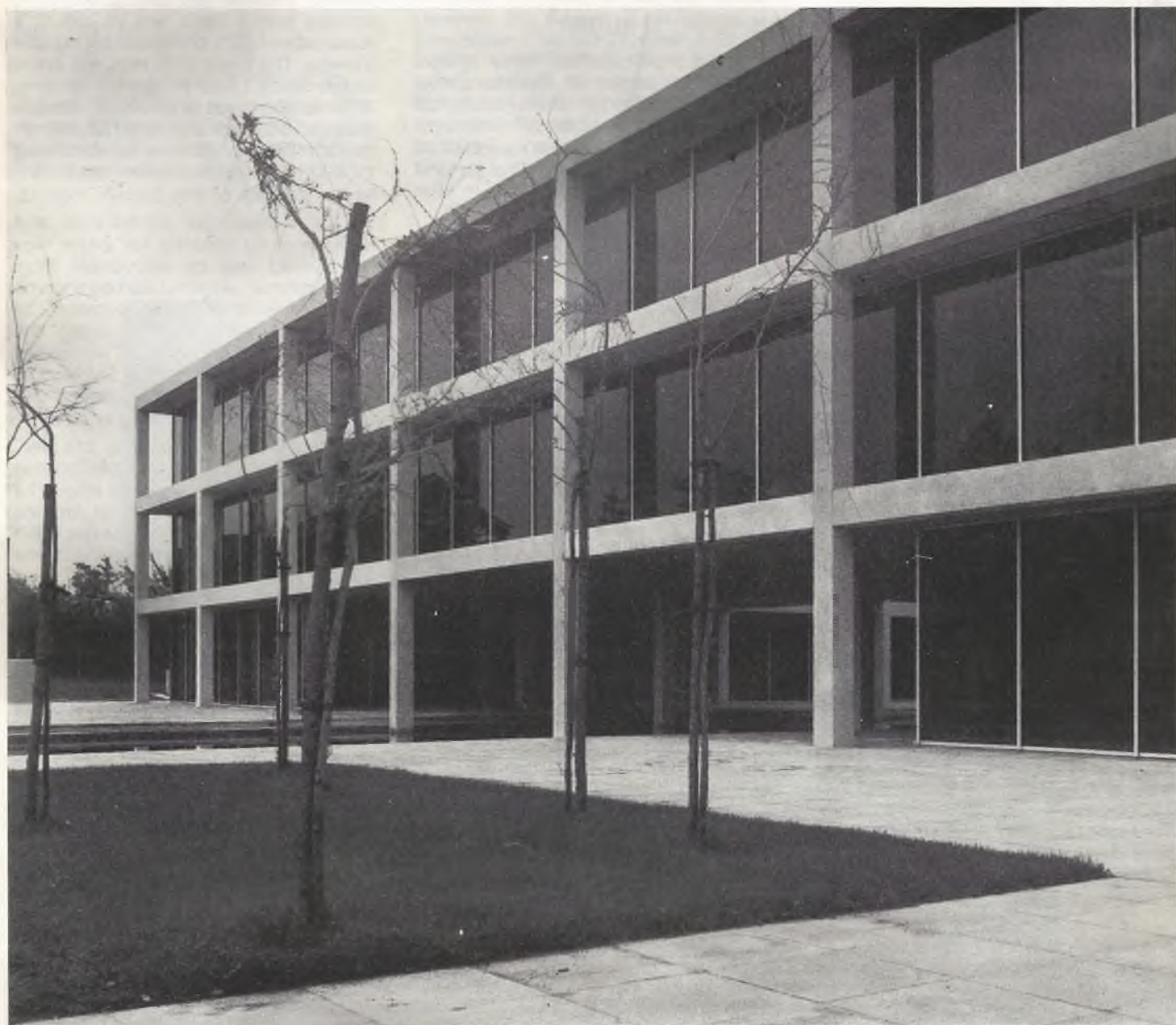


SIGNAL

SPRING, 1974

NEWSLETTER MAGAZINE OF IRISH SHIPPING LTD.

Vol. 11, No. 4



A view of Merrion Hall

NEWS FROM HOME



G.A.A.

The current National League series in both hurling and football have reached the concluding stages. In hurling, Cork have qualified for the League Final in which they will meet either Tipperary or Limerick who contest the second semi-final in Limerick on 21st April. In the first semi-final Cork were given a close call by a generally unfancied Dublin side.

In football Kerry scored a runaway win over a disappointing Tyrone team in the first semi-final at Croke Park. The Kerry footballers now await the winners of the other semi-final between Sligo and Roscommon to be played on 28th April. In Division Two of the National Football League the semi-finalists are Dublin and Antrim and Kildare and Meath.

The annual Congress of the G.A.A. was held at Summerhill, Co. Sligo over the Easter week-end and a number of important changes were made with regard to playing rules. From next month, May 1974, until the 1975 Congress a number of experimental changes in playing rules will be in operation.

The first of these concerns a double parallelogram, 14 yards by 21 yards, in both hurling and football. A foul committed anywhere within the larger parallelogram in football will be punished with a penalty from the centre of the 14 yard line and there will be a semi-penalty in hurling. A foul in hurling committed within the larger rectangle will be penalised with a free from the centre of the 21 yard line with only three of the defending side guarding the goal.

In both hurling and football it shall be an offence for an attacking player to be within this smaller parallelogram, 15 yards by 5 yards, before the ball enters it during play. In football but not in hurling the goalkeeper shall not be charged within the smaller parallelogram.

The hand-pass in football has also been restored but there was much disappointment that Congress rejected the direct pick-up of the ball off the ground with the hands in football.

Congress was adjourned before half the motions down for discussion had been dealt with and will reconvene in Dublin on Saturday 27th April.

SOCCER

Cork Celtic have won the League of Ireland championship for the first time and have thus qualified to take

part in the European Cup. Bohemians, who finished in second place in the final League table qualify for the U.E.F.A. Cup, and Cork Hibernians, who finished third have qualified for the Texaco Tournament.

The F.A.I. Cup Final will be contested by St. Patrick's Athletic and Finn Harps at Dalymount Park on Sunday, 21st April. The Irish International team travel to South America next month and will play international matches against Brazil and Chile. Eighteen players are on the panel travelling including Johnny Giles, the Irish manager. The first match of the tour will take place at Brazil on 5th May and the game against Chile will be held on 12th May.

RUGBY

In this year's championship Ireland emerged champions despite being unluckily defeated in their first match against France in Paris. Subsequent wins against England and Scotland and a draw with Wales gave Ireland five points and top place in the championship table.

Despite many protests and a number of withdrawals from the British and Irish Lions' touring side for South Africa the Rugby Union are determined that the tour should take place. Bill McBride, the most capped international forward in the world has been selected as captain of the touring side. Also included in the Lions' touring side are Fergus Slattery, Johnny Moloney, Ken Kennedy, Stewart McKinney and Moss Keane.

INCOME TAX

Major changes in the assessment of tax on personal income were introduced by the Minister for Finance, Mr. Richie Ryan, in his recent Budget.

The increases in personal allowances and other tax reliefs will mean exemption from taxation for a substantial number of former tax payers and will effect considerable tax savings for most tax payers.

The single, widowed and married persons tax allowances have been increased as follows: **Single person allowance from £299 to £500; Widowed person from £324 to £550 and married person from £494 to £800.** The personal allowance for persons aged 65 or over will be further increased by £25 if they are single or widowed and by £50 if they are married. These allowances will apply to all tax payers.

To simplify the present complicated scheme of income tax child allowances, of which there are eighteen different varieties, a uniform child tax allowance of £200 per child has been introduced. This means that the child allowance will no longer vary with the age of a child or with a tax payer's income and the complicated adjustment which was previously introduced to offset increases in children's allowances for tax payers with income of more than £2,500 per annum has also been abolished. There will be an additional allowance of £79 in the case of a permanently incapacitated child.

Dependant relative allowances are being increased from £60 to £80; blind allowances from £100 to £140 and housekeeper allowances from £100 to £140. Relief given for wife's earned income has been increased from £104 to £200.

Surtax is being abolished and will in future be incorporated in a new unified income tax rating schedule ranging from a basic rate of 26% to a maximum of 82% chargeable on taxable income. The basic 26% rate will apply to the first £1,550 of taxable income, 35% to the next £2,800 of taxable income, 50% to the next £2,000 of taxable income, 65% to the following £2,000 of taxable income and 80% to the balance of any taxable income.

The various tax allowances and deductions to which a tax payer may be entitled will be deductible from gross income, whether earned income or investment income in order to arrive at taxable income under the new simplified structure. This means that the different treatment for income tax purposes of earned income and investment income is being removed.

In addition to increasing the personal allowances the new tax legislation will abolish the concept of earned income relief and in order to provide alternative relief the 26% rate has been introduced in respect of taxable income up to £1,550.

According to the Minister's calculations the effect of the new structure on tax payers' earnings can be summarised as follows: **a single person earning £1,000 will save £27.85 a year. This saving rises to £34.85 on earnings of £2,500 and to a maximum of £57.80 in the case of a single person liable at the top rate of income tax. A married person without children earning £1,000 will save £37.60. This saving rises to £71.60 a year on earnings of £2,500 and to a maximum of £141.80 in the case of a married person liable at the top rate of income tax.** The proposed uniform child allowance of £200 means that gains to married tax payers with children will in most cases be

even greater than those of married tax payers without children.

PRICE INCREASES

Although most people will benefit from the new tax relief increases, several price increases on essential commodities have taken place recently also. These include increases in the price of bread, milk, margarine, petrol, electricity, newspapers and on a number of other items and goods.

The new National Wage Agreement has been generally accepted by the Trade Union movement as a result of further discussions following the rejection of the original proposal by the Trade Union Congress.

Latest Sports Results

F.A.I. Cup Final:

Finn Harps 3 – St. Patricks Athletic 1.

National Hurling League Semi-Final:

Limerick 1-16 – Tipperary 3-8.

National Football League Division Two Semi-Finals:

Kildare 3-15 – Meath 3-8.

Dublin 1-13 – Antrim 1-8.

CORK STEVEDORING

Capt. Peter Kelly is at present on temporary duty at Cork dealing with the Company's expanding stevedoring operations at the southern port.

Courses

At a special Senior Officers' Personnel course held in the North Star Hotel, Dublin on 15th January the guest speaker was **Capt. D. Moreby**, Head of the School of Maritime Studies, Plymouth.

Opening the course **Mr. W. A. O'Neill**, General Manager of Irish Shipping Ltd. outlined the present and future probable areas of activity of the Company. In subsequent lectures Capt. D. H. Moreby dealt with the impact of the present industrial relations scene on the Ships' Officers and the current situation with regard to European Off-shore oil developments.

Other speakers at the course included **Capt. M. D. Langran** and **Mr. T. O'Driscoll**, **Mr. B. W. Lynch**, Personnel Manager was Chairman for an open forum and gave the final address at the conclusion of the course.

The attendance included Ships' Masters: Captains **J. A. Caird**, **M. Devine**, **M. Carey**, **T. Hughes**, **J. Flanagan**, **M. O'Dwyer** and **B. Reilly**. Chief Officers: **P. Cowman**, **D. Kavanagh**, **G. Kyne**, **M. Doyle**, **N. Hearne** and **P. Murphy**. Chief Engineers: **M. Curley**, **M. Kennedy**, **J. Morgan** and **P. Murphy**. Second Engineers: **J. A. O'Toole**, **T. G.**

O'Toole, **J. T. Reilly** and **T. Wren**. Chief Stewards: **B. Dorgan**, **L. Fanning**, **U. Maher**, **M. Moody** and **J. Rogan**.

Representatives from head office included General Manager, **W. A. O'Neill**, **B. W. Lynch**, Personnel Manager, **D. Hodgins**, Technical Manager, **D. O'Neill**, Operations and Chartering Manager, **Capt. M. D. Langran**, Acting Personnel Manager, **G. Cronin**, Engineer Superintendent, **T. O'Driscoll**, Fleet Training Officer, and **J. B. Guerins**, Personnel Assistant (Officers).

Radar Course

Attending a Radar Course at Dun Laoghaire recently were Capts. **B. Reilly**, **J. A. Caird**, **C. Mahon**, **H. Fiddler** and **M. O'Dwyer**; Chief Officers **Mr. J. Whyte**, **Mr. P. Cowman** and **Mr. D. Kavanagh**; Second Officers **Mr. F. Kirk**, **Mr. T. O'Connor** and **Mr. P. Kenny**.

Medical Course

Chief Stewards **Mr. L. Fanning** and **Mr. U. Maher** recently attended a special medical course in Dublin.

Petty Officers' Course

Mr. R. Egan, **Mr. D. Meagher** and **Mr. J. Griffin**, attended a Petty Officers' Course from 4th to 8th March at Westcliff-on-Sea, Essex.

Cork Office Presentation



Surrounded by colleagues and well-wishers from her native Cork and from Dublin Miss Rita Barrett is pictured here at the function held to mark her recent retirement from our Cork office staff. Miss Barrett was presented with suitable gifts by her many friends to express their appreciation of her wonderful and constant good humour, kindness and concern for all, we who have been privileged to know her and work with her for many years wish her long years of health and happiness.

JOYCE AND REJOICE!

If you are one of those persons who like to scan the 'special notices' columns of the daily newspapers you will have read all about it. It appeared right in the middle of a group of stuffed-shirted invitations to "DINE AT DELANEY'S SADDLE ROOM" or "SPEND A WEEK-END FOR FOUR AT THE BALLYMULARKY HILTON - £5.90, ALL IN". Our dignified announcement simply said we had moved to new premises. And so we had, dear Reader, so we had. At long last the months of spine-tingling suspense are over and, in case you had'nt heard, we are alive. .and well and living in sunny Sandymount by the sea.

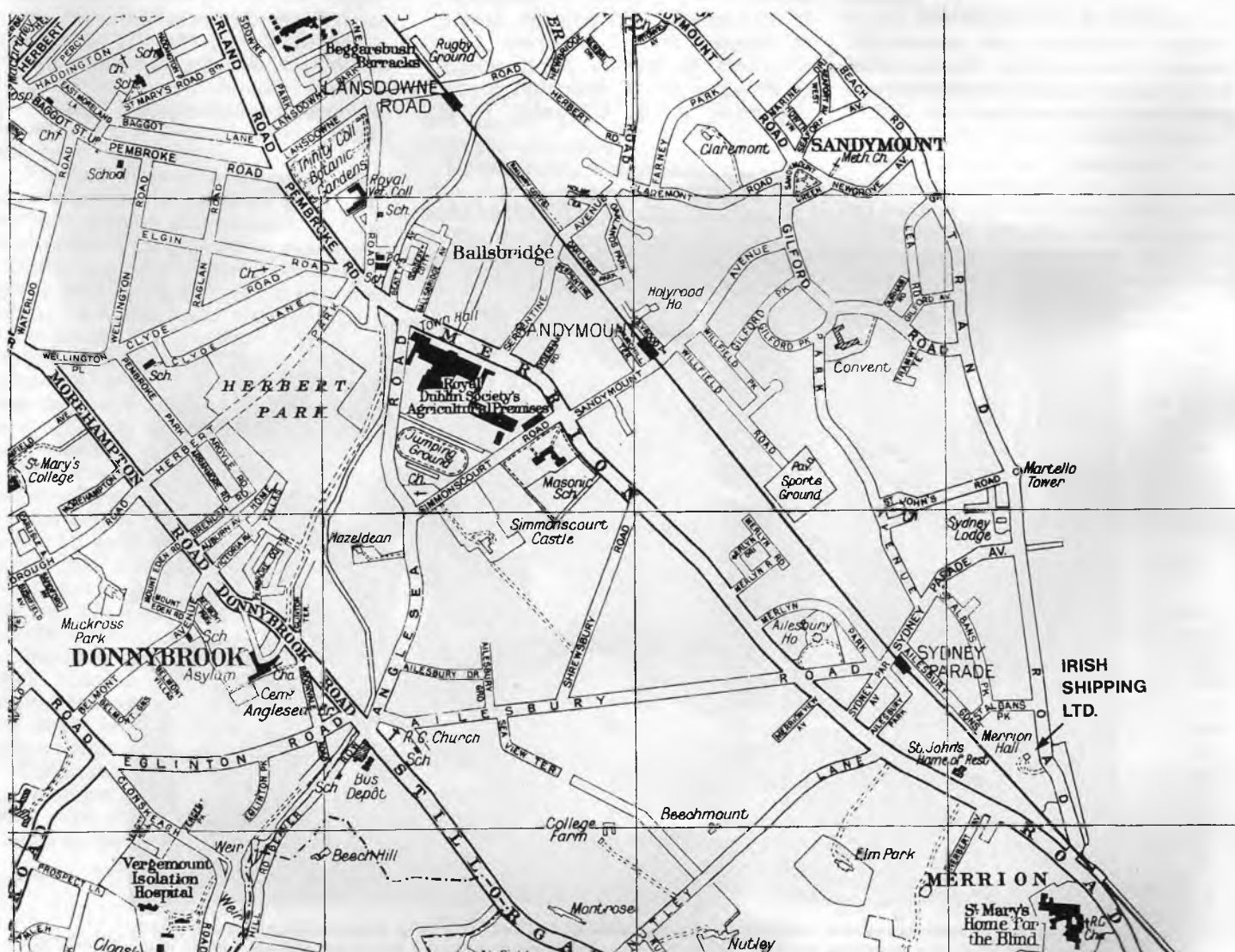
With the cynical words of "We shall not be moved" frozen on our pallid lips, we were quietly whisked away from our ancestral city seat at Aston Quay and deposited, amidst scenes of restrained jubilation, at our new stately home in outer suburbia. It was the fifteenth day of March in the year of grace nineteen hundred and seventy-four. It was what cliché lovers would label 'a red-letter day'. Although the new settlers did not actually throw themselves on the ground to kiss the hallowed earth, the beatific smiles on their now radiant faces showed that

here, indeed, was, for them, the 'promised land'. Some were almost overcome with emotion or it may well have been that the sudden exposure to fresh air was too much for their city centred constitutions. I saw one gentle soul, a motorist of long standing and much walking, weep openly as he caught his first glimpse of the vast car-park with not a yellow cap-band in sight. A lone seagull circling overhead would, in the precincts of Aston Quay, have caused the aforementioned gentle soul to dash for cover, mouthing foul epithets. Here in the idyllic

environs of Merrion Hall, he simply gazed skywards, smiling through his tears of joy and murmured "Bird of Paradise". From that moment on I knew that happiness was not a cigar called 'Hamlet' Merrion Hall - the very name is redolent of nobility and grandeur, of knights in shining armour and days of bygone glory. Rising, phoenix-like, out of the ashes of ancient greatness, this modern Merrion Hall is a veritable symphony in stone, an elegant edifice, nestling like an architectural jewel in spacious surroundings of sylvan serenity. Tell me that mine ears deceive me or has some knave uttered the blasphemous words "Where's the bicycle shed"?

There is a Tide

Some weeks have passed and so have the first heady moments of our arrival at Merrion Hall - we've grown accustomed to the place. The initial major discovery I made was quite a shock to me. It happened the first day I saw the sea come rolling in from



This map shows the location of our new offices at Merrion Hall, the Railway Station at Sydney Parade is the nearest stopping point for those travelling by train. Buses from the city stop at Merrion Road, just past the railway level crossing at Merrion Gates



The South Wing

out of sight to the very shore. I could hardly believe my eyes. Ever since my childhood days I suspected that Sandymount Strand was a fraud perpetrated on the gullible citizens of Dublin; that it was really a man-made replica of the Sahara Desert and that it should properly be called somebody or other's folly. I can now state categorically that my scepticism was unjustified and, in fact, the sea comes

in here frequently. Ships pass regularly in the day and night and mail boats weave crazy patterns before our very eyes as they try to extricate themselves from the navigational complexities of Dublin Bay. It is said that one can see the Welsh mountains across the sea from here on a clear day, but I don't believe it. I think that it was Howth Head which gave rise to this story and that it was mistaken for the hills of Wales by a man suffering from a head problem of a different kind.

James Augustine

Of course this is also the heart of Joyce country with the Martello Tower a nearby reminder of James Augustine Aloysius Joyce who preferred to be called James, and who would blame him? The truth is that the same James Augustine etc. was so afflicted by names himself that he took a decided turn against them. His wife's maiden name was Nora Barnacle, so it is little wonder that he should conjure

up names like Leopold Blom and Stephen Hero for his literary progeny.

But if J. A. A. Joyce suffered from an inescapable nomenclative affliction, fate seems also to have ordained that we in I.S.L. should be forever heirs to Joycean memorabilia.

Our early years were spent behind the Ballast Office clock which Stephen Hero held in such awe even though he thought of it only as "an item in the catalogue of Dublin's street furniture".

Again for many years we laboured by the polluted waters of 'Anna Livia Plurabelle' and can solemnly testify that whatever Anna was, she certainly wasn't 'plurabelle'. However, we have now, happily, passed out of range of her unique fragrance and into the scented presence of Sandymount's Blooms.

And so, having taken up residence in this baronial seaside estate and since all about us is indeed 'plurabelle', may we bid each other 'welcome home' and dare to hope that at last our Odyssey is ended.

COMPANY'S FIRST COMMODORE

The appointment of Capt. John Poole as the Company's first Commodore is a well deserved honour to one of the most popular ship Masters to have served with Irish Shipping Ltd.

Capt. Poole who comes from Killinick, Co. Wexford joined Irish Shipping in 1942 and served on a number of ships of the War-Time fleet. Capt. Poole is the first seafaring member of a farming family and joined the McAndrew Line as an apprentice in 1926. He served for a number of years on ships trading in Mediterranean waters and took his Second Mate's certificate in 1930 and six years later qualified as a Chief Officer. Later still he served with London Greeks and the well-known Bibby Line.

In the early years of the second world war Capt. Poole was involved in a most unusual and adventurous voyage. On board a vessel called the s.s. 'Hermes' which carried a crew of seventy-one he arrived in Algiers with a cargo of fuel from England. While the ship was at sea France had fallen to the Germans so that by the time the 'Hermes' arrived at her North African port of discharge, French North Africa had come under the control of the Vichy government. As a result of this all the crew of the 'Hermes' including Capt. Poole were made prisoners of war.

For five months Capt. Poole and his fellow prisoners were held at Camp Carnot near Algiers. Their release was negotiated by the British government on a man-for-man exchange, with the United Kingdom releasing a number of Axis prisoners of war which were then being detained at Aintree in England. On their release

the prisoners from the 'Hermes' were taken overland from Algiers to Casablanca in the cattle truck of a freight train. It is rather a coincidence that Capt. Poole should have made so many voyages between Casablanca and Dublin and Cork over the past few years as Master of the "Irish Plane". At Casablanca the men from the "Hermes" were billeted in a Foreign Legion barracks before they were shipped on a French trawler to Gibraltar. From there they were brought back to Glasgow in the famous war-time ship the "Franconian", a vessel which was reported sunk on no fewer than fifteen different occasions by Berlin radio.

Wartime Service

Following this early exploit of the Second World War, Capt. Poole returned to his native Wexford to become Master of the Wexford Steamship Co.'s m.v. "Menapia". In this small vessel he made many voyages to Spain and Portugal bringing badly needed supplies to this country.

In 1942, Capt. Poole joined Irish Shipping Ltd. and made many crossings on the North Atlantic in various vessels of the Company's wartime fleet. He served on the "Irish Cedar", "Irish Ash", "Irish Larch" and on the "Irish Spruce".

In his long and distinguished subsequent career with Irish Shipping, Capt. Poole has served on many of the Company's vessels and has been a Senior Master for many years. He commanded the "Irish Willow" on her maiden voyage in 1948 and, in



Captain Poole

the following year, took command of the new "Irish Cedar".

In 1957 Capt. Poole was associated with the unusual naming ceremony

for the "Irish Spruce" which was built at Cammell Laird's yard at Birkenhead. The vessel went down the slipway on 16th April, 1957 but was not formally named until 28th September of the same year when the ceremony was performed while the vessel was lying in drydock. Sponsor for the ship was Mrs. J. J. Stafford wife of the late Mr. J. J. Stafford who was chairman of the Company at that time. Within three hours after the naming ceremony the "Irish Spruce" under the command of Capt. Poole left for trials in the Irish Sea and subsequently sailed in ballast on her maiden voyage for Hampton Roads.

Irish Shipping's first Commodore, as well as being Master of all three "Irish Cedars" had a long and happy association with the second "Irish Oak". Both he and Mrs. Poole and their son, Michael, made many voyages on the "Irish Oak" and indeed Michael, who is now a young man, had the unusual experience of seeing most of the world in his childhood years. He was a very popular traveller on ships of the fleet under his father's command.

On behalf of his many friends aboard our ships and ashore we send our heartiest congratulations to Capt. Poole on achieving this very special and latest honour.

Captain J. H. Onions Retires



Within the past couple of weeks, Capt. J. H. Onions, one of our best known Masters retired from active service and is now enjoying a well earned rest from the sea at his home in Nobber, Co. Meath.

Capt. Onions was educated at Preston School, Navan, and served his apprenticeship with the Ellerman Hall Line of Liverpool. He obtained all his Deck Officer's certificates at Dublin and served as a Junior Officer with a number of British shipping companies prior to the Second World War. During this time he served on vessels

of the Royal Fleet Auxiliary Tankers, Anglo-American Oil Company and Bank Line. While he was serving as third officer on the tanker "Inverlee" he was involved in the rescue of the crew of a Greek vessel called the "Mount Kyllene" which was in trouble from heavy weather in the North Atlantic in April 1938. Capt. Onions received a medal from the Greek Admiralty for his part in this rescue operation.

During the Second World War he served as Second Officer and Chief Officer on Palgrave Murphy vessels trading to Portugal and Spain and to West Africa. During this time he served on the sixty-five years old "City of Dublin" which made a voyage to Sao Tome.

Shortly after the war, Capt. Onions served as Chief Officer on the first "Irish Ash" and subsequently he was appointed Chief Officer with Limerick Steamship Co. Ltd. before returning once more to Palgrave Murphy vessels. On the establishment of Coastal Shipping in 1952 he took command of the Company's first vessel the "Dalkey Coast" which was on the Irish-Continental trade. He also held command of the company's second vessel the "Killiney Coast" and continued to serve on these vessels when Coastal Shipping was taken over by Palgrave Murphy Ltd. in 1955.

Capt. Onions joined Irish Shipping Ltd. as master of the "Irish Fern" in November 1957. The "Fern" was then engaged in trade between the Bristol Channel and Portuguese ports. Since then he has commanded most of the Irish Shipping fleet including the 18,000 tons tanker "Irish Blackthorn" which was sold in 1965.

Capt. Onions is married and has three grown-up sons and will no doubt find ample work to do on his farm at Nobber.

We wish Capt. Onions and Mrs. Onions many years of health and happiness in retirement.

Congratulations

To **D. Hopkins** on obtaining his First Mate's Foreign-going Certificate.

To **E. Curry** on obtaining his Second Mate's Foreign-going Certificate.

To **J. A. Flanagan** on obtaining his Second Mate's Foreign-going Certificate.

To **S. McLoughlin** on obtaining his Second Class Motor Certificate.

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

To **G. Hopkins** on obtaining his E.D.H. Certificate.

To **F. Traynor** on obtaining his E.D.H. Certificate.

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

To **G. McGovern** on obtaining Part Two of his Cook's Certificate.

To **B. Kennedy** on obtaining Part Two of the Cook's Certificate.

To **J. Gilligan** on obtaining Part One of the Cook's Certificate.

To **F. Gavin** on obtaining Part One of the Cook's Certificate.

To **Cadets L. Gavin, S. O'Byrne, J. Whelan and P. J. Murphy** on their successes in the Ordinary National Certificates examinations in which they passed the Orals and Signals for their Second Mate's Certificates.

To **V. Heatherington** who has qualified for the National Final examinations in Industrial Wiring.

To **J. Dillon** who has qualified for the National Final examinations in Engineering Drawing.

Are You Waiting For China from Japan?

Sir,

In January of this year I was third-mate on the "Irish Maple" when she called at Wakayama, Japan. During the vessel's stay in this port quite a few people on board paid for goods to be posted home. The Company concerned is called the Aso Trading Co. Inc.

I have just received a letter from this company telling me that they have lost the list of addresses from the "Irish Maple" so they do not know to whom they have to send goods. They wanted me to contact the crew but obviously since they have all paid-off this is not possible. I was wondering therefore if you could put something in "Signal" explaining the situation as I think it's pretty good of the Japanese company to try to trace the purchasers.

The address the buyers will have to write to is:

The Aso Trading Co. Inc.
c/o New Port Hotel
37-Chome Hamabe-Dori
Fukiaiku, Kobe
Japan.

Incidentally the goods concerned are tea-sets and plates. Hope you can do something.

Yours faithfully,
Paul E. Kenny.

GET YOUR HAIR CUT AND SEE SINGAPORE!

A recent notice issued by the Controller of Immigration at Singapore reads: "All crew members must **not** be found sporting long hair; and they must be in possession of Seamen's Identity Books/Cards or other Identification Cards/Papers with their photographs affixed certifying that they are crew members of the vessel. If the crew members are unable to comply with any of the above mentioned conditions, they will be refused permission to land during ship's stay in port".



Engineer Officer, James Devitt and his bride, Rose Anne, on their big day. Congratulations and best wishes to both.

Birthday Greetings



To Cadet Paul Miley (above) congratulations on celebrating your 21st Birthday on 3rd April from Dad, Mum, Brian and Phyllis, Philip and Cira, Granny and family.

Examination Success

Further Congratulations are due to Cadet V. Heatherington on gaining Third place in the Final Examination in the National Apprentices' Competition for 1974.

SYMPATHY

We offer our condolences to the family of the late Malachy Bollard of Rush who died following a tragic accident on a B + I vessel in which he was serving.

(Right) A group of first year Cadets at present studying at Crawford Technical Institute, Cork.

SAILOR'S DELIGHT

*Tall raking clipper ships driving
hell-for-leather,
Swinging down the Forties in the
easting weather;
Old wooden Indiamen leaking like
baskets,
With half their ratlines missing and
rotten slings and gaskets:
Big fourposters out of Mersey and
Clyde,
Bound for grain to 'Frisco, not to be
denied,
Thrashing to the westward through
the great Horn seas
With a crowd of husky reefers and a
dozen A.B.'s . . .
Those were the ships Mike Murphy
used to sail in,
Those were the sort he weathered
many a gale in,
Handed, reefed and furled in from
Timor to the Tongue,
In the old days, the hard days,
The done-with mast and yard days,
(And 'ah, but they were grand days,
them days when he was young!')*

*Seal oil, whale oil, ivory and grain,
Lumber out of Puget Sound, and wine
out of Spain,
Deer's horns and jaggery they used to
load at lost
God-forsaken ports on the Coromandel
coast . . .
Copra from the South Seas, coal out
of Wales,
Copper ore, cinnamon, monkey nuts
and nails:
Sweet cloves from Zanzibar, beans
from Peru,
And a young white elephant consigned
to the Zoo . . .*

*Those were the freights he sailed the
world around with,
Those were the things he's been
everything but drowned with,
Scorched and soaked and frozen
from Cork to Chittagong,
In the sail days, the old days,
The hungry days, the cold days,
(And 'ah, but they were fine days,
them days when he was young!')*

*Hard hairy sailormen with weather-
tanned faces,
Hands bent with hauling on sheets,
tacks and braces,
Brawny forearms tattooed with
strange devices,
And tough fingers skilled in cunning
knots and splices . . .
Full of rum yarns and superstitious
notions,
And odd bits of lingo from half a
dozen oceans,
And many an old shanty, and old
sailor song
To while away a dog-watch, twenty
verses long . . .*

*Those were the blokes Mike Murphy
went to sea with,
Those were the sort of chaps he used
to be with,
Shared his trick and whack with,
laughed and swore and sung,
In the old days, the tough days,
Salt junk and leathery duff days,
(And 'ah, but them was great days,
them days when he was young!')*

C. Fox Smith



"FOLLOW-THE-FLEET" PRESENTATIONS

Teachers and children from various schools in Counties Tipperary, Dublin, Cork, Longford, Offaly and Kilkenny gathered at the Clarence Hotel, Dublin on 4th February to receive awards for their entries in this year's "Follow-the-Fleet" competition.

At the special presentation luncheon, the Parliamentary Secretary to the Minister for Education, Mr. John Bruton, T.D., presented the various prizes to school children between the ages of 11 and 13 years. The competition was confined to those schools throughout the country which participated in the Irish Shipping sponsored "Follow-the-Fleet" Scheme and competitors were required to submit projects based on the scheme. The entries which were on display at the luncheon included model ships, art and craftwork dealing with maritime themes, sea shanties and songs of the sea in Irish and English recorded on tape, as well as researched and illustrated essays on the history, geography, natural resources and trade of the many countries of the world visited by Irish ships during the past year. Other subjects dealt with by competitors were meteorology, geology, the history of ships and the first prize-winning project included collections of coins and stamps from countries visited by the Irish Shipping fleet.

Welcoming the guests, Irish Shipping's Chairman, Mr. Perry Greer, thanked Mr. Bruton for accepting the Company's invitation to present the prizes and added that both Irish Shipping and the young prizewinners were very pleased that Mr. Bruton was able to make the presentations despite his very full list of official engagements.

As well as the prizewinners and their teachers, Mr. Greer also welcomed the other guests present including Officers of the Maritime Institute of Ireland, officials of the Departments of Transport and Power and Education and the General Manager of B + I Line, Mr. W. B. Mulligan.

Mr. Greer said it was a pleasure to have this opportunity each year to meet, in person, some of the vast number of pupils and teachers who so ardently follow the weekly movement of our ships. "We have seen", said Mr. Greer, "the excellent projects which have been submitted by schools around the country and we are delighted with the apparently infinite variations which our young friends have managed to achieve on the comparatively simple theme of "Follow-the-Fleet". There is no need for me to tell you about "Follow-the-Fleet". What most of you know about the scheme has filled several very beautiful books as we have seen. You also know that our first and third prize-winners this year come from County Tipperary, a fact which might surprise some people, but it doesn't surprise us. We have over sixty schools from Tipperary taking part in "Follow-the-Fleet" and I think that is as good a reason as any for calling it the Premier County. However, I hasten to add that they didn't have it all their own way, as Dun Laoghaire were only just edged out of first place. Cork, Longford, Offaly, Kilkenny and Dublin too, are very adequately represented amongst to-day's award winners and I offer my sincere congratulations to all the pupils and teachers concerned. Last year I was very disappointed that I could not attend the presentation of prizes but I particularly noted that my good friend and colleague, Mr.

Frank Robbins, who did the honours on that occasion, attracted quite an amount of publicity. Indeed so effective was the event that we subsequently received no fewer than one thousand new applications for permission to join "Follow-the-Fleet". In previous years we have had around five hundred schools taking part in the scheme but this year we have almost fifteen hundred schools and as a result of the demand we had to increase our staff to deal with the additional schools involved. This increase in the number of participants has also led to an increase in the number of competitors for this year's projects' competition. Now we have had quite a formidable task in the matter of adjudicating and here I would pay tribute to Capt. Basil Peterson who took such pains to examine and assess the merit of each entry. One of the difficulties which we have experienced in this

connection is the problem of comparing the relative merits of projects, such as those incorporating art and craft with poetry and written entries. In the near future we will review this aspect of our annual competition and I also feel we may well revise the rules so that some of our smaller national schools around the country will find themselves in a special category. This might well be a more equitable arrangement for future competitions. In any event we will keep all our participants fully informed and, indeed, we will welcome suggestions on this aspect of "Follow - the - Fleet". Of course it is well worth mentioning that only a limited number of schools enter for the competition but this does not mean that those other schools are not equally keen. In fact each year we require teachers to re-apply for admission to "Follow-the-Fleet" so as to ensure that we have on our

First Prizewinners with Project



Mr. W. A. O'Neill, General Manager, I.S.L., pictured with Revd. Sr. M. Rosario, Presentation Convent, Carrick-on-Suir, Pupils Miriam Cooney and Connie Fenton and the winning project. Miriam proudly holds the "Follow-the-Fleet" Trophy

weekly mailing list only those schools which are actively taking part in the scheme. We also receive more than one hundred letters from school children and teachers each week requesting information and literature about the fleet and the activities of Irish Shipping Ltd. We have been pleased to meet these requests and I feel that more children throughout Ireland know and appreciate the role of our Company than do the general adult population. Since the scheme was launched in 1967 over 200,000 children have taken part in "Follow-the-Fleet". Not only do these young people know about Irish Shipping but they have also developed a healthy interest in maritime affairs and a proper appreciation of our dependence on the sea as an island people. We hope that this new awareness and interest will help us to realise more fully the great potential of our maritime resources in the coming years. If we have contributed to this development, in some small way, with our modest schools' scheme we will be more than satisfied that our experiment has been a success".

60,000 PARTICIPANTS

In his address the Parliamentary Secretary to the Minister for Education, Mr. John Bruton, T.D., said he was very pleased to have the opportunity to speak to all those present and to congratulate Irish Shipping Ltd. on the enterprise and imaginativeness they have displayed in establishing and organising "Follow-the-Fleet". He paid tribute to the competence with which the scheme is conducted and on the highly commendable and valuable educational activities which, through it, have been fostered by the Company.

Mr. Bruton went on, "it is now seven years, I am told, since "Follow-the-Fleet" was launched; and I cannot but note how appropriate the verb "launched" is, in this particular connection. I understand that the number of schools which participated in the scheme annually was, up to last year, around about 500. In the present year there has been a spectacular increase, with a total of some, 1,500 schools taking part. I have no precise indication of the total number of pupils who are involved in the interesting and instructive exercise of studying the weekly information bulletins supplied to each participating school, and plotting the Monday noon position of each of the Irish Shipping vessels; but I reckon that it would be in the region of 60,000 which is a very high proportion of the children between the ages of eleven and thirteen years in our schools. This, alone, is eloquent evidence of the educational merits which our teachers find in the scheme. The projects on display here to-day



Mr. John Bruton, presenting a special award to Eamonn Lynam, St. Brigid's National School, Castleknock, for Eamonn's individual art entry.

indicate the extent to which the interest of the young people has been stimulated and fired by the scheme. They are a great credit to the pupils themselves, to their teachers and to Irish Shipping Ltd.

It has been well said that one of the purposes of education is to broaden the horizons of youth. An activity such as this achieved this purpose not merely in the figurative sense, but almost literally. World geography is unfolded in the handsome specially-designed maps which the Company provides to the schools, and in the information given to the pupils about the vessels' routes and ports of call, while details as to cargo carried acquaint the youngsters with aspects of trade, commerce, the sources of raw materials and the social organisation of peoples and nations. All this is in keeping with that philosophy of integrated education on which the current curriculum for primary schools is based, and which is being adopted to an appropriate degree in our secondary schools.

When I spoke a few moments ago about the imaginativeness of those who first thought out this "Follow-the-Fleet" activity, I had in mind, among other things, that they anticipated to a degree that revision of our approach to primary education which was formally introduced with the publication of the new curriculum in 1971. The stimulation of the pupil to exercise his own initiative in using material and knowledge available to him, the wider use of visual aids in the classroom, the break-down of rigid boundaries between subjects;

the wider use of projects; these are all key features in the present primary school curriculum and they are features which are basic to the "Follow-the-Fleet" activity which Irish Shipping Ltd. introduced seven years ago. That the scheme is operated in schools of all sizes and over all the country is evidenced by the list of schools whose projects this year won awards or were highly commended. One notes that schools in large centres of population appear on this list, as do schools in purely rural areas; such seaside towns as Dun Laoghaire, Dalkey and Bantry are there, together with places in which, in former times, one would not have expected to find a lively interest in the sea and in seafaring — Cahir, Edenderry and Kilkenny, for instance. The many projects submitted, and space allows only a small number being on display here to-day, cover a wide variety of topics associated with the sea and with shipping; there are model ships, art and craftwork associated with maritime themes, essays on history, geography, natural resources and trade of the many countries throughout the world which Irish ships visited during the past year and so on. The first prize goes this year to a project which includes a collection of coins and stamps from countries visited by the Irish Shipping fleet. One must compliment the teachers who showed great enterprise in encouraging and guiding their pupils on such a wide and varied number of projects. And one, of course, congratulates the winners most heartily. Those schools which do not appear on this year's prize list, how-

ever, merit our praise also. There is no doubt that all the pupils involved derived worthwhile educational participation in the exercise.

SPONSORSHIP

Sponsorship by commercial and industrial concerns of educational activities is something which is developing from year to year in our country. This is a healthy sign, because it indicates a recognition by our businessmen that education should be the concern of all, and that any investment in education pays valuable dividends to our people as a whole and, indeed, ultimately to our economy. In thanking Irish Shipping Ltd., for their investment in this activity, I should like, also, to express gratitude to the other industrial, business and commercial firms who sponsor educational activities of various kinds. The list, as I say, is growing but it has not yet quite reached the dimensions of the Golden Pages Directory. I would invite concerns who have not joined this elite body of educational sponsors to give thought to the idea. My Department will be pleased to offer advice and to give help in every way".

Mr. P. Nolan, St. Brigid's National School, Castleknock, thanked Irish Shipping for making "Follow-the-Fleet" available to schools. He said it was a very real and valuable contribution towards the education of our young people and showed a commendable concern on the part of the Company.

Award Winners in "Follow-the-Fleet" Competition 1973/74

First Prize: ("Follow-the-Fleet" Trophy and £25):

Presentation Convent School, Sixth Standard, Carrick-on-Suir, Co. Tipperary.

Second Prize: (£20):

Dominican Convent National School, Sixth Standard, Dun Laoghaire Co. Dublin.

Third Prize: (£15):

Our Lady of Mercy National School, Sixth Class, Cahir, Co. Tipperary.

Highly Commended: (Special Prizes):
Drumclugh National School, Bantry, Co. Cork.

Ballinalee National School, Co. Longford.

Dreeny National School, Skibberreen, Co. Cork.

St. John of God Convent School, Edenderry, Co. Offaly.

Presentation Convent National School, Kilkenny.

St. Patrick's National School, Dalkey, Co. Dublin.

St. Brigid's National School, Castleknock, Co. Dublin.

In addition to teachers and pupils from the schools involved special guests at the reception were:

Mr. D. O'Riordain, Secretary, Department of Transport and Power; Mr. P. Breathnach, Assistant Secretary, Department of Education; Col. A. T. Lawlor, Maritime Institute of Ireland; Dr. J. De Courcy Ireland, Maritime Institute of Ireland; Mr. W. B. Mulligan, General Manager, B + I Line and Capt. Basil Peterson, who was the adjudicator for the Competition.

Engagements

Congratulations to the following members of our Agency Division who have recently become engaged:

Michael Burke who has become engaged to **Jule Divney** of Castlebar.

Paul Redmond engaged to **Frances Kerrigan** of Raheny.

James Fitzpatrick engaged to **Barbara Andrews** of Dublin and to **Jacqueline Miller** who has become engaged to **Alan Jones** of Dublin.



Congratulations to Frank Finan and Siobhan McDermott on their recent Marriage and Best Wishes for their future.

GERMAN VISITORS



Herr H. Jungbluth and Herr H. Benecke, Bugsier Line, Hamburg pictured on board their new containership "Elbe" at Dublin with the vessel's Master and Mr. S. M. Clery, manager of our agency division.

THE PORT OF OAKLAND



Our four Govan-built bulk carriers, "Irish Oak", "Irish Larch", "Irish Pine" and "Irish Maple" have been engaged mainly in the carriage of steel cargoes from Continental Europe to ports on the West Coast of the United States and returning with lumber from British Columbia.

One of the ports to which these vessels frequently call is the port of Oakland which is located on the mainland side of San Francisco Bay. It is one of the finest and most beautiful natural harbours in the world and is the largest sea-port for general cargo on the San Francisco Bay. Oakland is also one of the three leading container ports in the world in terms of tonnage, terminal acreage and in the number of container berths and cranes which it provides.

Its geographic position on the East side of San Francisco Bay places the port's marine terminal facilities in close proximity to the western terminal of three trans-continental railroads and at the junction of the major interstate highway systems. With land transportation available right at the dockside, an international airport within close proximity and more than one and a half million square feet of warehousing space in the port area, Oakland has become the transportation and distribution centre for Northern California. It is the natural gateway for cargo into and out of a vast hinterland that extends to the mid-West and beyond to the East Coast of the United States.

In terms of cargo tonnage, Oakland has grown from 2.5 million tons in 1962 to 6.5 million tons with container tonnage accounting for approximately 70% of this total figure. The city of Oakland is the county seat of Alameda County and has a land area of 53.4 square miles. The city which is on the east side of San Francisco Bay is linked to San Francisco by the 8¼ miles long Bay Bridge and has a population of 362,000.

The Oakland area was first explored in 1772 and became a settled community in 1850 when it attracted the overflow from the many thousands involved in the Gold Rush. Oakland was incorporated as a town in 1852 and as a city in 1854. The many industries now located in the area include the headquarters for Kaiser Industries with its large scale aluminium, chemical, cement, gypsum and steel operations. Food processing, fabricated metal products, transportation equipment, paint and allied products are also major industries based in the area.

The city is the western terminus for the Southern Pacific, Santa Fe and Western Pacific Railroads. More than one hundred trucking companies have terminals in Oakland and the port Authority operates Oakland International Airport which is a major air-freight terminal. At present the central city area is undergoing major redevelopment and city funds to the extent of \$100 million are invested in construction projects.

Educational and Cultural Facilities

The Oakland and Alameda County Coliseum is the site for many theatrical entertainments, exhibitions and conventions. The Oakland Museum is half garden and half gallery in design and has divisions of Natural Science, history and art while the city also boasts a very fine symphony orchestra and a Chinese Community Cultural Centre as well as numerous theatrical and drama groups.

The University of California at Berkely is a major Educational establishment serving the Oakland area. There are several other large colleges and schools in Oakland which has nine hospitals providing first class medical facilities for its citizens.

Major tourist attractions in and around Oakland are Lake Merritt, in the heart of Oakland which is surrounded by a botanical garden, a wildfowl refuge, a natural science centre and a childrens fairyland. The one hundred acre Zoo in Knowland State Park has a large collection of Gibbon Apes and an African Veldt exhibit.

Port Area

The Port Area extends from north of the San Francisco-Oakland Bay Bridge approximately 19 miles along the Oakland Estuary to the Oakland International Airport. There are four major marine terminal areas; the Outer Harbour, the Middle Harbour, the Inner Harbour and the Seventh Street Ter-

minal. The Ninth Avenue Terminal in the Inner Harbour port area is the discharge berth used by our vessels.

This terminal is operated primarily as Northern California's steel import centre. One berth, 952 feet long has 264,442 square feet of open space behind it and is served by three mobile cranes for the easy movement and storage of steel products.

Two other berths, along an 1,100 foot wharf, are capable of handling either break-bulk ships or steel carriers. Alongside the berths is a cargo transit shed with more than one hundred and seventy-seven thousand square feet of covered storage space.

Ninth Avenue Terminal is also equipped with bulk loading facilities and a bulk bagging plant. Bulk loading equipment includes a telescopic, cantilevered boom, with a flexible, vessel loading spout. The boom connects to a covered conveyor belt that serves a rail and truck receiving pit and ten steel storage silos.

Commodities to be bagged can be delivered to the plant by either railcar or truck and are then dumped into a screw-type conveyor system which feeds two holding bins, the bags are automatically filled with specified weights from the bins and then either hot-sealed or sewn.

Already this terminal and indeed the scenically very beautiful port of Oakland has become a familiar sight to our colleagues serving on the Celtic Bulk Carrier vessels which carry regular cargoes of steel from Antwerp to



The "Irish Larch" Ready to sail from British Columbia for U.K. and Continent

this busy United States West Coast port.

DECK AND ENGINEER OFFICERS ASHORE (AS AT 19th APRIL, 1974)

Masters: J. Kerr, J. Walsh, P. Kelly, H. Fiddler, S. Gleeson, T. Byrne.

Chief Officers: J. Ryder, J. Kelly, E. Greevy.

Second Officers: F. Healy, W. Twomey, D. Mundow, P. Hughes, J. McDonald, J. Moynihan, G. Collins.

Third Officers: H. McGowan, P. Richardson, M. Cronin, O. Murphy, P. McNulty, J. Daly, J. Kenny, J. Murphy.

Chief Engineers: G. Cunningham, R. Tennent, T. Murphy, M. O'Sullivan, M. Byrne, H. Mooney, W. McCarthy.

Second Engineers: L. Sherringham, P. Collins, N. O'Neill, D. Gabriel, T. Kenny, K. Barry, D. Knott, J. Reilly.

Third Engineers: E. Kealy, L. Quigley, J. Scanlon, P. Dowling, F. Mullin, J. Devitt, E. Sweeney, J. O'Connor, M. Hayes, S. McLoughlin.

Fourth Engineers: C. Corcoran, D. Gerety, P. McGlade, H. Teehan, P. Hagen, M. Donovan, P. Caffrey, P. O'Halloran, P. McDonnell.

Junior Engineers: B. Burke, T. Farrell, E. Healy, P. Herlihy, J. Keane, M. O'Gorman, B. Scully, M. Scully.

Deck Cadets: H. O'Brien, J. Whelan, M. Kinsella, M. Ryan, T. Ruane, J. Clarke, D. Coleman, D. Fleming, L. Gavin, G. Hoplins, M. Kinsella, C. Lawless, P. Smyth, F. Traynor.

Electricians: J. Dunn, T. Duggan, P. O'Toole, K. Casey, E. Perry.

Chief Stewards: P. Walsh, P. Farrelly, U. Maher, T. O'Connell, P. Murphy.

IRISH CONTINENTAL SPONSOR QUIZ PRIZE

At a special reception held in the Bord Iascaig Mhara Good Food Kitchen on 10th April, Mr. Aubrey McElhatton, General Manager, Irish Continental Line, presented the First Prize to the winner of the Bord Iascaig Mhara/Evening Press boat-building quiz competition. The lucky boy was David Murphy of St. Canice's Road, Glasnevin, who received a prize of a return trip to Le Havre on the "Saint Patrick" for himself and his parents plus £100 spending money.

The competition was held in conjunction with the recent Boat Show which took place in the R.D.S. and was organised by the Junior Press section of the Evening Press.

In addition to David's prize, his school was awarded the Bord Iascaig Mhara Trophy which was presented to Rev. Bro. McDonald, St. Kevin's School, Ballygall, by Mr. John Wright, Public Relations Officer, B.I.M.

New Ship on Container Service



A new Container vessel with a two hundred unit capacity, the m.v. "Elbe" has joined the Bugsier fleet which trades between Dublin-Cork-Belfast and the German port of Hamburg, Bremen and the Danish port of Esbjerg. A sister ship the "Weser" has also been introduced on this service which now provides a once per week sailing to and from the ports mentioned and also calls at Southampton.

To mark the expansion of this service a special reception was held at the Gresham Hotel, Dublin on 13th March for importers and exporters and over 100 guests were received by Herr H. Jungbluth and Herr H. Benecke of the owning Company.

The Bugsier Line, for whom Irish Shipping Ltd., Agency Division, are agents, has its headquarters in Hamburg and has been operating to Irish ports for the past 50 years. At present

Bugsier provides a comprehensive service to exporters and importers using a combination of container and conventional vessels and providing for all kinds of cargoes including livestock and refrigerated goods. In addition to Esbjerg, the conventional vessels of Bugsiers also call at Copenhagen, Odense and Aarhus.

We wish our good friends, Bugsier-Reederei und Bergungs, AG. good cargoes, fair winds and every success with their two new modern vessels.

Agency Division Appointments

We offer our congratulations to the following members of Agency Division, **J. Doyle** who has been promoted and is now in charge of the Canadian Section and **J. Foley** who has been promoted and is now in charge of the German and Danish Sections.



FLEET NEWS

On 24th February the "Cedar" was delivered on time charter for approximately twelve months to United Co-Operative of Ontario. The vessel was delivered at Rotterdam and the new charterers are engaging a ship for the first time as they are farmers co-operative involved in grain production and distribution. The charterers hope to ship large cargoes of grain from Canada to Europe and it is expected that the "Irish Cedar" will be engaged mainly on this service.

The vessel arrived at Boca Grande, Florida, from Pascagoula where she had discharged a cargo of Potash loaded at the Russian port of Ventspils. The "Cedar" sailed from Boca Grande on 4th April with a cargo of Phosphate for discharge at Hamilton in the Great Lakes. The ship should arrive at Hamilton about 17th April and on completing discharge she is expected to load grain at the Lakehead for Europe.

We welcome Chief Engineer, Mr. F. Reilly, who recently joined the Company and the "Cedar" is his first Irish Shipping appointment. Prior to joining the Company, Mr. Reilly had served with Cunard, C.P.R. and Arya Shipping Line.

Mr. P. Carr, Bosun's Mate, received injuries while the vessel was on passage to Pascagoula and subsequently left the vessel at that port. He is now back home and we wish him a speedy recovery from his injuries.

"Irish Plane"

We congratulate Capt. J. Poole, Master, "Irish Plane" on his appointment as the Company's first Commodore. Details of this appointment can be read elsewhere in this edition.

While the vessel was at Dublin earlier in April, Mr. P. Bardon, Chief Engineer replaced Mr. G. Cunningham and Chief Officer Mr. M. Devine replaced Mr. J. Ryder.

The "Plane" completed discharge of part cargo at Dublin and sailed for Cork on 10th April. She is expected to complete discharge at Cork about

17th April and is expected at Casablanca to load a further cargo of Phosphate for Dublin about 21st April. She should arrive back in Dublin about 28th April.

"Elm" loads Coal for Japan

On her present voyage the "Irish Elm" loaded a cargo of coal at Norfolk, Vancouver, and Baltimore for discharge at Japanese ports. The vessel arrived at Baltimore from Norfolk on 4th April and completed loading on 6th April. She is expected to transit the Panama Canal about 12th April and will discharge at Muroran and possibly Tobata. On completing discharge of her coal cargo the "Elm" will load Motor Cars at Yokohama for ports on the east coast of the U.S.

While the vessel is at Panama she will be joined by Capt. J. A. Caird who will relieve Capt. J. Walsh.

"Irish Stardust"

This vessel is expected at Tacoma, Washington on 17th April with containers from Kawasaki in Japan. The vessel will also discharge part of her cargo at Los Angeles and she will then proceed to Eureka, Longview, Port Mellon, Squamish and Vancouver to load wood products for Kawasaki.

The "Stardust" is now completing her third year on charter to Star Shipping Group of Bergen in Norway and has a further five years remaining to complete her eight year charter with the Norwegian group.

"Irish Star" in Drydock

The "Irish Star" is at present in drydock in Hamburg undergoing repairs and is not expected to complete repairs until about 10th May when she will sail for Tampa, Florida to load Phosphate for Vancouver.

Standing by the vessel at Hamburg is Capt. B. Reilly, Second Engineer, Mr. M. Egan and Chief Steward Mr. J. Dillon.

"Maple" bound for India

On her present voyage the "Irish

Maple" loaded a cargo of Phosphate at Tampa in Florida for discharge at Vizagapatnam on the east coast of India. The vessel will call at Durban about 23rd April to take on bunkers and should arrive at her discharge port about 6th May. She will load a cargo of ore at Vizagapatnam on completing discharge of her phosphate cargo. The "Maple" is expected to sail from Vizagapatnam about 11th May for Japan.

"Irish Oak"

We welcome back to the Company a former engineer Officer with Irish Shipping, Mr. Frank Fenlon who has rejoined Irish Shipping after some years service elsewhere. His last appointment was with C.P.R. for whom he served on a container ship.

Mr. Fenlon relieved Mr. R. Tennant, Chief Engineer at Panama. Mr. Tennant left the vessel when she arrived at Seattle.

The "Irish Oak" arrived at Seattle on 6th April where she discharged a steel cargo from Antwerp. The vessel sailed from Seattle on 7th April and arrived at Vancouver on 8th April. She will load timber products at Vancouver and other British Columbian ports for Cardiff and a European continental port. It is expected that the "Oak" will complete loading in British Columbia about 28th April and should transit the Panama Canal about 10th May. She is expected to arrive at Cardiff about 24th May and should spend a week at the U.K. port before proceeding to her European Continental discharge port which will probably be Bremen.

"Irish Pine"

On the present voyage Captain C. Mahon relieved Capt. T. Byrne while the vessel was at Antwerp.

The "Pine" arrived at London on 4th April and discharged part of her Lumber cargo before going on to Antwerp to complete discharge. After completing the unloading of her lumber cargo at Antwerp she commenced the loading of a cargo of steel bound for Los Angeles, Portland and Vancouver. It is expected that the loading of the steel will be completed about 23rd April and the "Pine" will transit the Panama Canal about 7th May. She should arrive at Los Angeles about 16th May and complete discharge about 23rd May. After discharging her steel cargo the ship will commence loading at Vancouver, Nanaimo, New Westminster and Thasis for Cardiff and a continental European port.

"Irish Larch"

This vessel is at present loading lumber at British Columbian ports for London and Antwerp. Her loading ports are New Westminster, Nanaimo and Vancouver. She is expected to

transit the Panama Canal on her eastbound voyage about 18th April and should arrive at London about 3rd May. After discharging part cargo at London she will proceed to Antwerp where she is expected on 10th May. A special presentation was made to Capt. W. D. Garvey by the Fraser River Harbour Commissioners while the ship was the New Westminster to mark her first visit to the port.

Celtic Bulk Carriers charter new vessel

The group formed between Irish Shipping Ltd. and Reardon Smith Line, Celtic Bulk Carriers, have chartered a new vessel to augment the Group's Antwerp/West Coast United States service. The vessel, the m.v. "Norse Trader" was delivered to the group from the builder's yard at Govan in early March. She is manned by British Officers and crew and she is a similar type vessel to our own Upper Clyde ships.

The "Norse Trader" under the command of Capt. D. E. Muir, is at present on her maiden voyage having sailed from Antwerp on 23rd March with a cargo of steel for West Coast United States ports and Vancouver. The ship is expected at Long Beach on 18th April and will subsequently discharge at Oakland and Vancouver. On completing discharge of her steel cargo the "Norse Trader" will load lumber in British Columbia for United Kingdom and European Continental ports.

"Sic Transit"

In the very near future ships passing through the Panama Canal will have their progress monitored and controlled by computer. The contract for a new system of computerised traffic control on the Canal has been awarded to the Boeing Company of Houston, Texas at a cost in excess of \$2 million. The system will be housed in a new marine traffic control centre in La Boca and it is expected that the installation and testing of the new equipment will be completed by October, 1975.

The system will employ two computers, with related communication equipment, data displays and interactive data terminals which will replace the teletypes and chalk boards now in use. Upon the initial receipt of information that a ship is planning to arrive in the Canal waters, the estimated time of arrival with related information will be entered into the system. Experienced marine traffic controllers will then schedule the ships and assign pilots and work crews to assure timely and effective response to the ship's needs. The ship's progress through the Canal will be initiated and monitored on the basis of the active transit schedule. The

system will receive position reports from the Panama Canal Locks and other shore stations, interpret them and display the approximate positions of the ships in the waterway on a special display board. This will be the most dramatic change in marine traffic control procedures on the canal since this famous man-made waterway was opened for business in 1914.

Old "Irish Fern" Sold

Recently the former Irish Shipping vessel "Irish Fern" was sold to Greek owners by John Stewart & Co. (Shipping) Ltd. of Glasgow who bought the vessel from Irish Shipping in 1964. The "Irish Fern" was the first of two small vessels built at Liffey Dockyard Ltd. for the Company and was delivered in December in 1954.

This single decker, of 1,374 dead-weight tons, was sold in October 1964 and was renamed "Yewtree" by Stewarts.

Birthday Greetings

To **Frank Galvin**, "Irish Elm". Best wishes on your 21st Birthday from Mum, Dad, Marie, Evelyn, Anthony, Gwen, Theresa, Aunt Lily, Uncle John and Grandparents as well as from Margaret Kane.

Condolences

Our sympathy is extended to: Mr. B. W. Lynch, Personnel Manager, on the recent death of his mother; Mr. E. Foran, "Irish Plane", whose father died recently and Mr. Patrick Flynn on the death of his mother.

RELAXING AT SEA



Men on the "Irish Stardust" Take some time off to chat and relax with their families and colleagues.

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 19th APRIL, 1974)

m.v. "Irish Elm" — Captain J. Caird; Deck Officers: N. Hearne, P. Farnan, K. Daly; Deck Cadets: N. Cummins, P. Cafferky, P. O'Shea; Engineer Officers: P. Otter, D. Menzies, W. Roberts, P. Smyth; Junior Engineers: M. McAneny, J. Garvey, P. Fox, F. Cronin; Engineer Cadet: A. Cummins; Electrical Engineer: J. Clarke; Chief Steward: J. Clinton; Deck Department: J. Tallon, T. Hughes, R. Nugent, D. McDonnell, L. Byrne, N. Byrne, P. McDonnell, F. Glavin, R. Barrett, P. Boyle, M. Kearns, T. Norris, M. Carr, J. Greene; Catering Department: G. McGovern, J. Gilligan, R. Dunne, F. Farrell, P. Bulman, P. Foley, J. Flanagan.

m.v. "Irish Pine" — Captain C. Mahon; Deck Officers: D. Kavanagh, F. Kirk, J. Flanagan; Deck Cadets: F. O'Flynn, G. Burns, D. Meagher; Engineer Officers: M. Curley, T. Hanrahan, W. Dalton, F. Hennessy, J. Hughes; Junior Engineers: T. Ryan, O. Mortimer, J. Lynch; Engineer Cadet: M. Okoli; Electrical Engineer: J. Bonnie; Chief Steward: B. Dorgan; Deck Department: P. Byrne, R. Stacey, M. Russell, P. Garry, E. Frampton, A. O'Gorman, P. Proctor, G. Rice, S. Ebbs, R. Kiernan, D. Berney; Catering Department: A. Rourke, M. Carpendale, M. Moody, D. Coombes, D. Coleman, J. Byrne, A. Breslin.

m.v. "Irish Maple" — Captain M. O'Dwyer; Deck Officers: P. Tyrrell, A. Coghlan, E. Curry; Deck Cadets: T. McCarthy, P. Boyd; Engineer Officers: J. Morgan, J. O'Toole, T. O'Keeffe, P. McCarthy; Junior Engineers: F. Keane, C. McGarrigal, B. McGinley; Engineer Cadet: U. Bassey; Electrical Engineer: E. Walsh; Chief Steward: J. Rogan; Deck Department: P. Harris, J. Griffin, P. Fitzmartin, B. Schweppe, M. Byrne, L. Byrne, F. Glavin, D. Hunt, J. Beggs, P. Leonard, J. Doran, J. Walker; Catering Department: R. Egan, P. Codd, M. Curedale, J. Buggy, C. Moy, D. Leonard, G. O'Brien.

m.v. "Irish Oak" — Captain T. Hughes; Deck Officers: P. Murphy, M. Darcy, M. McCarthy; Deck Cadets: K. Cotter, D. Dignam; Engineer

Officers: F. Fenlon, T. O'Toole, J. Waters, M. McCann; Junior Engineers: J. O'Leary, D. Kelly; Engineer Cadet: M. Tyrrell; Electrical Engineer: P. Tobin; Chief Steward: H. Bond; Deck Department: V. Murphy, L. Moloney, M. Manson, P. Cantwell, A. Murphy, P. J. Rice, H. Johnson, J. Cousins, W. Davis, M. Whitney, G. Mooney, G. O'Connor; Catering Department: J. Smith, J. J. Campion, S. Lloyd, D. McGrath, D. Duffin, D. O'Beirne, M. Looney.

m.v. "Irish Larch" — Captain W. Garvey; Deck Officers: B. Kehoe, D. Hopkins, M. Purcell; Deck Cadets: L. Foley, P. Miley; Engineer Officers: B. Larkin, M. Byrne, A. Bolster, J. O'Meara; Junior Engineers: D. O'Flaherty, H. Mahon, K. Daly; Engineer Cadet: K. Vekins; Electrical Engineer: D. Niall; Chief Steward: J. Doran; Deck Department: J. Doyle, D. O'Sullivan, A. Corlett, J. Willis, P. White, B. Freeney, T. Byrne, M. Doyle, G. Courage, S. Fleming, L. Lyons, T. Fitzgerald; Catering Department: E. Byrne, J. Mulligan, K. Wickham, D. Byrne, S. Moore, P. Williams, A. Malone.

m.v. "Irish Cedar" — Captain M. Carey; Deck Officers: M. Doyle, J. Hickey, S. O'Byrne; Deck Cadets: J. Bourke, M. Kirrane, M. Poole; Engineer Officers: F. Reilly, J. Nangle, J. O'Keeffe, F. Cotter; Junior Engineers: P. Molloy, J. Boyd, D. O'Loughlin; Engineer Cadet: M. O'Carroll, B. Elum, B. Ogidi; Electrical Engineer: P. Fitzgerald; Chief Steward: E. Fricker; Deck Department: J. Ryder, J. Weadock, R. Heaps, P. Craine, A. Murray, F. Cole, A. Gill, J. Duff, B. Fletcher, P. Farrelly, P. O'Connell, J. Kinsella; Engine Department: A. Myler, J. McGran, M. Manson, E. Sprague; Catering Department: B. Rogan, D. Bartley, W. Muldoon, P. O'Reilly, M. Dowley, B. Courage, S. Keane.

m.v. "Irish Star" — Captain B. Reilly; Deck Officers: G. Kyne, P. Kenny; Engineer Officers: M. Egan, R. Broderick, P. Morris; Electrical Engineer: D. O'Riordan; Chief Steward: J. Dillon; Deck Department: H. Hannon, J. Stack, J. Coleman,

L. Sheridan; Catering: G. Zachert, E. O'Reilly, G. Whittaker, S. Gavin, R. King.

m.v. "Irish Stardust" — Captain M. McMahon; Deck Officers: P. Kehoe, J. Darcy, C. Graham; Deck Cadets: J. Foley, T. Sarsfield; Engineer Officers: M. Dillon, J. Doran, D. Walsh, D. Power; Junior Engineers: F. Flynn, K. Flood, C. O'Brien; Electrical Engineers: J. Maguire, J. Grace; Chief Steward: L. Fanning; Deck Department: B. Hearne, O. McGrath, W. Naughton, P. Craine, J. Kealy, P. O'Brien, J. Farrelly, R. Allen, A. Graham, S. Doyle; Catering Department: M. Kelly, F. O'Reilly, R. McGuinness, P. Kelly, C. Kelly, M. Gibney, B. Kennedy.

m.v. "Irish Plane" — Captain J. Poole; Deck Officers: M. Devine, T. O'Connor, P. Murphy; Deck Cadets: A. Kelly, G. O'Connor; Engineer Officers: P. Bardon, A. C. O'Byrne, T. Wren, D. O'Connell, J. Denham; Junior Engineers: W. Kells, T. O'Leary, W. Manley; Electrical Engineer: L. Mulvaney; Chief Steward: J. Bennett; Deck Department: W. Carroll, H. McElwaine, P. McDonnell, S. Smith, M. Murphy, B. Bridgeman, W. Horgan, F. Macken, P. Flynn, J. Savage, A. Maloney, D. Kelleher; Engine Department: E. Kinney, P. Walsh, M. Cogan, D. O'Sullivan; Catering Department: E. Murphy, J. O'Reilly, P. McKenna, D. Coholan, C. Guiden, J. Cooney, E. Lynch.

WE ARE LATE
IN PUBLISHING
THIS ISSUE DUE
TO MOVING TO
NEW OFFICES

Contributions and correspondence for "SIGNAL" should be sent to the Editor at

IRISH SHIPPING LTD., MERRION HALL, STRAND ROAD, DUBLIN 4.

Editor: John Higgins