise in the middle, and nearly as stiff as boards. These they took upon their heads, one or two at a time, and carried down to the boat, in which one of their number stowed them away. They were obliged to carry them on their heads, to keep them out of the water, and we observed that they had on thick woollen caps. "Look here, Bill, and see what you're coming to!" said one of our men to another who stood by the

boat. "Well, Dana", said the second mate to me, "this does not look much like Harvard College, does it? But it is what I call 'head work!' To tell the truth, it did not look very encouraging.



After they had got through with the hides, the Kanakas laid hold of the bags of tallow (the bags are made of hide, and are about the size of a common meal-bag), and lifted each upon the shoulders of two men, one at each end, who walked off with them to the boat, when all prepared to go aboard. Here, too, was something for us to learn. The man who steered shipped his oar and stood up in the stern, and those that pulled the two after oars sat upon their benches, with their oars shipped, ready to strike out as soon as she was afloat. The two men remained standing at the bows; and when, at length, a large sea came in and floated her, seized hold of the gunwales, and ran out with her till they were up to their armpits, and then tumbled over the gunwales into the bows dripping with water. The men at the oars struck out, but it wouldn't do; the sea swept back and left them nearly high and dry. The two fellows jumped out again; and the next time they succeeded better, and, with the help of a deal of outlandish hallooing and bawling got her well off. We watched them till they were out of the breakers, and saw them steering for their vessel, which was now hidden in the darkness.

AT ANCHOR – SANTA BARBARA

This night, after sundown, it looked black at the southward and eastward, and we were told to keep a bright lookout. Expecting to be called, we turned in early. Waking up about midnight I found a man who had just come down from his watch striking a light. He said that it was beginning to puff from the south-east, that the sea was rolling in, and he had called the captain; and as he threw himself down on his chest with all his clothes on, I knew that he expected to be called. I felt the vessel pitching at her anchor, and the chain surging and snapping, and lay awake, prepared for an instant summons. We soon had the topsails loosened; and one hand remaining, as

usual, in each top, to overhaul the rigging and light the sail out, the rest of us came down to man the sheets. While sheeting home, we saw the Ayacucho standing athwart our hawse, sharp upon the wind, cutting through the head seas like a knife, with her raking masts and her sharp bows running up like the head of a greyhound. It was a beautiful sight. She was like a bird which had been frightened and had spread her wings in flight. After our topsails had been sheeted home, the head yards braced aback, the foretopmast staysail hoisted, and the buoys streamed, and all ready forward for slipping, we went aft and manned the slip-rope, which came through the stern port with a turn round the timber-heads. "All ready forward?" asked the captain. "Aye, aye, sir; all ready", answered the mate. "Let's go". "All gone, sir"; and the chain cable grated over the windlass and through the hawse-hole, and the little vessel's head swinging off from the wind under the force of her backed head sails brought the strain upon the slip-rope. "Let's go aft"! Instantly, all was gone and we were under way. As soon as she was well off from the wind, we filled away the head yards, braced all up sharp, set the foresail and trysail, and left our anchorage well astern, giving the point a good berth. "Nye's off too", said the captain to the mate; and looking astern, we could just see the little hermaphrodite brig under sail, standing after us.

It now began to blow fresh; the rain fell fast, and it grew black, but the captain would not take in sail until we were well clear of the point. As soon as we left this on our quarter, and were standing out to sea, the order was given and we went aloft, double-roofed each topsail, furlled the foresail, and double-reefed the trysail and were soon under easy sail. In these cases of slipping for south-easters there is nothing to be done, after you have got clear of the coast, but

to lie under easy sail, and wait for the gale to be over, which seldom lasts more than two days, and is sometimes over in twelve hours.

MONTEREY

The next day we were "turned-to" early, and began taking off the hatches, overhauling the cargo, and getting everything ready for inspection. At eight, the officers of the customs, five in number, came on board, and began examining the cargo, manifest, etc. The Mexican revenue laws are very strict, and require the whole cargo to be landed, examined, and taken on board again; but our agent had succeeded in compounding for the last two vessels, and saving the trouble of taking the cargo ashore. The officers were dressed in the costume which we found prevailed through the country; broad-brimmed hat, usually of a black or dark brown colour, with a gilt or figured band round the crown, and lined under the rim with silk; a short jacket of silk or figured calico (the European skirted body-coat is never worn); the shirt open in the neck; rich waistcoat, if any; pantaloons, open at the sides below the knees, laced with gilt, usually of velveteen or broadcloth; or else short breeches and white stockings. They wear the deer-skin shoe, which is of a dark brown colour and (being made by Indians) usually a good deal ornamented. They have no suspenders, but always wear a sash round the waist, which is generally red, and varying in quality with the means of the wearer. Add this to the never-failing poncho, or the serapa, and you have the dress of the Californian. This last garment is always a mark of the rank and wealth of the owner. The gente de razon, or better sort of people, wear cloaks of black or dark blue broadcloth, with as much velvet and trimmings as may be; and from this they do down to the blanket of the Indian, the middle classes wearing a poncho, something like a large square cloth, with a hole in the

middle for the head to go through. This is often as coarse as a blanket, but being beautifully woven with various colours is quite showy at a distance. Among the Mexicans there is no working class (the Indians being practically serfs, and doing all the hard work); and every rich man looks like a grandee, and every poor scamp like a broken-down gentleman. I have often seen a man, with a fine figure and courteous manners, dressed in broadcloth and velvet, with a noble horse completely covered with trappings, without a real in his pockets, and absolutely suffering for something to eat.

The Californians are an idle, thriftless people, and can make nothing for themselves. The country abounds in grapes, yet they buy, at a great price, bad wine made in Boston and brought round by us, and retail it among themselves at a real ($12\frac{1}{2}$ cents.) by the small wineglass. Their hides, too, which they value at two dollars in money they barter for something which costs seventy-five cents in Boston; and buy shoes (as like as not made of their own hides, which have been carried twice round (Cape Horn) at three and four dollars, and "chicken-skin boots" at fifteen dollars a pair. Things sell, on an avarege at an advance of nearly three hundred per cent, upon the Boston prices. This is partly owing to the heavy duties which the Government, in their wisdom, with an idea, no doubt, of keeping the silver in the country, has laid upon imports. These duties, and the enormous expenses of so long a voyage, keep all merchants but those of heavy capital from engaging in the trade. Nearly two-thirds of all the articles imported into the country from round Cape Horn, for the last six years, have been by the single house of Bryant, Sturgis & Co., to whom our vessel belonged.

The fondness for dress among the women is excessive, and is sometimes their ruin. A present of a fine mantle, or of a necklace



"THIS IS THE LAST TIME I'M GOING TO SAIL WITH THIS CAPTAIN — HE'S A RELIGIOUS MANIAC."

or pair of earrings gains the favour of the greater part. Nothing is more common than to see a woman living in a house of only two rooms, with the ground for a floor, dressed in spangled satin shoes, silk gown, high comb, and gilt, if not gold, earrings and necklace. If their husbands do not dress them well enough, they will soon receive presents from others. They used to spend whole days on board our vessel, examining the fine clothes and ornaments, and frequently making purchases at a rate which would have made a seamstress or waiting-maid in Boston open her eyes.

Next to the love of dress, I was most struck with the fineness of the voices and beauty of the intonations of both sexes. Every common ruffian-looking fellow, with a slouched hat, blanket cloak, dirty underdress, and soiled leather leggings, appeared to me to be speaking excellent Spanish. It was a pleasure simply to listen to the sound of the language, before I could attach any meaning to it. They have a good deal of the Creole drawl, but it is varied by an occasional extreme rapidity of utterance in which they seem to skip from consonant to consonant, until, lighting

upon a broad, open vowel, they rest upon that to restore the balance of sound. The women carry this peculiarity of speaking to a much greater extreme than the men, who have more evenness and stateliness of utterance. A common black driver, on horseback, delivering a message, seemed to me to be an ambassador at a great audience. In fact, they sometimes appeared to be a people on whom a curse had fallen, and stripped them of everything but their pride, their manners and their voices.

Another thing that surprised me was the quantity of silver in circulation. I never, in my life, saw so much silver at one time as during the week that we were at Monterey. The truth is, they have no credit system, no banks, and no way of investing money but in cattle. Besides silver, they have no circulating medium but hides, which the sailors call "California bank-notes". Everything that they buy they must pay for in one or the other of these means. The hides they bring down dried and doubled, in clumsy ox-carts, or upon mules' backs, and the money they carry tied up in a handkerchief, fifty or a hundred dollars and half-dollars.

(to be continued)

SEAPERSONS?

Back in November, 1973, Marilyn Stockwell of Galway, now Mrs. O'Malley, became the first lady to serve as a crew member on board an Irish Shipping vessel. She sailed as Junior Radio Officer on the "Irish Maple" and to-day, as a fully qualified Radio Officer, Mrs. O'Malley regularly serves on ships of our fleet, ships on which her husband Kevin also serves as Bosun.

It was in the following summer that Rosemary Daulton of Dun Laoghaire became the first of the fair sex to serve as deck hand on an I.S.L. vessel. Rosemary had obtained her Efficient Deck Hand's Certificate in March 1973 and it was as E.D.H. that she joined the "Irish Oak". Already this young lady had managed to pack much seafaring experience into her



Ann Parry from Shannon, Co. Clare, our first Lady Cadet who has already completed her first round the world voyage on the "Irish Oak" and enjoyed the trip very much. Ann is keen to get her certificates and become the first lady Deck Officer in the Fleet.



Lorraine Byrne (left) and Phyllis Moran pictured at this years I.S.L. Staff Dinner Dance.

chosen career including shipwreck while serving on a small coaster, the "Tralee Trader", when the vessel sank off Lands End in December 1971. Although she is at present employed in a shore-based position, Rosemary still maintains her keen interest in ships through her membership of the Maritime Institute of Ireland.

As might be expected, it is in the Catering Department that most of our seagoing ladies have chosen to make their careers. Mary Gowan of Tanknock Farm

near Youghal was the first girl to become an Assistant Steward with Irish Shipping when she joined the "Irish Stardust" in that capacity in June 1975. Since then we have had Anita Bond, Phyllis Moran, Helen Calthorpe, Gillian Sanderson and Lorraine Byrne. All of these girls have had some seagoing experience before joining I.S.L.

Phyllis Moran from The Curragh, Co. Kildare, spent three years serving on the "Saint

(Continued on page 15)



FLEET NEWS · FLEET NEWS · FLEET NEWS

"Elm" for Drydock

This vessel arrived at Houston in mid-February with motor cars from Hiroshima. She then sailed in ballast to load cars again at the Japanese port for Los Angeles where she is due on 10th April. After completing discharge the "Elm" will sail again in ballast and is due to go into drydock in Japan on 28th April. The drydock has not yet been nominated but it is expected that the vessel will not complete her repairs until the end of May. She will then resume her service with charterers, Yamashita - Shinnihon of Japan.

"Irish Star"

Capt. B. Reilly relieved **Capt. M. Carey** as Master of the "Star" while the vessel was at Los Angeles from 8th to 10th April. **Chief Officer P. Kehoe** was also relieved at that port by **J. Moynihan** and **Second Engineer L. Byrne** relieved **P. Herlihy**. On 14th March, while the vessel was in Japan, **Chief Engineer P. Caffrey** relieved **J. O'Toole**.

The "Star" discharged forest products from British Columbia at Yokohama, Tagonaura and Osaka before loading containers for Tacoma and Los Angeles. The vessel arrived at Tacoma on 1st April and completed discharge at Los Angeles before she commenced loading forest products at Eureka on 12th April. The "Star" also loads at Portland and British Columbia for Japan and Korea. She will be due at her Japanese discharge port on 6th

May and at Korea about 15th May.

"Cedar" at French Ports

While this ship was at La Pallice, France on 6th April, **Second Officer P. J. Murphy** relieved **P. Miley** and **Catering Officer L. Fanning** relieved **T. O'Connell**.

The "Cedar" discharged part of her cargo of forest products from British Columbia at La Pallice and will also unload at the French ports of Nantes, Brest and Boulogne before going to Velsen and Cardiff where she will complete discharge about 21st April. At the time of going to press the vessel has not been fixed for her next voyage.

"Pine" in River Plate

Having arrived in the River Plate on 26th March, the vessel is expected to complete loading her cargo of grain on 20th April at Sante Fe and then sails for Durban. She is expected at Durban on 5th May to take on bunkers before continuing on passage to Japan. The "Pine" will be due at her Japanese discharge port on 29th May.

"Irish Maple"

The "Maple" arrived at Tilbury on 18th March with forest products from British Columbia. She subsequently discharged at Boulogne and is at present unloading at Rotterdam and will also discharge at Rouen and Antwerp. She then loads steel at Antwerp and Middlesbrough where she is expected to complete on 25th

April before sailing for Los Angeles.

The vessel will be due at Panama about 10th May and should arrive at Los Angeles on 18th May. She will also discharge at Oakland and Portland before completing at Seattle about 30th May.

While the vessel was at Rotterdam, **Catering Officer E. Fricker** relieved **E. Murphy**.

"Larch" at Colombo

On her present voyage the "Irish Larch" loaded steel at Port Kembla and Newcastle, New South Wales for Djakarta and Colombo, Sri Lanka. At Newcastle **Chief Engineer J. Reynolds** relieved **R. Tennant**.

The vessel arrived Djakarta on 26th March and sailed on 31st March arriving Colombo on 5th April. She is expected to complete discharge on 13th April when she will sail in ballast for Australia to load a further cargo of steel for Indonesia.

It is also likely that some of the present ship's personnel will be relieved at Colombo provided the present difficulties in arranging air transport can be overcome.

"Irish Rowan"

This vessel is at present in drydock at Yokohama where she is undergoing repairs to her rudder and rudder stock. It is hoped that she will leave the drydock on 8th April and sail in ballast for Vancouver, British Columbia. She will be due there on 19th April and should complete loading forest products on 27th April for U.K. and European Continental ports. The "Rowan" is expected to transit the Panama Canal about 28th May.

Chief Officer D. Mundow relieved **J. Whyte** and **Second Engineer T. Lanigan** relieved **P. O'Halloran** while the ship was in drydock at Yokohama.

"Irish Oak"

Having loaded fertiliser at Porsgrunn, Norway, the "Oak" arrived at Cutuco in El Salvador on 20th March to unload part of her cargo. She then completed

discharge at Acajutla before proceeding to Long Beach where she was due on 8th April to take on bunkers.

On her next voyage the vessel will load forest products at British Columbia for Cardiff. She was due at Vancouver on 12th April and is expected to complete loading on 20th April and should pass through the Panama Canal about 1st May.

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Patrick" as Cashier and for some time, as Chief Stewardess before she joined the "Pine" in January 1977. She sailed subsequently on the "Cedar" and recently obtained Part I of her Chief Cook's Certificate. She has adapted very well to the longer voyages of the cargo ships and likes the life at sea. Helen

Now Hear This!



In December 1965 a Polish ship, the m.v. "Wilja", called at the port of Dublin with the lady shown here, Capt. Kobylinska-Wallas, in command. Her husband was serving as Third Officer on the same vessel.

Lecture to Marine Engineers



Pictured at a meeting of the Institute of Marine Engineers held in Dublin on 22nd February were (L. to R.): Mr. Jack Whittle, Chairman of the Institute; Mr. Charles Devlin, Honorary Secretary; Mr. T. W. Major of Reardon Smiths who lectured to the members; Mr. W. A. O'Neill, Director and General Manager of I.S.L. and Mr. Peter Harrison, Honorary Treasurer of the Institute. Mr. Major read a paper on "The Running and Maintenance of a Fleet of Bulk Carriers and General Cargo Carriers" which was received with keen interest by the members.

Calthorpe of Sandycove, Co. Dublin also joined in January 1977 when she became Assistant Steward on the "Irish Oak". She has since sailed on the "Rowan" and is at present serving on that ship.

Mary Gowan is now Assistant Steward on the "Irish Larch" and Lorraine Byrne is serving on the "Maple".

☆ ☆ ☆

Passports – Important Notice to Seamen

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.

☆ ☆ ☆

War Time Fleet

Due to pressure on space we have had to hold over our intended feature on the war-time fleet.

Third Seamens' Sports Week for Cork

A seamens' Sports Week will be held in Cork from the 8th May to the 14th May this year. Such an event has been held twice previously at the southern port and another highly successful week is in prospect with the capacity and expertise of the organisers already proven.

Wedding Bells

Best wishes to **Acting Third Officer, Paul Smyth** and his bride, Miss Tressa Brazil, who were married on the 2nd February.

Congratulations

To **Christopher Fullam** on obtaining his Chief Cook's Certificate.

To **Christopher Murphy** on obtaining his Chief Cook's Certificate.

Tribute to Men of "Oak" Engineer Superintendent

C. M. Devlin was at Osaka last December for the drydocking of the "Irish Oak" and he expressed his deep appreciation and gratitude to the personnel of the vessel in preparing her for drydock. The efficiency and hard work of the ship's crew contributed much to the speedy turn-round which the "Oak" enjoyed at Osaka.

FLEET PERSONNEL

Deck and Engineering Officers in Order of Rank (as at 6th April, 1978)

M.V. "Irish Pine" – Captain T. Byrne. Deck Officers: M. Darcy, P. Corcoran, McD. Kinsella. Deck Cadets: T. O'Callaghan, N. Cantwell, F. Earley. Engineering Officers: T. O'Toole, D. Horan, M. Boland, G. O'Brien, J. Hoey, B. Kelleher, N. Wright, W. O'Dwyer. Electrical Engineer: E. Walsh. Catering Officer: P. Farrelly. Radio Officers: D. Ryan, B. Megan. Deck Department: J. Tallon, M. Russell, W. Love, R. Kiernan, J. Carroll, J. Moloney, A. Blake, F. Macken, G. Courage, M. Manson, T. Grant, P. Ryan. Catering Department: P. Codd, F. Brogan, J. Buggy, M. Dolan, J. Egan, A. Ward, J. Walsh.

M.V. "Irish Maple" – Captain E. Greevy. Deck Officers: D. Hopkins, M. McCarthy, J. Fennessy. Deck Cadets: F. Britton, G. McMahon. Engineering Officers: A. Bolster, C. O'Brien, T. C. Ryan, M. O'Leary, M. O'Donnell, P. Gunning, E. Cadwell, C. Ekuneayo. Electrical Engineer: M. Kelly. Catering Officer: E. Fricker. Radio Officers: G. Carew, P. Egan. Deck Department: P. Garry, P. Duffy, M. Devlin, N. Thompson, T. Fitzgerald, M. Christie, J. White, A. McDonnell, F. O'Hanlon, P. Farrelly, J. Browne, J. Morey. Catering Department: P. Smith, F. Gavin, B. Osbourne, P. Nugent, L. Byrne, J. Kenna, K. Walsh.

M.V. "Irish Oak" – Captain G. Kyne. Deck Officers: M. Purcell, J. Bourke, T. McMahon. Deck Cadet: D. Devenney. Engineering Officers: J. Reilly, M. McCann, C. N. McGarrigle, M. Flynn, J. D. Murphy, E. Burke. Engineer Cadets: D. O'Reilly, A. Meaney. Electrical Engineer: J. Dunphy. Catering Officer: J. Clinton. Radio Officers: Mrs. O'Malley, Miss Bergin. Deck Department: K. O'Malley, I. Tarbett, D. Hunt, F. McCarthy, A.

Galvin, J. Roche, R. Fawsitt, G. Corr, P. Savage, J. O'Sullivan, M. Kiernan, P. Murphy. Catering Department: L. Kiernan, T. Kelly, G. Whittaker, P. Clarke, J. Cooney, E. Farrell, J. McNulty.

M.V. "Irish Larch" – Captain M. O'Dwyer. Deck Officers: H. McGowan, T. McCarthy, D. Dignam. Engineering Officers: J. Reynolds, J. Denham, K. Vekins, J. Durham, J. P. Healy, E. Hopkins, P. Good. Electrical Engineer: P. Clarke. Catering Officer: U. Maher. Radio Officers: M. Davies, H. Barry. Deck Department: A. Gill, P. Fennell, P. Hawkins, M. Browne, R. Draper, F. O'Connell, A. Caffrey, F. Dunne, P. Dowling, T. Byrne, A. Kelly, P. O'Donnell. Catering Department: M. Moody, G. Humphries, E. Mulready, M. Gowan, D. Butler, M. Gavin, D. Healy.

M.V. "Irish Elm" – Captain W. Garvey. Deck Officers: J. Murphy, D. Coleman, R. McCabe. Deck Cadets: B. Briscoe, R. Hickey. Engineering Officers: B. Larkin, J. O'Leary, O. Mortimer, J. Dillon, T. Kennedy, G. Sheehan, P. Doran, T. Sweeney. Engineer Cadets: R. Tynan, F. Heatherington. Electrical Engineer: J. Dunn. Catering Officer: N. Hartigan. Radio Officer: I. Bardon. Deck Department: J. Griffin, D. O'Sullivan, E. Manson, P. McDonnell, P. White, J. Galvin, P. Hughes, J. Weldon, J. Roberts, L. Pullen, D. Carberry, C. Brady, G. Dent. Catering Department: J. Mulligan, G. Muldoon, J. Lloyd, T. Beaver, J. Healy, A. Taylor, S. Clarke.

M.V. "Irish Star" – Captain B. Reilly. Deck Officers: J. Moynihan, P. Boyd, G. Burns. Engineering Officers: P. Caffrey, L. Byrne, F. Murphy, W. Sammon, F. McGarry, T. Furlong, A. Byrne. Engineer Cadet: K. Browne. Electrical Engineer: P. Murphy, P. Tobin.

Catering Officer: J. Rogan. Radio Officer: T. Lynch. Deck Department: W. Boon, J. Lynch, P. Parkes, M. Bonnie, E. Murphy, K. Barry, S. Roche, E. Fitzek, T. Behan, J. Graham, J. Carey, S. McCarthy. Catering Department: N. Duggan, C. Lewis, J. Murphy, T. Cummins, W. Richardson, B. Kerrigan, P. O'Reilly.

M.V. "Irish Rowan" – Captain H. Fiddler. Deck Officers: D. Mundow, M. Ryan, R. O'Shea. Deck Cadets: Ann Parry, A. Jameson. Engineering Officers: M. Curley, T. Lanigan, H. Mahon, D. Matthews, M. Keegan, S. Finneran, T. McCluskey. Electrical Engineer: H. Stears. Catering Officer: H. Bond. Radio Officers: J. O'Leary, S. Young. Deck Department: R. Nugent, F. Galvin, J. Whelan, A. J. Byrne, J. Marry, T. Ryan, K. Kelly, C. Murphy, P. Leonard, S. Connelly, J. Macken, J. McGrath. Catering Department: J. T. Mason, P. Lumsden, J. Roche, R. Martin, H. Calthorpe, G. Kiernan, A. Smith.

M.V. "Irish Cedar" – Captain J. A. Gleeson. Deck Officers: T. O'Connor, P. J. Murphy, P. Cafferky. Deck Cadet: E. O'Callaghan. Engineering Officers: P. Bardon, E. Kealy, J. Kavanagh, J. Cummins, J. Harrington, P. Curran, L. O'Donovan, B. Elum. Engineer Cadet: G. Osborne. Electrical Engineer: B. Murphy. Catering Officer: L. Fanning. Radio Officer: J. McCarthy. Deck Department: H. Hannon, O. McGrath, K. Doherty, P. Tallon, T. Hayes, J. O'Neill, M. Whitney, E. Judge, B. Coogan, R. McCormack, D. Muldoon. Catering Department: E. Byrne, K. Taylor, D. Boyle, C. Walker, A. McMenamy, P. Dempsey, D. Byrne.

Daunt Rock – Captain B. Kehoe. Deck Officer: P. Smith. Engineering Officers: N. O'Neill, J. Waters. Deck Department: V. Beech, J. Gallagher, H. Gaines.