

SIGNAL



Congratulations

To **J. Keane** on obtaining his Class 1 Engine Certificate.

To **D. O'Connor** on obtaining his Class 1 Engine Certificate.

To **K. Barry** on obtaining his Class 1 Engine Certificate.

To **G. Sheehan** on obtaining his Class 1 Engine Certificate.

To **R. Tynan** on obtaining his Class 1 Engine Certificate.

To **A. Butler** on obtaining his Class II Engine Certificate.

To Deck Cadet **Simon Greenwood** on obtaining his Diploma in Nautical Studies.

To Engineer Cadet **R. Flanagan** on obtaining Senior Trades Certificate of the Department of Education.

To Engineer Cadet **Shawn Kingston** on obtaining Senior Trades Certificate of the Department of Education.

To Engineer Cadet **Laurence McDonald** on obtaining Senior Trades Certificate of the Department of Education.

To Engineer Cadet **Fergus Regan** on obtaining Senior Trades Certificate of the Department of Education.

Good Wishes

We extend our best wishes to **Mrs. Marianne O'Neill** who resigned from our Head Office Accounts Department some time ago.

Marianne joined the Company in 1967 and was a very popular staff member. During her time with the Company she handled at first our mechanised accounting system and latterly she looked after our computer.

Now that Marianne has decided to devote all her attentions to her young son, Conor, and husband, Declan, we know that she carries with her the good wishes of all her colleagues at Head Office and in Aston Quay.



Mrs. Marianne O'Neill.

Retirement of W. E. Nolan, M.I.Mar.E., A.M.R.I.N.A.

Due to an oversight our report on the retirement of Superintendent Engineer Ernie Nolan was omitted from the last issue of "Signal". This long-serving and highly respected member of our Head Office staff retired on 29th September last with the good wishes of all his colleagues in the Technical Department and his many friends throughout the Company.

Ernie Nolan was educated at Wesley College, Dublin, and served his apprenticeship with George Watt & Co. of Dublin following which he joined the firm of Alex Brown of Derry.

His seagoing career began with G. Heyn & Sons Ltd., of Belfast, and subsequently he served with Hain Steamship Company Ltd.; Anglo American Oil Company; Harrison Line and Furness Houlder before joining Irish Shipping Ltd. in August 1950.

His first appointment was as Second Engineer on the "Irish Hazel" on which he served from 11th September until 28th December. On the following day he became Chief Engineer of the "Irish Willow" and his subsequent sea career with Irish Shipping was as Chief Engineer of the "Irish Oak". On leaving this vessel in March, 1953, Ernie

came ashore as Assistant Superintendent Engineer with the Company.

Up to his retirement, Ernie served in the Technical Department for over 30 years and during that time he attended ships of the fleet in ports all over the world. He was a familiar figure at ship launchings and was a source of detailed information for this magazine on almost all matters pertaining to Irish Shipping vessels and the men who sailed in them. He has made many friends in the Company over the years and his love for ships and seafarers has always been unmistakable. In recent years he has been a regular visitor to the Maritime Museum in Dun Laoghaire and there can be no doubt that his retirement will not lessen his abiding interest in maritime affairs.

On the few occasions when he has visited the office since his retirement, Ernie has looked extremely fit and well and he has obviously no problems regarding what to do with his newfound freedom from office and ship-board routine.

We wish Ernie and Mrs. Nolan long life, good health and much happiness in the years ahead.

Maritime Institute Council and Officers

The Council and officers of the Maritime Institute of Ireland for 1984/85 are as follows:

President: Mr. J. Hughes;
Deputy President: Mr. P. Sweeney.

Vice-Presidents: Mrs. S. Archer and Mr. R. Lewis.

Honorary Treasurer: Mr. J. Wolohan; Hon. Secretary: Mr. L. Dodd.

Council: Col. A. Lawlor (Life), Mr. T. Conlan, Mr. J. Courlander, Capt. J. W. Crosbie, Dr. J. de

Courcy Ireland, Mr. L. Green, Mr. D. Kelly, Mr. T. Kennedy, Mr. B. Neary, Mr. C. O'Sullivan, Mr. A. J. O'Sullivan, Mr. D. Sheehy, Mr. J. Varley and Mr. D. O'Flanagan.

The Institute's non-statutory posts are filled as follows:

Research Officer: Dr. J. de Courcy Ireland; Librarian: Mr. B. Neary.

Archives: Mr. D. Sheehy; P.R.O.: Mr. P. Sweeney, who is also the Institute's representative on the Irish Merchant Seamen's Memorial Committee.

Death of Fr. F. J. Campbell, O.P. C.C.

Following the publication of our last "Signal" we were very much saddened to learn of the death on 1st November last of Fr. Fintan J. Campbell of St. Saviour's, Dominick Street, Dublin. Readers will recall the most interesting article by Fr. Campbell which appeared in the Spring, 1982, edition of "Signal" recounting his wartime experiences aboard the Wexford Steamship Company's vessel "Menapia".

In the summer of 1941, Fr. Campbell found great difficulty in arranging his passage, together with a brother priest, from Lisbon to Dublin on their way from Rome. Eventually they managed to obtain berths on board the "Menapia" which was under the command of the late Commodore John Poole of Wexford. Fortunately Fr. Campbell had a number of personal photographs taken on that eventful trip and very kindly allowed us to reproduce them in "Signal".

After the war, Fr. Campbell's interest in ships and seafarers continued and while he was working in Australia for 25 years and stationed at Freemantle he met several Irish crews who had been trading to Japan and the Middle East via Australia. Usually he kept Irish papers which he had received from home and brought them to the ships so that the crews would have first hand news of happenings in

Ireland. In particular Fr. Campbell provided us with a rare picture of crewmembers of the "Irish Ash" when she visited Freemantle in the 1950's.

Apart from his admiration for the late John Poole, Fr. Campbell had a high regard for Irish seamen and spoke in glowing terms of Frank Forde's book, "The Long Watch". In that unique record of the wartime Irish merchant fleet, Fr. Campbell was able to identify many of the central figures of that period.

The late Fr. Campbell was a regular reader of this magazine and our own recollection of this gentle and kindly priest was of a man whose first fortuitous and dramatic encounter with ships and the sea left a lasting impression and a lifelong interest in Irish maritime affairs. Indeed, it was the late Fr. Campbell who provided us with the extracts relating to the history of Dublin Port which he had himself taken from the history of the City of Dublin and which appeared in two recent issues of this magazine.

Ar dheis Dé go raibh a anam.

SPONSORED ROW

On Saturday and Sunday, 9th and 10th June, five crews from St. Patrick's Rowing Club from

Ringsend in Dublin rowed the 41 nautical miles from Arklow to Dublin in two 45 feet East Coast rowing skiffs. The object of the exercise was to raise funds for the National Memorial to Irish Seamen.

The row started on Saturday afternoon and continued throughout the night, arriving at the memorial site – to the west side of the north end of Matt Talbot Bridge – early on Sunday.

The National Memorial to Irish Merchant Seamen is to the memory of the 150 men lost between 1939 and 1945, in 16 Irish merchant ships and two fishing vessels, as a result of beligerant action. The Memorial cost was estimated to be £30,000 at 1982 prices, and the project is organised by the Irish Merchant Seamen's Memorial Committee, comprised of a cross-section of maritime, port and seafaring organisations.

The Committee has expressed its gratitude to the members of St. Patrick's Rowing Club for undertaking this arduous event and have asked that they receive maximum support.

To date the Fund has realised £5,000 with further contributions being pledged to the project by well-known maritime organisations.



This photograph of the Saint Patrick's Rowing Club crews shows them arriving after their marathon row from Arklow to Dublin which they completed in the exceptionally fast time of 8½ hours. The intrepid voyagers received a rousing reception from friends and well-wishers on their arrival at the actual site of the proposed National Memorial.

SEVERE PROBLEMS FOR COMPANY

In his statement to the forty-third Annual General Meeting of the Company, Mr. W. A. O'Neill, Irish Shipping Group Chairman, said that the Group had sustained further substantial losses in the year ended 31st. March, 1984. The operating loss for the year before taxation, having provided for interest and all other charges including depreciation, amounted to £22,376,000 as against £6,817,000 in 1983.

In addition, the provision for foreseeable losses in relation to year end chartering commitments had been increased by £9,500,000 over the provision at the beginning of the year to £14,925,000. Provision had now been made for anticipated losses on vessels chartered in under long term contracts for the period up to 31st. December, 1985.

After taking into account all provisions, including a book loss on disposal of the Group's investment in Insurance Corporation of Ireland, the deficit for the year ended 31st March, 1984, was £34,236,000 as compared with £14,001,000 in 1983.

Other important points from the Chairman's statement related to the Group Balance Sheet, Fleet, Trading conditions, outlook for the future and diversified activities.

In particular, Mr. O'Neill said "Group Reserves show a reduction of £31,283,000 reflecting the effects of the deficit for the year and other reserve movements. The year end reserves are thus in a deficit position amounting to £13,641,000.

The Company's Issued Share Capital was increased by £1,500,000 during the year. It now stands at £16,347,000, while the total authorised amount remains at £22,000,000.

The Company operates a fleet of thirteen bulk carriers and five of these vessels are owned by The Company or its wholly owned subsidiaries. One vessel m.v. "Irish Spruce" is operated on bareboat charter. The carrying capacity of these six vessels amounts to 246,411 deadweight tonnes. The remaining seven vessels are operated under time charters

"Slaney Venture" and "Celtic Venture" have been purchased as part of the arrangements negotiated earlier this year with the owners of the vessels on time charter.

General Review

Because of the heavy losses being incurred since June, 1982, it has been necessary for us to seek Government assistance by way of guaranteed borrowings. The burden of these borrowings, of course, falls fully on Irish Shipping and is reflected in a steep increase in interest payments.

The continued depressed state of the Shipping market, allied with ever rising costs, is posing very severe problems for the Company — indeed its very survival is at stake. The sheer drop in ship's earnings is best illustrated by the fall in daily net revenue for a Panamax sized vessel from some \$20,000 per day in 1981 to a present level of about \$5,000. The causes of this decline are multiple but they stem basically from the world-wide recession and the consequent surplus of shipping supply.

Had our fleet been confined to owned vessels, the Company would in any event be suffering severe losses but the magnitude of these losses has been compounded by the Chartered vessels. During the 1970s Irish Shipping operated on a long term time charter seven vessels in addition to its own fleet. This augmented fleet allowed the

Company to seek and win a substantial share of the transport of steel from Europe to U.S.A., and also of the lumber trade between West Coast U.S.A./Canada and Europe. Many of these charters were ending in the period 1979-81 and they were replaced with new charters to run through much of the 1980's.

These Charters were renewed in the wake of a major upheaval in the oil industry. Governments and Industry world-wide were planning a switch from oil to coal for the generation of power. We were confident that the continued expansion of our steel and lumber services coupled with the anticipated significant increase in coal shipments would justify the increase in our fleet.

The opportunity was taken to acquire equity rights in four of the vessels at the end of the charter periods. By 1979/80 the capital cost of vessels had risen steeply, and it was clear that the replacement of ageing vessels would be difficult without substantial Government assistance. Irish Shipping has always sought to fund the purchase of its own assets without burdening the Exchequer and thus the taxpayer. We have operated without sub-

sidy of any sort and on a Share Capital which has altered little over the past three decades.

Our problems have been seriously worsened by the difficulties of our long time partners. Since 1941 Irish Shipping has worked in close harmony with a leading Cross Channel shipping company, Reardon Smith Line, and many of our endeavours were by way of joint venture trading with them wherein profits and losses were shared. The present disaster which has almost destroyed the shipping industry has resulted in their inability to meet their share of present losses. To avoid the liquidation of our partners we, amongst others, have agreed to a rescue package whereby they acknowledge their share of these losses and are obliged to meet the obligation in full when economic circumstances permit. However, this contingent asset has not been included in the accounts.

HIGH COSTS

The cost of building, financing and operating a Panamax bulk carrier from a base in one of the nations of the Western bloc would be of the order of U.S. \$20,000 per day. On the present market such a vessel would be lucky to earn U.S. \$5,000 per day. In such a situation a Western shipowner has only three choices.

- (a) To live on his reserves as long as they last.
- (b) To subsidise the losses from trading his fleet, or
- (c) To get out of business.

Many well established shipping companies have been forced out of business because they had exhausted their reserves and had no subsidies available to them. Others have survived by transferring their fleets to flags of convenience under which it is possible to reduce operating costs. The merchant fleets of many maritime states in the Western bloc have been radically reduced in recent years. This process is still going on and if the market does not improve, in my view it is likely to accelerate.

Diversified Interests

An important development during the year was the acquisition of the Share Capital of The Insurance Corporation of Ireland Ltd. by Allied Irish Banks Ltd. Oceanbank held a significant portion of the Share Capital of I.C.I. and, following the successful takeover, it was decided to avail of the opportunity to release cash to the Shareholders of Oceanbank – a decision which was of material help to Irish Shipping because of the continuing depression in the Shipping industry.

The tourist industry has had its problems compounded by ever rising costs and, in the case of the I.C.L., by the French Government restrictions on travel. In spite of these difficulties, Irish Continental Line has again made a profit which reflects great credit on the Management and Staff. I.C.L. is recognised as playing a very important rôle in the tourist industry, and it is no harm to recall that this Company was funded entirely from Group resources without any contribution being required from Government funds.

I am pleased to be able to say that Belfast Car Ferries has turned in a profit in its first full year of operation to the 31st December, 1983, despite some disruptions in the sailing schedule. This Company has also recently been appointed Manager of the new freight service which has commenced between Belfast and Heysham. B.C.F. is continuing to justify the confidence displayed by all concerned with the setting up of the operation.

Our Agency Division has been adversely affected by the recession which reduced the volume of cargo moving in and out of the Port of Dublin. The Port was also disrupted by strikes of Port workers which added to the difficulties experienced by the Division during the year. The reduced scale of operations produced a small trading loss, but the industrial troubles in the Port now hopefully solved there are already indications that it is

moving back into a profit making operation.

The skill and expertise in various aspects of shipping built up over the years continued to be made available to other shipowners, and to Government Departments. These services provide fruitful employment for our staff, and make a significant contribution towards overheads. We are also involved as Managers of the sail training vessel "ASGARD II", which is a splendid nautical ambassador for our country and much admired wherever she goes.

I believe that the recession in the tramp shipping industry has bottomed out, and there are some indications of a slight upward movement in rates. This modest improvement has arrived rather later than anticipated, and it will now be difficult to achieve a break-even situation for 1984/85. The volume of world trade appears to have ceased its downward plunge, and the best economic predictions are that it will begin to rise slowly towards the end of 1984. It is not expected, however, to make any real impact on tramp shipping rates until well into 1985, and this would, of course, slow down the recovery in our financial position.

Provided that the signs of economic recovery which are evident in the major industrial countries of the world are maintained, I believe that 1985/86 will see a significant improvement in the company's fortunes.

Acknowledgments

Tom O'Beirne and Donal O'Buachalla have joined the Board since the Annual General Meeting last year, and in welcoming them I would also like to record my sincere appreciation of the contribution to the Company made by Frank Reihill and Hugh McMahon who retired at last year's meeting.

Finally, on behalf of the Board, I would like to thank the Management and all the Staff – afloat and ashore, for their contribution to the Company in the face of grave difficulty.

WE COME OF AGE

The year 1963 was an eventful one, a year of particular historic importance. It was the year in which Pope John XXIII died and Pope Paul VI was elected. It was the year in which John F. Kennedy became the fourth American President to be assassinated while still in office. It was also the year in which Valentina Tereshkova became the first woman in space when she went round the earth 48 times in the spaceship "Vostok 6".

Having a well-merited reputation for modesty, we would hesitate to rank the birth of this magazine amongst the historic events already mentioned. However, "Signal" did make its first appearance in March, 1963 and now, twenty-one years later we are pleased – indeed one might almost say proud – that our modest magazine is still afloat. The forerunner of "Signal" appeared in January, 1963 under the capable hands of Bill Lynch, who asked his readers to suggest a name for the Company magazine. The very next issue appeared under the title suggested by John Davis, and for which he received a modest prize of £5 thus maintaining that key principle of modesty which has been the hallmark of "Signal" over its twenty-one years in existence.

In March, 1963 **Paddy Shanahan** took over the onerous task of editor and in that issue of "Signal" he wrote the second and final editorial to appear in the Company magazine. It is of interest to recall that in 1963 Irish Shipp-

ing had 21 ships with a total deadweight of 198,000 tonnes. It was a year in which the Company suffered operational losses of £861,357 and which was described by the then Chairman, the late **Mr. J. J. Stafford**, as the worst year since the depression set in after the Suez crisis in 1956. Freight rates in some trades had dropped to the lowest point in 25 years.

It is clear from the pages of "Signal" for its year of inception that the staff enjoyed a full and at times exciting social life. **Enda Mullally** was the Company champion in Pitch and Putt and happily Enda is still a popular member of our Agency Division staff. The runner-up in that keenly fought championship was **John Wright** who has long since left for newer and greener pastures. It would appear that the annual golf outing to Edmondstown was dampened by continuous rain. However, the inclement weather did not deter **Frank Troy** of our sea-going staff from winning the event by one stroke from **Bill Lynch**. It is of interest to mention that the magazine reporter on social and

*Deposuit Potentes
De Sede*



All that was left of Nelson's Pillar at 9.45 a.m. Tuesday March 15th. Below: view from Lower O'Connell Street.



These historic pictures appeared in the double anniversary issue of "Signal" in April, 1966.

IRISH SHIPPING LTD



VOL1 NO.1

JANUARY 1963.

The design on the cover of the very first "Newsletter".

sports events was none other than our present esteemed Company Secretary, **Dermot McNulty**.

Tempora Mutantor

Over the years "Signal" has changed a little which is not surprising. Society and the world around us has changed utterly over the past 21 years. Such unpleasant features of modern society as crime, violence, unemployment and injustice have increased alarmingly. Scientific advances in computerisation, communication and medicine have hardly offset the horrific

prospect facing mankind through the development of apparently limitless nuclear destructive capability.

Within our own industry the 21 years span since 1963 has seen the demise of many old-established shipping companies which have been faced with the impossible task of trading successfully in a market which is largely influenced by factors other than the normal market forces of supply and demand. Our own Company has also been a victim of the economic environment in which we operate. That we successfully overcame the considerable problems posed by the oil crisis of the early 1970's; that our policy of diversification was a highly successful one; that our Company's enterprise led to the establishment of direct car/-passenger/roll-on/roll-off freight services between this country and continental Europe have all signposted a record of solid achievement by Irish Shipping over the past 21 years. Unfortunately past achievements must remain merely a pleasant memory in the harsh commercial reality of the current world-wide recession. They can, however, provide some basis for hope in the future. Indeed, it might be said that our Company was founded in hope back in the dark days of 1941. The hopes of those who founded Irish Shipping Ltd. were fully realised. We are confident that history will indeed be repeated and "Signal" will be still around in another 21 years to record that our confidence was fully justified.

Tot Sententiae

On this occasion of somewhat muted celebration the present editorial regime takes the opportunity to thank our predecessors. Bill Lynch and Paddy Shanahan, the many contributors of articles, cartoons, etc. over the 17 years since we took over the task of producing "Signal". We also wish to thank our readers and correspondents around the world from the east and west coasts of the United



SIGNAL



m.v. "IRISH PINE" in dry dock at Dublin

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IRISH SHIPPING LTD.

MARCH, 1963

Cover design of the first "Signal".

States, from New Zealand, Australia, Canada, The Netherlands, Belgium, France, the United Kingdom and of course from all parts of Ireland. We thank especially our colleagues on board the ships of the fleet for their much appreciated contributions and suggestions. It is as a result of the response from all our readers both ashore and afloat, in Ireland and elsewhere, that "Signal" has lived to celebrate its coming of age. At this time too, we

remember with gratitude the assistance and guidance we have received from our printers, Wood Printcraft Ltd. and Kilkenny People and in particular **Denis Daly, Ben Little and Martin Brett.**

Lastly but by no means, least, our thanks to **Ruth Nevin** without whom "Signal" would have expired long since. To one and all we say a sincere "thank you".

Go mbeirimid beo ar an iubhaile cúig mbliana fichead!

DOWN MEMORY LANE



This picture first appeared in the July, 1963, issue of "Signal" and was taken at the office staff annual outing to Avoca on the 22nd June, 1963.

IN OTHER WORDS

TERMS AND DEFINITIONS

We publish the following with due acknowledgment to the quarterly news bulletin of the Council of American Master Mariners Inc.

Exceptionally well qualified – *Has committed no major blunders to date.*

Active socially – *Drinks heavily.*

Has socially active wife – *She drinks too.*

Exceptional ship-handling ability – *Has equal number of departures and arrivals.*

Quick thinking – *Offers plausible excuses for errors.*

Indifferent to instructions – *Knows more than supervisors.*

Resourceful – *Adept at hiding his mistakes.*

Approaches different problems with zest – *Finds someone else to do the job.*

Remains aboard vessel as long as possible – *Has miserable home life.*

Takes advantage of every opportunity to progress – *Buys drinks for Port Officials.*

Expresses himself well – *Speaks English.*

Demonstrates qualities of leadership – *Has loud voice.*

Keen sense of humour – *Has vast repertoire of dirty jokes.*

Has experience aboard a wide variety of vessels – *Gets transferred a lot.*

Alert – *Hard to pin down on anything.*

A very fine officer of great value to the Company — *Usually can be talked into making another trip.*

Even tempered – *Usually in a bad mood.*

Highly reliable – *Usually shows up for sailing time.*

Excellent record – *Have yet to prove anything against him.*

Thrifty – *Saves used but good parts.*

Shows judgement – *Saves usable junk and clutters up storerooms.*

A LITTLE NONSENSE

This parody by the authors of "1066 and All That" seems to capture much of the wasted effort and frustration which sometimes assails those involved in the business of communications. It is also appropriate that our ships make frequent and, happily, more effective calls to Ghent.

HOW I BROUGHT THE GOOD NEWS FROM AIX TO GHENT (OR VICE VERSA)

I sprang to the rollocks and Jorlocks and me,

And I galloped, you galloped, he galloped, we galloped all three . . .

Not a word to each other; we kept changing place,

Neck to neck, back to front, ear to ear, face to face;

And we yelled once or twice, when we heard a clock chime,

'Would you kindly oblige us, *Is that the right time ?*

As I galloped, you galloped, he galloped, we galloped, ye galloped, they two shall have galloped; *let us trot.*

I unsaddled the saddle, unbuckled the bit

Unshackled the bridle (the thing didn't fit)

And ungalloped, ungalloped, ungalloped, ungalloped a bit.

Then I cast off my bluff-coat, let my bowler hat fall,

Took off both my boots and trousers and all

Drank off my stirrup-cup, felt a bit tight, And unbridled the saddle: it still wasn't right.

Then all I remember is, things reeling round

As I saw with my head 'twixt my ears on the ground –

For imagine my shame when they asked what I meant

And I had to confess that I'd been, gone and went

And *forgotten the news* I was bringing to Ghent,

Though I'd galloped and galloped and galloped and galloped and galloped

And galloped and galloped and galloped. (Had I not would have been galloped ?)

ENVOI

So I sprang to a taxi and shouted 'To Aix I'

And he blew on his horn and he threw off his brakes,

And all the way back till my money was spent

We rattled and rattled and rattled and rattled and rattled

And rattled and rattled—

And eventually sent a telegram.

ACADEMIC SUCCESS

We offer our congratulations to **Sean MacBride** of our Claims and Insurance Department at Head Office on his recent examination success.

Sean was successful in his first year examination for the **Diploma** in Legal Studies and we wish this popular young colleague further success in his remaining tests.

Second Successive Roscommon Win

The Convent of Mercy Primary School, Roscommon, has won the "Follow-the-Fleet" Trophy for the second successive year with their project on "Ships and Seafarers". This year's presentation of prizes took place at the Tara Tower Hotel, Dublin, on Monday, 7th May and the Awards were presented by Dr. D. F. O'Callaghan, Assistant Secretary, Department of Education. Also at the presentation function were Mr. Michael O Ruairc, Department of Communications; Mr. James Hughes, President of the Maritime Institute of Ireland; Dr. James Crowley, University College, Dublin - Adjudicator for the competition, and Irish Shipping Directors, Mr. Edward Keegan, Mr. Donal O Buachalla and Mr. T. A. Finucane.

The Chairman of Irish Shipping Ltd., Mr. W. A. O'Neill, welcomed the guests, especially the boys and girls from the Award-winning schools and their teachers. Mr. O'Neill also thanked Dr. O'Callaghan from the Department of Education for kindly accepting the invitation to present the prizes to the young Award winners.

Mr. O'Neill said "Although

this is our 14th annual presentation function, "Follow-the-Fleet" has actually been in existence for the last 17 years, and during that time it has been our pleasure to work in association with teachers throughout the country in the development of the scheme as a useful educational aid. You will have seen from the projects on view here to-day that "Follow-the-

Fleet" has provided schoolchildren with a very wide range of options for study and research.

The subjects covered in this year's projects extend from the more obvious geography to history, architecture, art, needlework, mathematics, science and literature. In addition, this year has seen new ground broken with the inclusion of a video recording as a means of communicating ideas and views on maritime matters. I believe that the interest generated amongst young people in marine affairs will eventually help to focus more of our attention as an island nation on the largely unexplored resources around our shores. Already the possibility of offshore oil finds in commercial quantities has fired the public imagination to a considerable extent. But there are many other less spectacular possibilities through the exploitation of our marine resources. Perhaps, one day, the interest



The "Follow-the-Fleet" Trophy winners from Convent of Mercy Primary School, Roscommon with their teacher, Rev. Sr. de Chantal, and on extreme left Dr. Finbar O'Callaghan, Assistant Secretary, Department of Education.

sown through "Follow-the-Fleet" may bear abundant fruit for the general well-being of our country.

I would now like to congratulate our prizewinners. Once again it is my pleasure to tender our congratulations to the Principal of Convent of Mercy, Roscommon, and to our good friend, Sister de Chantal, and her pupils on winning the "Follow-the-Fleet" Trophy for a second successive year. Although this is not a unique achievement it is certainly an outstanding one. Roscommon now join a very select group of schools which have captured the "Follow-the-



Irish Shipping Chairman, Mr. W. A. O'Neill, with prizewinners from Presentation Convent, Carrick-on-Suir, and their teacher, Rev. Sr. Immaculata.

Fleet Trophy for the best overall school project on more than one occasion. The project which won the overall Award for Roscommon is an excellent one, taking for its subject "Ships and Seafarers" and maintaining the very high standard which this school has set itself since winning their first Major Group Award in 1976.

"It is appropriate that on that occasion Dominican Convent, Dun Laoghaire, were winning their first "Follow-the-Fleet" Trophy, and I am pleased to say that the same school together with their teacher, Mrs. McQuaid, are very much to the fore again this year, winning a Class and Group Award, and also capturing a Highly Commended rating for an Individual project. Indeed, Mrs. McQuaid and her pupils have a very enviable record in "Follow-the-Fleet" competitions, having captured the "Follow-the-Fleet Trophy on



Irish Shipping Director, Mr. Donal O'Buachalla flanked by prizewinners from Convent of Mercy Primary School, Dun Laoghaire, and their teacher, Mrs. K McQuaid.

no fewer than three occasions, and taking a second place at their first attempt in 1973. Today's gathering is somewhat like a reunion as we have with us Sister Immaculata of Presentation Convent, Carrick-on-Suir, whose pupils are collecting a Class Award, and who captured the "Follow-the-Fleet" Trophy in 1973, the year in which Dun Laoghaire made their first impressive entry in the event.

"Also amongst to-day's Class Award winners is Knocknagree National School who won the "Follow-the-Fleet" Trophy three years ago, and who have been Major Award winners since they captured their first Group Award in 1978. Our other three Class Award winners are also familiar at our annual presentation function. St. Brigid's School, Rathangan, have followed up their Class Award last year with another excellent project. Ballaghlea National School repeated their performance of last year by winning Class and Group Awards for the second successive year. In addition to their two Major Awards the

pupils of Mr. Martin Healy of Ballaghlea have had two Highly Commended Class projects entered from their sixth and seventh classes. This is, in itself, a remarkable achievement. Rathcoole National School from Co. Cork are also former major prizewinners and they, together with all our Award winners, are to be warmly congratulated on the excellence of their projects.

"It is also a pleasant task to welcome Mrs. O'Mahony from Lackareigh National School, Co. Cork, whose pupils have an outstanding record in this competition having captured a Major Award every year since 1976. The Group project from Lackareigh this year is up to the very high standard already set by Mrs. O'Mahony's pupils. Finally, I wish to congratulate our two individual Award winners, Martha Boland of Convent of Mercy, Roscommon, and Mícheál O Lideadh from Crusheen National School, Co. Clare. Martha is following in the best traditions of the school and Mícheál is blazing a trail as the



Pupils from Ballaghlea National School, Ballygar, Co. Galway, proudly display their projects and their Group Award Certificate with, at back, Irish Shipping General Manager, Mr. J. N. McGovern on left and Mr. Martin Healy, School Principal, on right.



Mr. T. A. Finucane, Director, Irish Shipping, on left, with pupils Mary Hickey and Tim Murphy of Knocknagree National School, Co. Cork; their mothers, Mrs. Hickey and Mrs. Murphy at back and, on right, the School Principal, Mr. John O'Sullivan.



Mr. D. J. McNulty, Secretary of Irish Shipping Ltd. with pupils from Lackareigh National School, Co. Cork, and their School Principal, Mrs. M. O'Mahony.

first Major Award winner from his school. However, Mícheál's teacher, Mr. Gerry Kearney, has been with us at these functions previously and obviously has brought his good influence with him from Ennis C.B.S. where his pupils were former Award winners".

Mr. O'Neill went on to thank Dr. Crowley for the excellent job he had done despite the difficult task with which he was faced in adjudicating on the competition. The Chairman also thanked all the teachers, both those who were present and those around the country who enabled Irish Shipping to achieve the objective which the Company set itself when "Follow-the-Fleet" was first introduced in 1967.

Dr. Crowley then addressed the guests and commented in detail on the high standard achieve by competitors in this

year's competition. He paid particular tribute to the overall winners, Convent of Mercy Primary School, Roscommon, on the huge volume of research which they had done in preparing their project and in the excellent form of presentation comprising 18

books of beautifully written and attractively illustrated information on famous and lesser known ships and seafarers.

Dr. Crowley also complimented the prizewinners on the imagination and inventiveness which they had shown in using up-to-date methods and systems of communication. He was particularly pleased to see the introduction of a video recording and a number of tape recordings supporting the written work in some projects. These aids in communication were highly commendable when properly used. In particular he was impressed with the idea of "role-playing" by children in carrying out interviews to obtain information from different people representing various interests relevant to the subject of the main project. Dr. Crowley felt that the standard of entries was again higher this year and the range of subjects reflected the excellent use being made of "Follow-the-Fleet" as a basis for study in our schools.

EXCEPTIONALLY HIGH STANDARD

In making the presentations, Dr. O'Callaghan congratulated all the pupils and teachers on their excellent projects. He said he was particularly pleased that the "Follow-the-Fleet" Trophy winners came from the school which his wife had attended. He said that the standard shown in the prizewinning projects was exceptionally high and from his



Mr. Edward Keegan, Director, Irish Shipping, with pupils, P. J. Linehan and Jessica O'Mahony and their teacher, Mrs. Mary Sugrue of Rathcoole National School, Mallow, Co. Cork.

own personal experience he had received many laudatory reports from Inspectors regarding the use of "Follow-the-Fleet" in schools throughout the country. This was a tribute to the scheme itself which provided a very useful educational aid for schools and one which had obviously stood the test of time. Irish Shipping was to be congratulated for providing such a service to schools and the good use that was being made of this service by teachers and pupils was obvious from the projects which were on view at the function.

Trying an 'Ole man river'



Back in the late 1880's a Canadian lawyer named L. A. Knapp was so keen on proving the feasibility of his roller boat invention that he gave up his law practice to devote all his time to it. For almost ten years he worked on the project until finally, in 1898 the vessel rolled into Toronto harbour.

On a stationary cylinder inside the boat, passengers stood while the outer cylinder revolved. However, the idea was so obviously crazy that it was scrapped. The boat was practically impossible to steer and required too much power to propel it. We do not know if Mr. Knapp kept "rollin' along" after his initial failure or if he returned to the more mundane practice he had forsaken ten years previously!

Labhair Gaeilge Linn

"FOLLOW-THE-FLEET" COMPETITION 1984

Results

"Follow-the-Fleet" Trophy

Convent of Mercy Primary School, Roscommon

Class Awards

Dominican Convent Primary School, Dun Laoghaire, Co. Dublin;
St. Brigid's School, Rathangan, Co. Kildare;
Rathcoole National School, Mallow, Co. Cork;
Presentation Convent, Carrick-on-Suir, Co. Tipperary;
Ballaghlea National School, Ballygar, Co. Galway;
Knocknagree National School, Mallow, Co. Cork.

Group Awards

Lackaraeigh National School, Lissarda, Co. Cork;
Dominican Convent Primary School, Dun Laoghaire, Co. Dublin;
Ballaghlea National School, Ballygar, Co. Galway.

Individual Awards

Martha Boland, Convent of Mercy Primary School, Roscommon;
Micheál O Lideadh, Scoil Inse Chronain, Co. an Chlair.

Highly Commended Class Projects

Cullen National School, Mallow, Co. Cork;
6th Class, Ballaghlea National School, Ballygar, Co. Galway;
7th Class, Ballaghlea National School, Ballygar, Co. Galway;
Tramore C.B.S., Co. Waterford.

Highly Commended Group Projects

St. Marnock's National School, Portmarnock, Co. Dublin.

Highly Commended Individual Projects

Mark Davis, St. Marnock's National School, Portmarnock, Co. Dublin;
Susanne Dempsey, Dominican Convent Primary School, Dun Laoghaire, Co. Dublin;
Tim Cotter, Lackaraeigh National School, Lissarda, Co. Cork.

New Liffey Bridge in the Making



The lift span for the new toll bridge at Ringsend being placed in position by the sheer legs pontoon "Tak No. 2" of 400 tonnes capacity. The span was fabricated at the North Wall extension by Thomas Thompson & Son of Carlow and it is believed to be the largest lift ever to be carried out in the Port of Dublin.

London to Copenhagen — an adventure

May 25th., 1983, London: a sunny afternoon, 20 trainees — strangers to one another met at Tower Pier, boarded S.T.V. Asgard II and were welcomed aboard by the permanent crew for what can only be described as an 'adventure', sailing across the North Sea to Denmark. We were assigned to watches, routines explained and our first experience of sail-training began with a perilous 'up-and-over' exercise to acquaint ourselves with climbing ratlines for working on and lining the yards.

At 4.00 p.m. wearing Asgard uniforms (green T-shirts) with all square sails set, we sailed down the River Thames where we held up the 4.15 London traffic while Tower Bridge was opened to let

us sail through — our destination — Tilbury. We docked in Tilbury overnight and on Thursday 26th. at 9.00 a.m. set sail down the Thames Estuary across the North Sea in fair winds force 2 — 3 which were to rise to a 'blustery' Force 8 on our journey via the Dutch and German Frisian Islands, past the famous 'sand-banks' along Borkum, Juist and Nordeney — echoes of the 'Dulcibella' in Erskine Childer's 'Riddle of the Sands'.

Sailing through the night, duty watches on deck for their 4 hour watches, exhilarated by the experience of being at the helm of Asgard II, sailing through the North Sea's busy shipping lanes, guided by intricate navigation lights and ex-

perienced navigators on board. Saturday, 28th saw us on a most exciting trip up the River Elbe winds moderating from Force 8 to 4 to Brunsbüttel (at the western end of the Kaiser Wilhelm Ship canal) where we berthed for the night. Early Sunday morning in Force 3 — 4, sun shining, we headed up the Kiel canal guided by traffic lights at various stages which maintained a steady flow of traffic on the canal to a little town called 'Holtenau' where we spent a 'melodious' night in a nearby hostelry.

Monday 30th we set sail for Elsinore via the Langelandsbaelt, the Svorebaelt, through the Samsobaelt into the Kattegat and around Zealand to Elsinore. There we anchored and waited to meet the Danish S.T.V. George Stage II — a fully rigged ship with a permanent crew of 13 and 60 cadets. They anchored alongside us and the next morning at a pre-appointed meeting place we awaited the arrival of the Danish Royal Yacht



"Asgard II" under sail.



Watch Leader Brian Marshall had no language problem with these three trainees on exchange from the Danish vessel "Georg Stage".

with Queen Margarethe of Denmark and our own President Hillery on board. We saluted as they passed and then set off for Copenhagen with the George Stage where the two square-rigged ships anchored in line astern of the Royal Yacht at Langelinie.

It was the beginning of three days celebrations in honour of President Hillery. For the trainees it was three days of fun, shopping, sight-seeing, exploring and sampling the delights of Copenhagen, especially the night life which led us to the very colourful Tivoli Gardens in the city centre. The citizens of Copenhagen had welcomed us with open arms, our tri-colour flying beside the Danish flag in the City Square. Their big shops displaying our Waterford Glass, Aran Sweaters, Bailey's Cream etc. We strolled through the streets of Copenhagen – 20 ambassadors from Ireland in Asgard uniforms.

Friday, 3rd. June, 10 a.m., ten cadets from the Merchant Marine School Ship George Stage were welcomed on board the Asgard – the beginning of a 24 hour 'swoop' (one of the highlights of our trip). The crew of the George Stage in turn welcomed ten 'lively' trainees from Asgard. On board the George Stage we were assigned

to watches and the two ships set sail in winds Force 3 – 4 with a slight swell for the town of Koge, South of Copenhagen. During the day we participated in classes, learning the skills of navigation, fire-fighting, rope-work and sail-mending. In return we Irish attempted to educate the Danes in the history and culture of Ireland. We sampled Danish cuisine and found ourselves taking part in unusual and, at times, amusing routines such as lining up in watches on

deck at 9.15 p.m. to collect our hammocks for bed-time (9.30 p.m.) We provided some smiles in our endeavours to sling our hammocks and then climb into them via Danish backs and shoulders. Equally disconcerting was our brusque awakening at 6.30 a.m. (we had to remind ourselves that this was Denmark **not** Ireland), after breakfast we were assigned cleaning duties, cleaning brasses – sorely lacking in 'elbow grease' of the Danish kind, and scrubbing decks in agile routines which would have put Fred Astaire and Ginger Rogers to shame. Late morning, cleaning duties completed the Asgard eleven and George Stage eleven headed for a stadium in the town for a soccer match – they beat us.

The afternoon saw us greatly enjoying a joint barbecue on a nearby beach, entertaining one another with songs of our respective countries. However, the highlight of our day was yet to come – the 'wedding' mock – of course. Two Asgard trainees were 'married' on the foredeck of Asgard in a ceremony performed by the 'Rev. Neptune' complete with naval guard-of-honour provided by cadets of the George Stage. Ceremony completed, we toasted one another,

Race Prizes Presentation



Pictured at the presentation of prizes during the Sail Training Association race from Weymouth to St. Malo were (l to r.): Jenny Lennard, Secretary, S.T.A.; Lyn McCarthy, trainee of Rochestown Road, Cork; Lt. Colonel The Lord Burnham, D.L.J.P. Chairman, S.T.A. and John Hamilton, J.P. Race Director, S.T.A.

our Danish friends and particularly the permanent crew of Asgard II, for their warm sense of humour and infinite tolerance in teaching us total novices much of sea-faring ways and life.

Sunday, 5th at Koge, we sadly bade farewell to our Danish friends, exchanged invitations, promised return visits and set sail, close-hauled in winds Force 3 - 4 on a somewhat sombre

journey back to Copenhagen, where our cruise was to end. Monday, 5th. June was our last day, and, amid tears, and fervent promises to remain in touch, we said good-bye or rather 'au revoir' to our mess-mates, because today 5 months later with the Asgard Support Group, we are still in touch.

Joanne Browne,
Anita Begley,
Derek Connell.

rington, and Parton, are also preparing a petition to be presented to his Grace the Duke of Richmond, praying his aid and support for the erection of this much-wanted pier at Dunleary. This I am not astonished at, when I reflect how many of their relatives have been lost on the coast of our Bay, the numbers of widows and fatherless children that are left, to bemoan that this pier had not long since been built, which would have saved to them what was in this life most valuable."

Captain Toutcher organised Petitions to Parliament from 1808 to 1815 inclusive, which were signed by the shipowners and shipmasters trading to and from the Port of Dublin, which resulted in the passing of the necessary Act of Parliament in 1815/16/20 for the construction of Dunleary Asylum Harbour.

Captain Richard Toutcher died a declared bankrupt in Dublin on the 14th April, 1841, at the home of Mrs. Zumach.

We wish to appeal to all persons interested in Maritime history and genealogical research for your assistance in our quest to try and trace the records concerning Captain Toutcher and the descendants of this Norwegian "gentleman of great nautical skill and experience" who sacrificed everything he possessed in order to save the lives of his fellow seamen.

Yours faithfully,
George A. Kelly &
Richard J. Mitchell



Pictured at the A.G.M. luncheon of Dublin Chamber of Commerce were (l. to r.): Mr. E. W. Beck, Merchants Warehousing Company; Mr. D. Miller, President, Chamber of Commerce; Mr. S. M. Clery, I.S.L., and Mr. Joe Dunne, Merchants Warehousing Company.

APPEAL FOR INFORMATION

Re: CAPTAIN RICHARD TOUTCHER (1758-1841)
The Father of Dunleary Asylum Harbour
(1815-1859)

WHERE ARE THE TOUTCHER/TOUCHER/ZUMACH FAMILIES?

We are compiling information in order to write a biography of the forgotten Norwegian-born Merchant seaman Captain Richard Toutcher, the author of: "Considerations on the Necessity and Importance of an Asylum Port in the Bay of Dublin".

Dunleary, Co. Dublin, was selected by Captain Richard Toutcher for its "depth of water and firm sandy bottom" as the proper site for the erection of a Port of Refuge for all mariners in distress trading to and from the Port of Dublin Bay resulting in the great loss of life of several hundred men, women and children.

We have discovered that relatives of Captain Toutcher were living in Earl Street, Liverpool, England, in 1849. They were Charles and Richard Toutcher, only sons and heirs of

the late Daniel Toutcher, proprietor of the **Liverpool Arms Hotel and Tavern**, 19 George's Quay, Dublin, Ireland.

In addition to being supported by the Irish and American Merchant navies, Captain Toutcher was also actively involved with and supported by the shipowners/shipmasters of the following British Ports: Holyhead, Liverpool, Bristol, London, and the Cumberland Trade. Captain Toutcher organised and paid out of his own pocket for the printing of 1,000 letters to the shipowners and shipmasters in the Cumberland Trade to Dublin.

With regards to the Cumberland Trade, Captain Toutcher had this to say: "The Merchants, Ship-Owners, and Ship-Masters of Whitehaven, Workington, Maryport, Har-

Poor Beasts!

The horse and mule live 30 years
And nothing know of wines and beers.
The goat and sheep at 20 die
And never taste of Scotch or Rye.
The dog at 15 cashes in
Without the aid of rum and gin
The cat in milk and water soaks
And then in 12 short years it croaks.
The modest, sober, bone-dry hen
Lays eggs for nogs, then dies at 10.
All animals are strictly dry:
They sinless live and swiftly die;
But sinful, ginful, rum-soaked men
Survive for three score years and ten.
And some of them, a very few,
Stay pickled till they're 92.

"Moneysavers" Budget Holiday Offer extended through June

Right through June, I.C.L. will continue to offer Irish holidaymakers big savings on Continental motoring holidays.

This stems from a decision to extend the highly successful "Moneysavers" series of budget holidays right through to the beginning of July.

Extended is a special 13-day "Wanderer" Fare on Irish Continental Line's services whereby two adults and car can travel return to France for IR£185 including cabin accommodation. This offer, which is aimed at the tourist who simply wants to wander at his or her own pace through the French countryside offers up to 10 nights abroad plus two nights on board ship with departures every Tuesday, Wednesday, and Thursday. Return sailings must be completed before July 5th.

Extended, too, are 10-day Seaside Villa Holidays in Brittany at the top resorts of Erquy and Val Andre on the North Breton Coast and in Carnac in South Brittany. This package allows a family of four to enjoy a relaxing seven nights Villa accommodation with car fare and accommodation on board ferry included from IR£379. This offer extends to departures up to an including June 22nd.

Also extended is a special seven days "Moneysavers" Motoring Package which includes four nights, dinner, bed and breakfast in France in a choice of over 170 hotels. This offer, which is based on 3/4 adults travelling, is available on departures to June 29th from IR£122 per person and is aimed at those who wish to drive-as-you-please through Normandy,

Brittany and the surrounding French provinces. In addition to the ferry fare this price includes hotel and dinner charges in France.

New Arrivals

We offer our congratulations and best wishes to **Ann McQuaid** and **Jackie Graham** on recent additions to their respective families.

Ann's baby girl, Jennifer, was born in February and Jackie's new daughter, Michelle, arrived in March.

Minister's Port Visit



Minister of State at the Department of Industry, Trade, Commerce & Tourism, Mr. Michael Moynihan, T.D. (extreme left) pictured with officials of the French port of Le Havre during a visit which he undertook to there and Cherbourg. Mr. Moynihan travelled to France on board the Irish Continental Line Ferry "Saint Killian II" to survey the passenger handling facilities available at the ports of Le Havre and Cherbourg as part of an appraisal, from a tourism viewpoint, of handling facilities available at Irish ports of entry.

Search starts for Travel Agency of the Year

The search to find the 1984 Irish Continental Line Travel Agency of the Year is on.

Between now and September next passengers booking travel on the I.C.L. car ferry service to France will be invited to nominate the Travel Agency which they feel is worthy of the Award.

Organised and sponsored by

Irish Continental Line in co-operation with the Irish Travel Agents' Association, the Award Scheme, now in its fourth year, is designed to acknowledge publicly the service offered by Irish Travel Agents.

In addition to the overall Travel Agency of the Year Award, Regional Awards for top travel agencies in Dublin City and County, Leinster, Munster, Connaught and Ulster will be presented.

Headings under which votes

are awarded are: Friendliness, Efficiency and Service, Understanding Customer Needs, Budget Planning, Literature and Advice and Hints.

Winners will be announced and awards presented in December next in addition to which there will also be a prize of an Irish Continental Line holiday for four persons and car presented to the holidaymaker who nominates the overall Travel Agency of the Year.

Recent Departures

We extend our best wishes to **Mary Hyland** who resigned from the Company at the end of March.

We also send best wishes to **Mary Kavanagh**, Private Secretary to our Managing Director, who left the Company's service recently.

Local Seamen's Memorial

A tribute to seamen who served on, or died on, Irish flag ships during the Second World War was paid by the people of Ringsend, Irishtown and Sandymount with the unveiling of a memorial at Beech Road, Irishtown on Sunday, 8th April last. The unveiling ceremony was performed by Capt. Desmond Fortune, a well known survivor from the 1939/1945 period. Capt. Fortune was Master of the Wexford Steamship vessel, "Kerlogue" when she was attacked 130 miles off the south coast of Ireland, by hostile planes in 1943.

Secretary of the organising committee was Mr. Sean Moore, a former T.D. for the area. The National Seamen's Memorial Committee was represented at the ceremony by Mr. Paddy Launders, Chairman and Mr. Frank Ellis.

The memorial is in the form of a large granite stone suitably inscribed and as a further tribute a number of roads in the nearby housing estate have been named after some of the Irish ships lost during the war.



This picture was taken during a Vintage Car Rally to France on board the "Saint Killian II". Second from left is David Douglas of I.C.L.

Ship Masters' Conference



The Lord Mayor of Dublin, Alderman Michael Keating, T.D., gave a reception at the Mansion House for delegates to the conference held recently in Dublin by the International Federation of Ship Masters' Association. At the reception were (l. to r.): Captain Frank Kelly, I.C.L.; Captain Enda Connellon, Deputy Harbour Master, Dublin, and Treasurer of the Irish Association of Master Mariners; Captain Nicholas Rutherford, General Secretary of the International Federation of Ship Masters' Associations; Captain Richard Needham, Secretary, Irish Association of Master Mariners; Captain Michael D. Langran, I.S.L. and Captain Colman Raftery, I.C.L.



Pictured at the Mansion House reception were (l. to r.): Mr. Michael O'Rourke, Department of Communications, Marine Division; Captain Hubert Walsh, President Irish Association of Master Mariners; Captain R. Gronstad, President International Federation of Ship Masters' Associations and Commodore James Caird, ex I.S.L.

Fonn A Dheanas Fiach

Ní raibh ach frithgníomhú séimh ar ár gcéad alt as Gaeilge a bhí 'san eagrán deireanach de "Signal" ach, de réir cosúlachta, bé an gnáth-dhearcadh ná go bhfuil an smaoineamh seo fiúntach. Mar a bheadh súil leis, ní raibh éinne díreach in aghaidh leathanach as Gaeilge a bheith 'san iris. Beagán mar an dearcadh phoiblí ar díriocht mhóralta, tá gach duine in a bhfabhar fad is nach bhfuil rud ar bith faoi le déanamh acu. Tá comharthaí maith ann, áfach, ionnas go bhfuil grúpa scothbheag 'san oifig gur mian leo ranganna Gaeilge a chur ar siúl. Tá an cheist seo faoi scrúdú i láthair na huaire agus beidh tuairisc ar an dul chun cinn atá déanta againn in am is i dtráth.

Tá dréacht-thuairisc curtha amach ag Bord na Gaeilge faoi fheidhmiú an Phlean Gníomhaíochta sa réimse Stáit i 1983 agus i dtosach 1984. Léiríonn an tuairisc seo nach bhfuil mórán dul ar aghaidh déanta ag formhór des na heagrais éagsúla atá páirteach 'sa Phlean. Tá tuairisci faoi gníomhaíocht ar fáil ó shé Ranna Stáit; ó sheacht Oifigí Stáit; ó dhá Chomhlachtaí Stáit déag, agus ó trí Bhord Sláinte. Tá coistí forbartha bunaithe ach gan tuairiscí faoi gníomhaíocht ar fáil ó dhá Ranna Stáit; ó Oifig Stáit amháin; ó chúig Chomhlachtaí Stáit agus ó trí Bhord Sláinte. Níl tuairisc ar bith ar fáil ó ocht Ranna Stáit; ó ocht Oifigí Stáit agus ó sheasca sé Comhlachtaí Stáit. Tá Loingeas Éireann i measc na cúig Chomhlachtaí Stáit in a bhfuil Coiste Forbartha bunaithe ach nach bhfuil tuairisc ar fáil uathu maidir leis na torthaí.

Mar gheall ar gníomhaíocht i Loingeas Éireann, tá súil againn go bhfuil níos mó Gaeilge a labhairt anois timpeall na háite ná mar a bhí cheana. As a chéile, tá súil againn go méadófar úsáid na Gaeilge 'san oifig agus ar bhord loinge. Gan amhras, is deacair an aidhm seo a bhaint amach muna bhfuil líofacht éigin ag daoine nó stór beag focal ar a laghad. Is chun an fhadhb seo a

Foclóirín

Dul ar Bord (Dull air bord) = To go aboard;
Port Cláirithe (Purt Klaw/ra/heh) = Port of Registry;
Crann (Krown) = Mast;
Simléar (Sim/lair) = Funnel;
Cabhail (Kowl) = Hull;
Cíle (Keeleh) = Keel;
Tosach (To/sock) = Bow;
Dul trasna roimh long (Dull tras/nah rev lung) = To cross the bow of a ship;;
Béalbhach (Bail/vack) = Bulwark;
Fairsinge (Far/sing/eh) = Berth;
Leaba ancaire (lab/bah ann/kara) = Anchoring Berth;
Bheith ar ancaire (Veh air ann/kara) = To be at anchor;
Ruma (Rooma) = Bilge;
Ballasta (Ballast/ah) = Ballast;
Long Faoi Bhallasta (Lung fwee vallast/ah) = Ship in ballast;
Croiniméadar (Krowin/im/aydar) = Chronometer;
Tromualach (Trowm/oolack) = Deadweight;
Tonna (Tunna) = Ton;
Tonna Cláraithe glan (Tunna Klau/ra/heh glawn) = Net register ton;
Tonnáiste (Tunn/aw/isteh) = Tonnage;
Tonna fada (Tunna fod/ah) = Long ton;
Pacáil (Pack/awl) = Dunnage;
Saorbhord (Sayer/vord) = Freeboard;
Haiste (Haw/ish/teh) = Hatch;
Muirmhíle (Muir/veeleh) = Knot (sea mile);
Snaidhm (Snime) = Knot (rope);
Teile (Tele) = Poop;
Lintéar (Leent/air) = Scupper;
Deasbhord (Das/vord) = Starboard;
Tuirbín gaile (toor/been gawleh) = Steam turbine;
Inneall díosal (innell dee/sawl) = Diesel Engine.

réiteach gur chuireamar an foclóirín 'sa leathanach seo agus an ceann 'sa "Signal" deireanach le chéile. Fonn a dhéanas fiach agus níl leithsceal ag éinne i Loingeas Éireann a bhfuil fonn

acu an Gaeilge a labhairt gan triall a bhaint as. Má tá an fonn sin agatsa labhair an méid Gaeilge atá agat anois 's gan aon agó beidh tú ag labhairt do theanga féin sul i bhfad.

Where there's a will there's a way

There was only mild reaction to our first feature in Irish which appeared in the last issue of "Signal" but, it seems that the general view was that the idea is worthwhile. As might be expected, no one was directly opposed to having a page in Irish in

the magazine. Somewhat like the public view on moral rectitude, everyone is in favour of it as long as they do not have to do anything about it. There are some good signs, however, in so far as a comparatively small group in the office wish to

organise Irish classes. This question is being investigated at present and there will be an account of the progress made in due course.

There is a draft-report issued by Bord na Gaeilge on the implementation of the Action Plan in the State sector in 1983 and early 1984. The report shows that the majority of the different organisations involved in the Plan have made little progress. There are reports received from six Departments of State; from seven State Bodies; from twelve State Companies and from three Health Boards. Development Committees have been established by, but no reports received from two Departments of State; one State Body; five State Companies and three Health Boards. No response whatever has been received from eight Departments of State; eight State Bodies and sixty-six State Companies.

Irish Shipping is amongst the five State Companies which have established a Development Committee but from whom there has been no report on the results. Regarding action in Irish Shipping, we hope that more Irish is being spoken about the place than was the case previously. Apart from that, we hope the use of Irish in the office and on board ship will increase. Undoubtedly, it is difficult to achieve this aim unless people have some fluency or small vocabulary at least. It is to solve this problem that we have included a vocabulary on this page and in the last "Signal".

Where there's a will, there's a way, no one in Irish Shipping who has a desire to speak Irish has any excuse for not giving it a try. If you have such a desire, speak whatever Irish you have.

Mícheál Ó Duibhir agus A Shaol 'san Astráil

Cúpla mí ó shin agus mé i mo sheasamh, mo cheann cromtha agus ag cur paidir chun Dé ar son na nGael cróga a bhí cúrtha in uaigh anseo 12,000 míle ó Eirinn, tháinig na smaointe chugam:

"And on far foreign fields,
from Dunkirk to Belgrade,
Lie the soldiers and chiefs of
the Irish Brigade".

Is é an laoch a bhí ina luí ann ná an fear iomráiteach sin Mícheál Ó Duibhir, taoiseach Chill Mhantáin i 1798, agus dream beag a bhí dílis dó don deireadh. Ar ndóigh, is ann atá a bhean chéile curtha fosta. Is in Waverly Cemetery, Sydney, san Astráil, atá an uaigh seo.

De réir na staire, tá a fhios againn nach raibh na Sasanaigh

in ann an lámh in uachtar a fháil ar Mhícheál. Go deimhin bhí sé ag troid go láidir ina n-aghaidh suas go dtí 1803 fiú. Ach sin scéal eile. Fágaimis go fóill é.

Mar atá le feiceáil ar na grianghraif, tá leacht cuimhneacháin mór álainn ina sheasamh thar an uachais mar a bhfuil a thaisí agus taisí a bhean chéile, Máire. Tá an chros Cheilteach mhór tuairim is daichead troigh ar airde, agus tá an saothar ar fad déanta as marmar bán. Ag bun na croise tá inscríbhinn:

**In Loving Memory of all who
dared and suffered for Ireland
in 1798.**

Ar thaobh deas na croise agus ar a taobh clé tá cloch agus cú Gaelach ar cheann a chéile. Tá



Táimid lán bhuíoch do Shéamas Ó Beinéid cead a thahairt duinn chun an dara alt seo a fhoilsiú i "Signal". Scríobh Séamas an t-alt seo, agus an ceann a bhí 'san "Signal" deireannach, ar son an nuachtán "Inniu" tar éis a chuairt chun an Astráil i rith an tSamhraidh seo caite.

siad suite i slí is dá mbeidis ag síorchosaint na taise naofa istigh. Taobh thiar den leacht cuimhneacháin tá ainmneacha na dtaoisigh, Toms, McCracken, Teeling, srl. le feiceáil; agus díreach fúthu tá ainmneacha taoisigh 1918, Pearse, Connolly, Clarke srl. ann fosta.

Ceiliúrtar Aifreann ar an
19

leathair gach bliain in onóir Uí Dhuibhir agus na laochra uilig, agus ansin tugtar óráid ag duine den Chumann Cuimhneacháin.

Nach mór an sásamh agus nach mór an tógáil chroí dúinn a fhios a bheith againn go bhfuil meas mór agus grá láidir ag Gaeil na hAstráile ar ainm Mhíchíl Uí Dhuibhir.

Is iomaí leacht cuimhneacháin agus a leithéid atá feicthe agam in áit amháin nó áit eile, ach tá an ceann seo chomh hálainn agus chomh breá sin gur dóigh liom nach bhfuil a shárú le fáil in áit ar bith sa domhan.

Beannaímis na Gaeil mhacánta seo amuigh san Astráil. Tá ár mbuíochas tuillte acu. Go deimhin tá.

Nuair nach raibh na Sasanaigh in ann Mícheál Ó Duibhir a chur faoi smacht, d'imir siad cleas air. Ghéill siad dó go raibh cead aige agus ag a líon tí imeacht go Meiriceá, ach éirí as an troid. Rinne sé amhlaidh dá réir. Ach faraor, chomh luath is a bhí Mícheál ina gcumas, bhriseadar a bhfocal, chuireadar ar a bhealach go dtí príosún in Van Diemens Land (Tasmania) é, i mí Lúnasa 1805.

Sa bhliain 1809 bhí sé saor agus ag obair mar fheirmeoir ar thalamh a tugadh dó ag Cabramata Creek, in aice le Sydney.

Ar ball, bhí post aige mar Phríomh-Chonstábla Liverpool, gar do Sydney fosta. D'fhan sé sa phost sin go dtí 1820. Ansin d'oscaill sé tábhairne in aice Liverpool agus bhí a bhean chéile, Máire, ag tabhairt cúnamh dó sa ghnó seo go dtí gur éag sé i mí Lúnasa 1825.

Thuill siad beirt clú agus cáil i measc na gCaitliceach i New South Wales mar gheall ar a gcráifeacht is a gcarthanacht.

Pobal gan chlérir

Ón bhliain 1808 go dtí 1817 ní raibh sagart ag na Caitlicigh ar chor ar bith. Bhí muintir Dhuibhir chun tosaigh i measc na ndaoine a thug iarracht chun an creideamh a choimeád beo ar feadh na tréimhse sin.

In 1817 tháinig an tAthair Ó Floinn agus doiciméad ón Róimh ina sheilbh; cruthúnas go raibh

cead aige an tAifreann a ofráil, srl., sa choilíneacht.

Ach ní raibh na páipéir riachtanacha ó rialtas London aige. Mar sin de, dhíúltaigh an Gobharnóir cead don sagart a dhualgas a chomhlíonadh go dtí go mbeadh na páipéir ó Londain faighte aige.

Níor tháinig na páipéir chéanna, agus chuaigh an sagart bocht ar a choimeád ("he took to the Bush") agus d'ainneoin an gobharnóra lean sé ar aghaidh ag ofráil Aifreann agus ag éisteacht faoistíní, srl.,

Cosaint na Naomh-Shacraiminte

Ach i ndeireadh na dála tháinig na húdaráis aniar aduaidh air agus dhíbir siad as an tír é in 1818.

Nuair a gabhadh é, ní raibh sé ach díreach tar éis an Abhlann Naofa a choisricean, ach ní raibh an deis aige í a ithe. Cuireadh i dtaisce í, folaithe i dteach Caitliceach Gaelach in Sydney, go dtí gur tugadh é do shéiplíneach ar long chogaidh Fhrancach a bhí ar cuairt go Sydney in 1819.

Bhí Mícheál Ó Duibhir ina bhall de "Chomhairle Chosanta na Sacraiminte Ró-Naofa" agus thóg sé air féin, in éineacht le daoine eile, cosaint na hAbhlainne Coiscricthe agus a síoradhradh ar feadh na tréimhse nuair a bhí an Diacht folaithe i Sydney.

Sólás do na daoir

Is mór an obair a rinne Mícheál agus Máire ar son an chreidimh, chun é a coimeád beo i measc na ndaoir Caitliceach ar feadh an ama go dtí gur tháinig beirt shagart (Therry agus Connolly a sloinnte) amach i mí na Bealtaine 1820.

Rinne Máire corónacha Mhuire agus thóg Mícheál leis iad agus é ar cuairt chuig campaí daor, mar a dtugadh sé do na daoir iad. Thosaíodh Mícheál ar na paidríní a rá ansin agus go luath bheadh na daoir uilig á rá leis. Agus is cinnte gurbh ardú meanman dóibh dea-shampla an bheirt chróga Chaitliceacha Ghaelacha seo.

Nuair a d'éag Mícheál in 1825 chuaigh Máire agus a n-ionínacha chun cónaithe i dteach

shagairt Naomh Muire. Nuair a phós a hiníon, Brighid, bainisteoir bainc in Gaulburn, N.S.W., chuaigh Máire chun cónaithe leo.

Fuair sí bás 12-6-1860. Cuireadh í in uaigh a fear céile i reilig Shráid Devonshire, in Sydney.

An leacht cuimhne

In 1898 cuireadh tús le tógáil stáisiún lárnach nua bóthair iarainn in Sydney. Ach ó bheadh an stáisiún nua seo ar láthair Reilig Shráid Devonshire, bhí ar na húdaráis na taisí a aistriú go dtí an reilig nua in Waverly, ar an taobh thoir den chathair.

Ó bhí comóradh céad bliain Eirí Amach 1798 ann, cinneadh ar chomhsheilbh a dheanamh réidh fá choinne ath-adhlacadh Uí Dhuibhir agus tírghráthóirí marbha Gael.

Stealladh na síntiúis isteach ó gach aon aird den Astráil, agus dá réir, cuireadh suas an leacht cuimhneacháin marmair mór álainn.

Ar 28-5-1898 bhí seirbhís chuimhneacháin in Ardeaglais Naomh Muire, agus labhair an Cairdinéal Ó Móráin an t-adhmholadh. Ansin d'iompair na sluaite daoine an chónra ina raibh taisí Mhíchíl Uí Dhuibhir agus a bhean chéile ó Ardeaglais Naomh Muire go dtí Reilig Waverly, trí shráideanna Sydney. Deirtear go raibh an mórshiúl ag dul thar phointe áirithe ar feadh dhá uair go leith ar fad, ar an bhealach.

Taisí Mháire

Seo fíric nach bhfuil eolas mór fúithi, is dócha. Nuair a osclaíodh cónra Mháire i Sráid Devonshire, 38 mbliana i ndiaidh a báis, ní raibh comharta ar bith truaillíochta ar a gnúis. Bhí a cuid gruaige díreach mar a bhí sí agus í ina beatha.

Dúirt sagart a fuair cuireadh chun féachaint ar chorp Mháire sa chónra go raibh cuma uirthi amhail is dá mba é gur thit sí ina codladh láithreach – "Seanbhean uasal bheag álainn".

Focail scoir: Suim blianta ó shin bhí leabhar ann faoin teideal *Mná Calma '98* le Séamas Ó Saothraí. Níl a fhios agam an mbeadh sé le fáil anois

nó nach mbeadh. Táim ag déanamh go bhfuil sé as cló, ach is dócha go mbeadh sé le fáil sa Leabharlann Náisiúnta. Tá scéal ar Mháire Uí Dhuibhir ann agus grianghraf dá hagainn sa chónra.

Agus ba mhaith liom mo bhuíochas a gabháil le Philip Lee, a thug a lán eolais dom ar an Abhar seo.

Duibhlinneach eile is ea Pilib, atá ina chónaí i Sydney le fada an lá anois. Fíor-Ghaeilgeoiris ea é fosta.

THE SOCIETY OF ST. BRENDAN

The Schedule of events for the 1984 St. Brendan Cup in America was announced on 5th April last at a reception held in Dublin. The St. Brendan Cup, which has now become a major sailing event, is held in Annapolis, capital of the State of Maryland and one of the great yachting centres in America.

The festivities began on May 1st with a visit to the White House by the Irish visitors. Included in the itinerary was a reception given by Tip O'Neill, Speaker of the U.S. House of Representatives, in the Reabourne Building on Capitol Hill, and a Night Ceili at sea on Chesapeake Bay. The St. Brendan Cup had some three hundred yachts, competing for Waterford Glass Trophies, in sixteen categories, while at the same time a series of curragh races were held on the sea front at Annapolis. There was also an exhibition of paintings entitled "A Sense of Ireland", by Bob Ryan and John Ryan in the Marine Gallery, Annapolis, which was opened by Congressman Jim Howard, Chairman of the U.S. Congress Committee of Environment and Transport.

Also announced at the reception were a series of events to be held in Ireland this year. Commodore of Fenit Sailing Club, Kerry, Mrs. Breda Clifford announced that an inaugural ocean race will be held from Cork to Kerry and the Royal Cork Yacht Club's Islands race will be renamed the St. Brendan Island

Race, and a special St. Brendan Race will be held by the Galway Hooker Association. Mr. Joey Murrin has agreed to organise a trawler race out of Killybegs.

In mid-June the First World Curragh Racing Championship are going to be staged in Dingle Harbour. Teams from France, Scotland, Wales and winners of the Curragh Racing Championship of North America will be competing, in addition to teams from Ireland.

This race will be the focal point of a three-day festival being organised in Dingle to celebrate the 1500th Anniversary of St. Brendan.

An Irish Steering Committee was formed in 1983, comprising Tim Severin, Ted Crosbie, Con Howard, Joseph O'Sullivan, Senator Eoin Ryan, Mrs. Breda Clifford, Dermot Kinlen, S.C., John Lowe and the first Brendan Race was held at the Schull Regatta in 1983.

The Irish Committee welcomed sailing clubs and individuals in joining them in the historic trip to America. Over sixty places were made available on American Yachts involved in the Race.

The St. Brendan Cup – A Brief History

The idea for an Irish-American racing and festival series began with the crew and skipper of the "Donnybrook" on a wet afternoon in Riordon's Pub, Annapolis. Their ideas were presented to Mr. "Con" Howard,

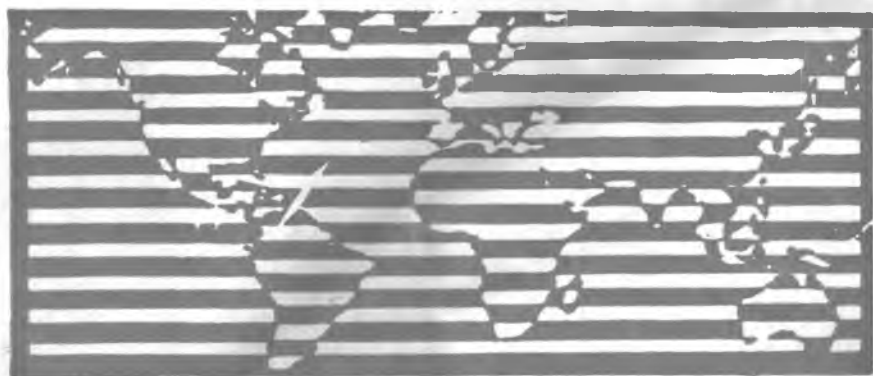
then Press Secretary of the Irish Embassy, who suggested the St. Brendan Theme and was a major catalyst to the organisation of the Committee.

The early Committee was composed primarily of both racing sailors and leaders of the Irish-American cultural community who were intrigued by the idea of combining yacht racing with on-land Irish cultural events. It was their desire that the two events be held concurrently in a major celebration of the sport and tradition of sailing and seamanship among the Irish, as well as the Irish heritage and cultural traditions.

The Committee formed in the late summer of 1981, met over the ensuing months to set its goals, objectives and short and long range plans. As the Committee worked and plans took shape, other persons and organisations who were sympathetic to the Brendan concept joined in support of the Committee's efforts, and members of the Committee presented the early plans to others whose support was sought. Among these was the Shearwater Sailing Club which enthusiastically offered its support and accepted the Committee's invitation to be the sponsoring yacht club for the Chesapeake Bay races. Through Shearwater, the Brendan Cup was sanctioned by the Chesapeake Bay Yacht Racing Association (CYBRA) as part of its annual championship Highpoint Trophy Competition.



At the installation of Dr. Eoghan Lavelle as Chief Scout aboard the scout training ship "Albatross" at Dun Laoghaire were (l to r.) Mr. Pat Sweeney, Deputy President Maritime Institute; Mr. Perry Greer, Commissioners of Irish Lights; Dr. E. Lavelle; John McKevitt, Master "Albatross" and Captain Jim Carter, Harbour Master, Dun Laoghaire. There are 14 sea scout groups in the Co. Dublin area from Skerries to Dalkey, and there are 26 sea scout groups throughout the rest of the Republic.



FLEET NEWS·FLEET NEWS·FLEET NEWS

"Irish Rowan"

This vessel arrived at Rotterdam on 4th March with forest products and general cargo from Sumatra and Indonesia. She sailed on 9th March to continue discharge at Antwerp where she arrived on 10th March and sailed on 16th March for Avonmouth where she completed discharge and sailed on 27th March.

The vessel returned to Antwerp on 30th March and loaded steel for Providence, Rhode Island where she arrived on 16th April. The vessel also discharged at Bridgeport, Camden and Baltimore where she completed and sailed on 26th. March. The "Rowan" then loaded grain at Norfolk, Va. for Valencia, Spain. She sailed on 2nd. May and arrived at Valencia on 17th. May. She discharged part cargo there and at Sagunto where she also loaded iron ore for Ghent in Belgium and sailed on 25th. May. She arrived at Ghent on 31st. May and having completed discharge sailed on 2nd June for Antwerp where she commenced to load steel for United States East Coast ports. It is expected that the vessel will sail on 9th June and she should arrive at her first discharge port of Providence, Rhode Island about 20th. June. Other discharge ports will be Bridgeport, Newhaven, Camden and Baltimore where it is expected the vessel will complete discharge about 29th. June.

While the vessel was at Providence on 16th. April, **Captain M. McMahon** relieved **Captain H. Fiddler**. At Antwerp on 12th March **Chief Officer J. Whyte** relieved **P. Miley**; at Rotterdam on 6th. March, **Chief Engineer E. Kealy** relieved **R. Tennent**; **Second Engineer G. Sheehan** relieved **M. Boland** and **Catering Officer T. O'Connell** relieved **E. Murphy**. On 21st. March at Avonmouth **Electrician T. White** relieved **J. Dunphy**.

'Cedar' on Chinese Tour

This vessel arrived at Tampa, Florida on 4th. February to load a cargo of diammonium phosphate for northern China. She sailed on 8th February and passed through Panama on 14th February on passage to Taichung, Taiwan where she arrived on 13th. March. At this port the vessel's cargo of loose phosphate was bagged and reloaded before the vessel sailed on 10th April for Dalian in northern China. The vessel arrived at her discharge port on 14th April and completed unloading and sailed on 24th. April.

The "Irish Cedar" then went to the Chinese port of Qinhuangdao where she arrived

on 25th. April to load coal for Nagasaki. She loaded and sailed on 26th. April arriving at Nagasaki on 29th April. She then moved to the nearby port of Matsushima where she completed discharge and sailed on 4th. May. She then returned to Qinhuangdao where she arrived on 6th. May to load a further cargo of coal and completed loading and sailed on the following day. On her second voyage between China and Japan the vessel discharged her coal cargo at Ube where she arrived on 10th May and sailed again five days later. She then made her passage in ballast to Vancouver, British Columbia, where she arrived on 30th May to commence loading a cargo of sulphur for Tunisia. The "Cedar" sailed on 31st May and is expected to transit the Panama Canal on 14th. June. She is due to arrive at her Tunisian discharge port on 4th. July.

While this vessel was at Vancouver on 30th May, **Captain T. Hughes** took over command from **Captain J. A. Gleeson**. **Chief Engineer A. Bolster** relieved **D. Horan** and **Catering Officer U. Maher** relieved **E. Mulready** at Ube on 10th May.

"Irish Spruce"

Having loaded grain at New Orleans, the "Irish Spruce" arrived at Rotterdam on 4th March and having completed discharge she sailed on 16th March for Kirkenes in Norway where she arrived on 21st March and loaded ore for Immingham, where she berthed on 28th. March. The vessel completed discharge and sailed on 31st March for Pointe Noire, Quebec where she arrived on 12th April to load iron ore for Hunterston, Scotland where she docked on 27th April. Following discharge the vessel moved to Glasgow on 30th April for repairs and sailed again on 7th May to load a further cargo of iron ore, this time for discharge at Port Talbot. On the westward passage the vessel called at Halifax, N.S. on

17th May for bunkers and arrived at her loading port on 20th May. She sailed again on 22nd May for Port Talbot where she arrived on 30th May.

The "Irish Spruce" completed discharge and sailed on 1st June for the Mississippi river to land grain for North European ports.

At Port Talbot **Captain E. Greevy** was relieved by **Captain H. McGowan**, acting Master and previously Chief Officer on the vessel. **Captain McGowan** has been replaced by **J. Bourke** at Port Talbot and other officer changes on this vessel were: **Chief Engineer P. Dowling** relieved **D. Gabriel** at Glasgow on 1st May; **Second Engineer J. Keane** relieved **B. Kelleher** at Rotterdam on 8th March and **Electrical Engineer J. Warren** relieved **H. Stears** at Immingham on 29th March. **Catering Officer J. Doran** was relieved by **J. Rogan** at Port Talbot on 31st May.

"Irish Maple" in Middle East

Having loaded steel and general cargo at Antwerp, Hamburg and Bremerhaven the "Maple" sailed from the last named port on 19th February for Damman in the Persian Gulf. She passed through Suez on 2nd March and arrived at Damman on 13th March. She discharged part of her cargo and sailed on 18th March for Karachi where she arrived on 21st March. On 27th March vessel sailed from Karachi and arrived at Bombay on 29th March. Due to a strike at the port the vessel moved to Mina Qaboos where she arrived on 8th April and after discharging her cargo she sailed on 17th April in ballast for Durban. She arrived at the South African port on 28th April and sailed on 6th May for Richards Bay where she completed loading ore and coal for Rotterdam. She sailed on 11th May and arrived at Rotterdam on 5th June. The vessel also discharged at Antwerp and Rouen where she completed on 13th June.

She then loaded general cargo at Rostock and Hamburg and will complete at Rotterdam, Misslesbrough and Genoa before sailing for Singapore and other Far Eastern ports.

While the "Irish Maple" was at Karachi on 25th March, **Captain T. Byrne** took over command from **Captain M. O'Dwyer**. On 5th June at Rotterdam **Second Engineer W. Sammon** was relieved by **D. O'Reilly** and **Catering Officer B. Dorgan** was relieved by **F. Walsh**. On 7th June at Antwerp **Chief Officer E. Curry** relieved **J. Murphy** and **Chief Engineer D. O'Brien** relieved **J. Reynolds**.

"TUSKAR ROCK"

This vessel is at present discharging steel at Runcorn having loaded at Gijon, Spain. She is expected to sail on 25th June for Drogheda where she will load a cargo of magnacite for discharge at Ghent, Belgium. The vessel is expected to sail on 26th June and should arrive at her discharge port on 29th June.

Captain G. Kyne is Master of the Tuskar Rock and her **Chief Engineer** is **Mr. P. Gunning**.

"FASTNET ROCK"

Captain B. Kehoe is Master of this vessel and her **Chief Engineer** is **Mr. S. Jenkins**.

The Fastnet Rock is at present loading lumber at Leixoes, Portugal for discharge at the Welsh port of Mostyn. The vessel is expected to sail on 26th June and should arrive at Mostyn on 29th June. Her next voyage has not yet been fixed.

"MARYLANDER"

This vessel is at present discharging stone at Bremerhaven from Rekefjord, Norway and is expected to complete on 26th June.

Her master is **Captain P. Kehoe** and her **Chief Engineer** is **Mr. O. Mortimer**.

"ALL STATE"

At present unloading ore at Stettin, Poland from Josingfjord, Norway, this vessel is expected to complete discharge on 26th June.

Her Master is **Captain B. Hearne** and **Mr. V. Hetherington** is her Chief Engineer.

Deck and Engineer Officers Ashore as at 26th June, 1984

Masters: H. Fiddler, G. Kyne, E. Greevy, J. A. Gleeson, M. O'Dwyer, Phil Murphy, P. J. Murphy, D. Mundow.

Chief Officers: E. Curry, N. Cummins, P. Boyd, P. Miley, D. Dignam, G. Burns.

Second Officers: F. Britton, J. Flaherty, T. McMahon, G. Hopkins, D. Meagher, R. McCabe, R. Mullins, J. Fennessy.

Third Officers: P. Reid, G. McMahon, A. Kingston, K. Treacy, D. Whelan.

Chief Engineers: D. O'Brien, R. Tennent, D. Gabriel, D. Horan, A. Curran, P. Gunning, V. Hetherington.

Second Engineers: W. Sammon, L. Byrne, P. Conran, N. Hayes.

Third Engineers: K. Barry, R. Tynan, T. Fenelon, P. Dolan, B. Kelleher, T. Sweeney, M. Boland.

Fourth Engineers: T. Furlong, B. Kennedy, E. Burke, E. McQuillan, J. Tyrrell, E. Cadwell.

Junior Engineers: P. Martin, A. Butler, D. Cody, B. Byrne, A. Lydon, B. Frahill, D. Bolster, D. Aylward.

Electrical Engineers: H. Stears, J. Dumphy, E. O'Keeffe, J. Dunn.

Catering Officers: J. Doran, B. Dorgan, E. Murphy, E. Mulready, H. Bond.



DECK AND ENGINEERING OFFICERS IN ORDER OF RANK

AS AT 26th JUNE, 1984

m.v. "Irish Rowan": Captain M. McMahon; Deck Officers: J. Whyte, A. Jameson, D. Scanlan; Deck Cadet: P. Maher; Engineering Officers: E. Kealy, G. Sheehan, F. Hetherington, P. Bowring; Junior Engineers: G. Launders, J. Magee, P. Nardone; Electrical Engineer: T. White; Catering Officer: T. O'Connell; Radio Officer: M. McAleer; Deck Department: J. Whelan, P. Hughes, J. Jenkins, W. Mooney, A. McDonnell, A. Organ, J. Fitzpatrick, G. O'Farrell, D. Berry, S. Finnerty, J. O'Sullivan; Catering Department: P. Codd, P. Hegarty, V. Pidgeon, W. Tormey, T. Kelly, K. Donnelly, G. Kelly.

m.v. "Irish Cedar": Captain T. Hughes; Deck Officers: T. McCarthy, R. O'Shea, F. Hogan; Engineering Officers: A. Bolster, T. Taylor, G. Osborne, S. Larkin; Junior Engineers: E. Fouhy, A. Synnott, A. Stack; Electrical Engineer: C. Murphy; Catering Officer: U. Maher; Radio Officer: V. J. Ryan; Deck Department: K. Doherty, J. Gough, J. Foley, K. D. O'Sullivan, G. O'Shea, A. O'Connor, J. F. O'Sullivan, M. McDonnell, P. Nolan, J. Breen, C. O'Driscoll; Catering Department: R. Proctor, D. Donohoe, K. Keogh, J. Mulligan, C. Wolverson, P. Gardiner.

m.v. "Irish Spruce": Captain H. McGowan; Deck Officers: J. Bourke, M. Poole, S. Myles; Deck Cadets: D. Hodnett, D. P. Walsh; Engineering Officers: P. Dowling, J. Keane, D. O'Connor, M. Keogh; Junior Engineers: M. Chester, D. McCionna, P. O'Donovan, D. O'Sullivan; Electrical Engineer: J. Warren; Catering Officer: J. Rogan; Radio Officer: T. J. Hurley; Deck Department: P. Garry, K. Kelly, J. Roberts, J. O'Sullivan, J. Sheridan, D. Horgan, L. Lewis, K. Morrison, P. Kerfoot, P. Stubbins, E. Hannigan; Catering Department: S. Deevy, A. Gavin, W. Boland, T. Keegan, A. Rooney, M. Bates, A. Cahill.

m.v. "Irish Maple": Captain T. Byrne; Deck Officers: E. Curry, F. Britton, T. O'Callaghan; Deck Cadets: N. Fagan, S. Greenwood, C. Meaney; Engineering Officers: D. O'Brien, D. O'Reilly, S. White, B. Kennedy; Junior Engineers: E. Cadwell, M. Quinlan, K. O'Donovan; Electrical Engineer: J. Dunphy; Catering Officer: F. Walsh; Radio Officer: John Ryan; Deck Department: N. Thompson, G. Dent, J. O'Kennedy, J. B. Nolan, S. Lacey, J. Bulman, J. Lally, S. Glynn, S. Ronan, G. Galvin; Catering Department: A. Rourke, C. Foley,

S. Hanway, J. Kelly, E. Doyle, C. Mooney, J. McGrath.

m.v. "Fastnet Rock": Captain B. Kehoe; Deck Officers: N. Cummins, J. Fennessy; Engineering Officers: S. Jenkins, T. Furlong; Cook Steward: D. Clayton; Deck Department: H. Hannon, K. Burke, L. Byrne.

m.v. "All State": Captain: N. B. Hearne; Deck Officers: J. Flaherty, R. Hickey; Engineering Officers: V. Hetherington, M. Calvert; Cook Steward: S. O'Neill; Deck Department: W. Phelan, C. Hackett, A. Murphy, B. O'Toole, E. Howlin.

m.v. "Tuskar Rock": Captain G. Kyne; Deck Officers: P. Richardson; Engineering Officers: P. Gunning, A. Byrne; Cook Steward: J. T. Watson; Deck Department: P. Murray, P. Southam, J. Reid.

m.v. "Marylander": Captain P. Kehoe; Deck Officers: G. Farrell, J. Whelan; Engineering Officers: O. Mortimer, P. Curran; Cook Steward: E. Byrne; Deck Department: J. Moloney, J. Valentine, J. Willis, C. Brady, M. Manson.

s.t.v. "Asgard II": Captain F. Traynor; Deck Officer: B. Martin; Engineering Officer: S. Morris; Cook Steward: K. O'Flanagan; Deck Department: L. Keating.