



Profitable year for Irish Shipping

In his Report for the year to the 31st March, 1972, Mr. Perry Greer, Chairman of Irish Shipping Ltd., said that in a year that has seen some of the largest Shipping Companies reporting losses and which has seen some five million tons of shipping laid up, it was his pleasure to be in a position to report a profit. "We did not escape the effects of the adverse trading conditions to which I have referred," he said, "as can be seen in the drop in profit £1,549,777 to £870,182."

In his review of the company's activities Mr. Greer said that as he had envisaged in his review of last year, the year just ended had been one of severe difficulty for those operating on the international shipping scene. Some of the difficulties facing the industry have been escalating costs, low level of freight rates, and the devaluation of the dollar.

"Freight rates in 1971 dropped to a level of 39% of that obtaining in 1951", said Mr. Greer. "If allowance is made for the fall in the value of money, freight in real terms was 9½% of what it was twenty-one years ago". Mr. Greer continued "It will be remembered some years ago when we had experienced consecutive years of heavy losses, we set ourselves a task of so organising our affairs that we could at least break even in times of depression in the freight market. I am glad to report that we have been able to do better than break even, despite the fact that the freight rates are lower than even the most pessimistic forecaster would have predicted when we adopted the target. We have succeeded (1) By arranging a spread of fixtures for our ships; (2) By rigid cost control and (3) By a number of successful diversifications.

Fleet

The Company's fleet has been reduced from 9 to 8 ships at the loss of one of the oldest vessels, the "S.S. Irish Spruce" which was built in 1957. The vessel became a total loss when she stranded on Puerto Sueno Bank off the coast of Nicaragua—fortunately without loss of life or personal injury to any of her crew. The vessel was fully insured, having regard to her written-down value.

The problems which we successfully solved during the year were not confined to those arising out of the conditions of the market. Early in the period, Upper Clyde Shipbuilders Ltd., with whom we had placed orders for four bulk carriers, went into liquidation. This posed a severe problem for the Company—not only because of the possible financial loss we faced, but also because of the doubt cast on the completion and delivery of these ships. I am glad to be able to report that after protracted negotiations, a solution was found which will result in the delivery of the four vessels without serious delay, without any extra cost, and without any loss to the Company.

When these four ships are delivered the carrying capacity of the fleet will be approximately 275,000

dead-weight tons, the highest ever achieved.

We have made a proposal to the Department of Transport and Power regarding the possibility of building a vessel with Verolme Cork Dockyard. We know that Verolme Cork are worthy of any help we can give to enable them to bridge the gap until the present world-wide lull in ship-building is over, and orders begin to flow again.

Continental Ferry

The loss of the Normandy Ferry service, for which we acted as

| | Net Profit after Taxation £'000 | General Reserves & Profit & Loss Account Balances £'000 |
|----------------------------------|---------------------------------------|--|
| 1968 | 20 | (776) |
| 1969 | 316 | (461) |
| 1970 | 508 | 48 |
| 1971 | *985 | 799 |
| 1972 | *773 | 1,404 |
| (*Includes Associated Companies) | | |

Agents, was a severe blow, not only to Irish Shipping, but also to the Irish Tourist Industry. Because of the short notice we received of the withdrawal of the service, it was not possible to provide an alternative solution for 1972. Following lengthy negotiations we were, however, fortunate in finding an acceptable solution for 1973.

We have entered into a partnership with Fearnley and Eger of Oslo, Norway, and with Lion Ferry of Halmstad, Sweden, to take up an option which the latter held on a new ferry, which is being built, and with

a delivery date which makes a 1973 start possible. We will be 50% owners of the new vessel and the Scandinavian Companies will each own 25%.

The ship will fly the Irish flag, and it will be highly suitable for the Rosslare/Le Havre route having 550 berths, in cabins which will have their own shower and toilet. She will have a carrying capacity of 200 standard cars, or the equivalent freight units, and a design speed of 21 knots.

Joint ownership is a departure for us but I think that it is a pattern which is likely to become much more common in future. The high capital investment required in shipping and the risks to which the industry is exposed have induced many ship owners, including some of the major shipping lines of the world, to enter a joint venture with others. The commercial interdependence of the nations of the world make this sort of International development logical today."

Mr. Greer went on to say that our Agency Division continued to make good progress, and that the Insurance Corporation of Ireland Ltd. with whom we have had a long and happy association had a very good year also.

PORT SERVICES LTD.

Mr. Greer said that Port Services Ltd., which was set up last year to incorporate the substantial stevedoring interests of R. A. Burke Ltd., Dublin and Irish Shipping Ltd., have had a successful year's trading. "As a matter of policy," he said, "we have sought ways and means of co-operating with private enterprise, and I would like to record our appreciation of the progressive and constructive attitude of our partners in this venture."

THE FUTURE

Mr. Greer said that when the Company was founded in 1941, its task as laid down by the Government of the day was to acquire and operate a fleet of ships with a total dead-weight tonnage sufficient to keep this country supplied with essential commodities in times of International emergency. He said that whilst everyone hoped that the operation of the fleet would be profitable and would generate the funds necessary to provide for the replacement of the ships in due course, the initial emphasis was on expansion towards the strategic target tonnage rather than on profit. "Later, the Second Programme for

Economic Expansion added the objective of profitability to that of the achievement of the strategic target. We welcomed the new challenge which, however, required a considerable re-organisation of our affairs; by 1967 we had successfully come about and began to make way on our new course. The results for the last five years, as set out can speak for themselves. I think that we can claim that we are discharging our enlarged mandate as well as we discharged the original one.

International Tramp Shipping is exposed to the full force of unprotected world competition. It is, therefore, subject to cycles of boom and depression, with, I am sorry to say, much more depression than boom. As I have said earlier, a Company such as ours must organize its affairs so as to be able to survive in the period of depression, such as that through which the industry is now passing. It is literally a matter of survival. If the present pattern of uneconomic freight rates persists much longer, many shipping lines which have been household names for generations may be forced out of the shipping industry.

Having cut costs to the minimum, there remains only diversification as a means of survival. I am glad to say that diversifications which we have carried out within recent years, together with our long-standing one in insurance, arising out of war time activities and now incorporated in the Insurance Corporation of Ireland have been a worth-while exercise. We must, over the next few years, make more progress in the direction of diversification and thus ensure that the deep-sea national shipping interests can expand to the benefit of the nation. Ireland must have a deep-sea fleet. This has been proven in times of peril but it is also clearly an important matter in peace time. The Company is proceeding in line with our objectives.

I would like to thank our management and staff, both afloat and ashore, for work quietly and well done in difficult circumstances."

The Chairman concluded by welcoming Mr. Frank Reihill and Mr. Hugh McMahon to the Board of Directors and he also said he wished to record the Board's appreciation of the long and valuable service of Mr. Gerry Jones who has retired from the Board.

The following is the full text of the statement read by Mr. M. N. O'Murchadha, Proxy of the Minister for Finance, at the Annual General Meeting:

"On behalf of the Minister, I have

pleasure in seconding the motion for the Adoption of the Report and Accounts and in thanking at the same time the Chairman for his informative review of the Company's affairs during the year ended 31 March 1972.

This has not been a good year for the shipping industry. Low freight rates and escalating costs have made shipping operations a hazardous business — economically speaking. It is gratifying therefore, in such circumstances, to find that Irish Shipping Ltd. can report a profit for the year. Although below last year's record figure, the profit represents, nevertheless, a very satisfactory result upon which the Company is to be congratulated.

As your Chairman has described the situation, the year's problems were not simply those arising directly from troubled conditions in the market. I refer to the uncertainty which surrounded the position of the four bulk carriers ordered from Upper Clyde Shipbuilders following the liquidation of that company. The Minister will be glad to know that a satisfactory solution of this serious difficulty was found without extra cost or loss to Irish Shipping Limited.

The joint venture with two Scandinavian companies in the provision of a car ferry on the Rosslare/Le Havre route is to be welcomed. While unfortunately it is not possible to provide a service in the current year, the tourist industry should benefit considerably from the introduction of the service next year. The Minister wishes the Company every success in this new enterprise.

Your Chairman predicts that there is more rough weather ahead. However, his confidence in the Company's ability to ride out the storm is encouraging. In the shipping business one must always plan carefully for the periodic slumps and depressions. Irish Shipping has coped successfully in the past. The application of rigid cost control, the effective spread of fixtures for its ships and its successful programme of diversification have all served to maintain the Company's viability in depressed conditions in the past. These policies will, no doubt, continue unrelaxed in the difficult times that lie ahead.

In conclusion, I have to convey the Minister's thanks to you, Mr. Chairman, and to your colleagues for your work in promoting the affairs of the Company during the year and also to associate the Minister with the expression of appreciation of the efforts of all your staff, whether at sea or ashore."

Following is the speech made by the Secretary, Department of Transport and Power, Mr. D. O'Riordáin, at the Meeting:

"Mr. Chairman, on behalf of the Minister for Transport and Power, I wish to thank you for your detailed and informative account of the Company's affairs for the year ended 31st March, 1972.

The year ended 31st March, 1972, was a very difficult year for the shipping industry with costs escalating, freight rates at a very low level, and prospects for early recovery not very bright. In the circumstances, it must be a matter for satisfaction to your Company, as it is to the Minister, that the overall results for the year ended 31st March, 1972, are as good as they are. A net profit of £663,156 in such adverse trading conditions is a satisfactory achievement.

It is very satisfactory that, despite all the difficulties arising out of the liquidation of Upper Clyde Shipbuilders Limited, the four bulk carriers of 26,000 tons each which were ordered from that Company will be delivered without serious delay and without extra cost to the Company. The Minister is very appreciative of the long and tedious negotiations so ably conducted by the Company which led to this satisfactory result.

The withdrawal at short notice of the car ferry service between Rosslare and Le Havre was, particularly in the present depressed condition of the trade, a great blow to tourism and all the more so because the prospects of replacement of the service on any economic basis seemed remote. Irish Shipping therefore are to be very much commended on the arrangements they have made for a partnership with two Continental companies for the operation of a new ferry on a basis which will secure its continued operation. Moreover, the low initial capital cost and the partnership with the other companies should help reduce the inevitable risk in this kind of operation and hold out prospects for continued economic operation.

As for the future, the Minister shares your confidence, Mr. Chairman, that the Company will weather the present storm in shipping. The fact that the Company's results have been relatively satisfactory in difficult trading conditions augurs well for the future and provides assurance that the Company will continue not only to meet the nation's minimum strategic shipping needs but also operate profitably.

I have, therefore, pleasure in ex-

pressing to the Board, management and staff of Irish Shipping Ltd., the Minister's sincere appreciation of their efforts and his congratulations on the successful results achieved in such a difficult year. I should also like to express for myself and for my colleagues, appreciation of the good relations and co-operation which exist between the Company and the Department."

AIR DISASTER

In a tragic air crash at Heathrow Airport, London, on Sunday 18th June, twelve prominent Irishmen in the industrial and commercial life of the country lost their lives. Those involved were: **Mr. Ned Gray**, Director General of the Confederation of Irish Industry; **Mr. Michael Rigby-Jones**, Chairman and Managing Director, Irish Ropes; **Mr. Guy Jackson**, Deputy Managing Director of A. Guinness, Son & Co. Ltd.; **Mr. Michael Sweetman**, Director, Irish Council for the European Movement and Special Consultant with Confederation of Irish Industry; **Mr. M. W. O'Reilly**, President, Dublin Chamber of Commerce; **Mr. Owen Lochrin**, President, Association of Chambers of Commerce in Ireland; **Mr. Hugh Kilfeather**, Assistant General Manager, Coras Trachtála; **Mr. Melville Miller**, Managing Director, Rowntree Mackintosh; **Mr. Con Smith**, Chairman, Smith Group of Companies; **Mr. Ivan Webb**, Managing Director, G. & T. Crampton Ltd.; **Mr. Edward Coleman**, General Manager, Irish Steel Holdings; and **Mr. Fergus Mooney**, Economics and Trade Officer, Confederation of Irish Industry.

The group was on a trip to Brussels for talks in connection with Ireland's entry into the E.E.C. and many of the men who died in the disaster were well-known public figures who had regularly appeared on television in current affairs programmes.

FROM NEW ORLEANS

The following letter comes from Mr. Robert Bunting, a familiar and welcome visitor to I.S.L. vessels calling at New Orleans. Mr. Bunting is a brother of Major Ronald Bunting,

who was prominent in Northern Ireland affairs in the recent past.

"Thank you for the January/February issue of the "Signal" which I have just received. It is simply grand to get my own copy of the magazine for, as you are aware, my wife and I look forward to each and every visit of an Irish ship to New Orleans. When one does arrive here, we have the opportunity to meet with old friends and to meet new friends on board the vessels; so again thank you for sending the "Signal" which allows us to see where and how everyone is doing.

Through your columns I wish to express the heartfelt condolences to the family of Sean Moynihan, and to state that my family and I are saddened by the loss of a very good friend. We will all miss him, but we shall not forget him. On the occasions when he visited New Orleans we always enjoyed his company and fellowship. It is indeed hard to believe that he has gone from us.

It was also with regret I learned of the misfortune of the "Spruce" and doubly regretted because she was heading for New Orleans when she ran aground. I hope that we will see her soon back in New Orleans along with all the friends who sail aboard her.

For the information of those who got to know the chaplain from the Catholic Mission to Seamen, Father Finnerty has been transferred to Toronto. His going leaves all the members of my family sorry to see him go for Father Finnerty, like Father Callahan of the Percy French song, is a wonderful, wise, witty and good man loved by all who become associated with him.

In conclusion, and on a brighter note, St. Patrick's Day this year was celebrated by the St. Patrick Fathers' Association and over 300 attended. Traditional music, of course, a sing-along and solos brought joy to all who attended. Father Prendergast did his usually wonderful job as M.C. and Sister Regina kept the pot boiling by providing accompaniments and various pieces on the piano. Everyone had a ball and I think it is worth recording that Sister Mary de Paul who nursed David Knott as a baby was there and she still insists to this Presbyterian that my eldest son—'Sure will make a fine priest some day'.

Please pass the best wishes to all my friends in Irish Shipping.

NEWS FROM HOME



TELEVISION

A special Broadcasting Review Committee set up by the Minister for Posts & Telegraphs a year ago has recommended that a second channel which would be non-commercial and would cater for educational and current affairs programmes should be set up under the control of the present R.T.E. Authority. If the second channel is established it is expected that television licence fees will be increased by more than 50% of their present cost.

NEW FISHERY PROTECTION VESSEL

The new Fishery Protection Vessel built by Verolme Cork Dockyard Limited for the Department of Defence, the L.E. "DEIRDRE", completed builder's sea trials on 22nd

April last. She has since completed her final acceptance trials and has been handed over to the Irish Naval Service. The ship has an overall length of 205 ft. 4 in. and a maximum draft of 14 ft. 3½ in. She has a cruising speed of 15½ knots and a maximum speed of 18 knots. Her maximum complement including personnel under training will be 55 men.

E.E.C.

The Referendum on Ireland's entry to the European Economic Community resulted in an overwhelming vote in favour. A valid poll of 70.3% of the total electorate took part in the referendum, 83.1% of those voting were in favour of entry, and 16.9% were against. This means that the Government can now proceed to introduce the various legis-

lative amendments to provide for full membership of E.E.C. by January, 1973.

INCREASED HOSPITAL CHARGES

Increases in hospital charges were recently announced which will bring the cost of hospital maintenance in future to £45.00 per week. The effect of these higher charges will be to raise the premiums payable by persons only covered under the Voluntary Health Insurance Scheme as follows:—

To cover the cost of a private room 25M Units and 8T Units. To cover the cost of semi-private room, 22M Units and 7T Units.

Those who are covered under the National Health Act do not need to increase their contributions to the Voluntary Health Insurance if they are also covered by the latter. Provision was made under the increases introduced on 4th October, 1971, when employees' contributions were increased from 91p to 102p. The increased contribution included an allocation of 15p to provide for Health costs.



L.E. "Deirdre" pictured during her trials while under the command of Capt. E. C. G. Horne.

SPORT—G.A.A.

In the final of the National Football League Kerry beat Mayo after the Munster side had overcome Derry in the semi-final. In the other semi-final Mayo beat All-Ireland champions Offaly in a re-play.

In Hurling the new National League Champions are Cork who defeated the previous holders, Limerick, in the final. Semi-final pairings saw Cork defeat All-Ireland champions Tipperary, while Limerick accounted for Kilkenny.

Visits to the U.S. for exhibition games by All-Ireland Champions Tipperary in hurling and Offaly in football have already taken place, while former National League Hurling title holders, Limerick are due to play exhibition matches in the United States later this year. Kerry have completed a tour of the U.S.

SOCCER

Winners of this year's F.A.I. Cup were Cork Hibernians who defeated League of Ireland champions Waterford, in the final.

An Irish International selection travelled to Brazil for the mini-World Cup being held there in June. A number of home-based players were included in the selection. Unable to travel was Johnny Giles from the English F.A. Cup winning side Leeds, and his absence is a big loss to Ireland.

BOXING

World Heavyweight Champion Muhammed Ali has been signed to fight an American heavyweight, Al (Blue) Lewis at Croke Park on 19th July next. In a television interview the promoter, former Kerry strongman Butty Sugrue, said that the proceeds from the fight would go to a fund in aid of mentally handicapped children. Also on the bill will be John (Spike) McCormack who will be making a comeback after a long absence from the ring.

E.S.B. CHARGES

A further increase in charges for electricity has been announced by the Electricity Supply Board and these increased charges of 10% on present rates will become operative from 1st July, 1972. The Government is already considering a request by the E.S.B. for permission to impose an even greater increase in charges. Despite protests from many sections of the community it is expected that the Government will accede to a further increase in electricity charges before the end of the present year.

INCOME TAX CHANGES

The following are the changes in the Personal Allowances which came into effect as from 6th April, 1972:—

Single Persons

Increased from £249 to £299.

Widowed Persons

Increased from £274 to £324.

Married Persons

Increased from £424 to £494.

Child Allowances: The allowance for each child is increased by £20.

AGE RELIEF

The minimum allowances for the purposes of age relief are increased from £150 to £175 (single and widowed people) and from £250 to £300 (married people).

HEALTH EXPENSES

The upper limit of £500 is to be abolished. This means that, with the exception of the first £50, full relief will be given for all health expenses incurred. Expenses reimbursed by the V.H.I. etc., will not be included.

BIRTHDAY GREETINGS

Due to the change in our publication schedule many of the greetings which we have received for publication are now very much outdated, but we publish them nevertheless and ask for our readers' indulgence on this particular occasion.

To **Michael Walsh**, m.v. "IRISH STAR" Greetings on his 21st birthday which took place on 17th March, from Mam, Dad and all at home, also from Kathleen in Toronto. Hope to see you soon.

To **Frank Galvin**, "Irish Sycamore" Birthday Greetings and best wishes on your birthday which took place on 6th March, from Mum, Dad, Marie and Evelyn.

To **Michael McCann**, Engineer Cadet, "Irish Elm" who was 21 years old on 19th May. Try and blow out the electric candles when you come home. Loving greetings from Mam, Dad and all the McCann clan.

To **Neil Powell**, "Irish Poplar" Congratulations on your 21st birthday dear Neil. Life is a challenge, accept it joyfully, courageously and you shall not go unrewarded. Best love always, Mam. Also congratulations and best wishes on your 21st birthday and happiness all your life through — Love always, Ca and Donal.

Congratulations and best wishes from your fond sister Eileen and Nelieus, Neil, Ann and Patsy.

From your fond sister Maura and George.

Good luck and best wishes from your fond sister Rita, Joe and children.

Congratulations Neil and George.

To **John Whelan**, "Irish Stardust" Birthday Greetings and best wishes on your birthday which takes place on 26th June, from Mam, Dad, Marian, Eb. and Karen.

CONGRATULATIONS

To **Gerry Moynihan** on his engagement to Genevieve Browne, wishing them both the very best, signed Sheila.

SPECIAL MESSAGE



To our Telex Operator, Miss Dolores Oakley (Mrs. Gerry Walsh since this picture was taken) wishing the happy couple every blessing for the future.

BEST WISHES

To **Captain J. Caird**, Chief Engineers **J. Johnson** and **H. Dowdall** for a very speedy recovery from their present illness.

ENGAGED

Congratulations and best wishes to **Frank Cheevers** of our Purchasing Department and **Catherine Clare** of Accounts Department who announced their engagement recently.

CAPT. E. C. G. HORNE RETIRES

On 1st June, Capt. E. C. G. Horne retired from the Company's service after a long and interesting sea-going career.

Capt. Horne is the Company's longest serving Master, having joined I.S.L. in 1941 as Master of the war-time "Irish Larch". He was, in fact, the second ship's Master to enter the Company's service, the first being Captain T. Moran.

Capt. Horne is a native of Cobh, Co. Cork, and son of the late Captain E. G. Horne, of Fort Lisle, Cobh. Since his grandfather was also a sea captain it was natural that E. C. G. Horne should follow the family tradition, and so he began his sea-going career in 1926, when he joined the Liverpool Shipping Company, Lambert & Holt, as an apprentice, and his first trip was on the 4,000 tons vessel, "Strabo". In 1930 he obtained his Second Mate's Certificate and gained his first command while holding this rank when he was appointed Master of the last paddle ship ever to operate on the River Lee, the "Duke of Devonshire". This well-known vessel maintained a service during the summer months between Cork and Crosshaven as well as making a number of excursion trips. Other I.S.L. Masters to command this historic ship were Captain T. Glanville and the late Captain F. Kelly. In 1936 Captain Horne joined Harrisons of London as Second Officer on the Freighter "Harmanteh". While serving on this vessel he had his one and only experience of shipwreck when the "Harmanteh" ran into a hurricane and was grounded near Cape Horn. He spent three days on a barren rock known as Penguin Island with fifty members of the crew while the ship's Master and Chief Officer with a maintenance party stood by on the stricken vessel. After three days they were rescued by a small coaster and brought to Puerto Montt in Chile, and then continued by rail and bus to Valparaiso where they joined the s.s. "Orbita" for home.

Captain Horne joined Irish Shipping in 1941 as Master of the "Irish Larch" and he commanded her when she became the first I.S.L. ship to cross the Atlantic out of convoy in 1941. During the war years on one voyage he picked up 45 survivors from a torpedoed Canadian vessel and landed them at a Canadian port.

In March 1945, Captain Horne took up an appointment as Irish Shipping representative at St. John, New Brunswick, and with Mrs. Horne



Photograph taken in 1953 during a visit by the late Mr. Sean Lemass, then Taoiseach, to the newly-built "Irish Elm" at Dublin.

he travelled to Canada on the "Irish Cedar". It is of interest to note that Mrs. Horne thus became the first lady to cross the Atlantic on a Company vessel.

Captain Horne subsequently moved to New York and was Company representative there until March 1948 when he returned to Ireland and was appointed Dock Superintendent at Dublin in September, 1948. He held this position until August 1950 when he was appointed senior sea-going Master and took over command of the "Irish Plane". In March, 1951, the "Plane" under Captain Horne's command became the first Irish flag vessel to visit Australia. The "Plane" only just beat the "Irish Hazel" for this distinction having arrived in Australian waters very shortly before the "Hazel", which was under the command of Captain J. P. Kelly. On that historic occasion Captain Horne travelled 60 miles from Melbourne to Queenscliff where Archbishop Mannix, a prominent churchman who also hailed from Cork, and who played a significant part in Irish affairs, was on vacation. The Archbishop was presented with the ship's ensign to mark his 87th birthday.

In 1953, Captain Horne was Master of the "Irish Elm" on her maiden voyage when she became the first Irish Shipping vessel to be equipped with refrigerated cargo space, and took 300 tons of frozen meat from Dublin to Philadelphia.

He was Master of the "Irish Ash" when the vessel traded for Japanese Charterers in 1958.

Over the past ten years he has served on the "Rowan", "Spruce", "Ash", "Plane" but mainly on the "Irish Poplar". His most recent assignment was as Trials Master on the Irish Naval Service Vessel L.E. "Deirdre".

Captain Horne has made many friends in his long career, and on behalf of his colleagues in Irish Shipping we wish him many years of happiness and health in his retirement.

ACKNOWLEDGMENT

The wife and family of the late **Patrick (Christy) Moore** wish to thank the Master, Officers and crew of the "Irish Spruce" most sincerely for their kind expression of sympathy in the family's recent bereavement. The Holy Sacrifice of the Mass has been offered for the intentions of all those who sent messages of sympathy.

SYMPATHY

We offer our condolences to **Mr. H. B. Fiddler** on the death of his father and to **Mr. J. Byrne** of the "Irish Sycamore" whose father also died recently.

We also extend sympathy to **Mr. Enda Mullally** on the death of his father which took place on 23rd June.

'SYCAMORE' in the Wake of Magellan

In 1520 a Spanish explorer named Fernando de Magalhaens discovered a passage between the South American continent and the island now known as Tierra del Fuego. These straits he understandably called after himself, thus gaining the credit for saving the vulnerable sailing ships from the high winds and mountainous seas of Drake Passage. The fact that the straits terrified the Captains of those ships more than the dreaded Horn itself is beside the point.

Four hundred and fifty two years had elapsed before the first Irish ship arrived off Cape Virginis to transit the now infamous Magellan Strait. It was Monday, 14th February, 1972 when we steamed between Dungeness and Catherine Point on a voyage from Buenos Aires to Honolulu. At 0800 Cape Possession was on our starboard beam and we gradually swung onto a south-westerly course to approach the First Narrows. Very little current or tide-effect was experienced here, our only complaint being the scarcity of lights and beacons. The few buoys in the Strait we found to be invariably out of position.

By the time we reached Delgada Point, at the entrance to the First Narrows, the sky was overcast and a light drizzle falling. The River Plate Pilot had warned us of the tide-rips and drifting kelp that are common here. They give the impression of rocks lurking just beneath the surface, waiting to tear the bottom out of any approaching ship. I imagine that they have given many Captains some extremely bad moments as they waited for their ships and their careers to come to a sticky end on the non-existent rocks of the First Narrows. To us, forewarned as we were, the place had an out-of-this-world appearance, accentuated by the drizzle and the emptiness of the landscape on either side.

At Sattelite Point the ten miles of the First Narrows were over and we had twenty miles of comparative ease until we reached San Isidra Point and the beginning of the Second Narrows. They are two miles longer than the first but are much wider, and therefore not as hair-raising. At Noon we were west of Cabo San Vicente and steering south through the Channels and Reaches, which comprise the middle part of the Strait. At 1400 we passed off Punta Arenas, a city which seems out of place in that wilderness.

From the charts of these areas it

is easy to see who made the initial surveys of the Strait. Names like Rodriguez Island, Gamero Peninsula, and San Miguel Channel bring to mind the Spanish, while Cape Edgeworth, Harrison Island, and Underhill Bay betray the presence of the English. There is even an O'Brien Island, a Sullivan Sound, and an O'Higgins Channel. One gets an idea of what the place is like from names like Desolation Island, Tortuous Passage, and Cape Crosstide.

At 1630 we were eastward of Cape San Isidro steering a south-westerly course toward Cape Froward and Froward Pass. At this time the personnel of the four-to-eight, Mr. Donohoe, the Chief Officer, and Mr. Clarke, the Senior Cadet, were greatly reinforced by a band of sight-seers and amateur photographers, namely Capt. O'Dwyer, the Chief Engineer, Mr. Curley, the Second Officer, Mr. Stockdale, Mrs. Stockdale, the Radio Officer, Mr. Behan, and myself. The Captain had the ship's polaroid and his motto seemed to be "If it moves photograph it, and if it doesn't move photograph it anyway". I was trying to convince Sparks that he was just the man to write this article. Obviously, I didn't succeed.

We reached Charles Island at 8 p.m. and there the channel narrowed again. Here we experienced some strong currents, and Tortuous Passage and Cape Crosstide lived up to their names. At the eastern end of Tortuous Passage three tidal streams meet, giving rise to unpre-

By J. A. Robinson, Third Officer



Mr. and Mrs. B. Stockdale pose for a picture as the "Sycamore" passes through the Magellan Strait.

dictable seas. From Charles Island to the Pacific the shoreline was very broken and channels led off on either side. As we passed these channels we were influenced by currents which came from them and tended to be pushed to the far side of the Strait. Frequent position checks and course alterations were necessary to keep the ship on the course line. Moving glaciers abound in this region. It was these, or their predecessors, which caused the indentations in the coastline. It was unfortunate that we passed through here at night and so missed what might have been some beautiful and awesome sights.

This is a country of many contradictions. A city, found in an area which one would expect even God to forsake. It is a bleak and barren place, but with a strange and peculiar beauty. It is from a by-gone age with no place in the 20th century. The Admiralty Pilot Book, in its instructions for shipwrecked mariners, is at pains to convince us that, while the nomadic tribes of Tierra del Fuego might attack a lone survivor to rob him, they are not cannibals as had previously been reported—very comforting.

And so at 7 a.m. on 15th February we emerged from the Magellan Strait into the Pacific, which greeted us with a howling gale and mountainous seas. We set course for Honolulu, six thousand miles away.

* * *

"ELM" (2) SCRAPPED

The second "Irish Elm", 8,920 D.W.T., built at Gray's of West Hartlepool in 1953, has been broken-up for scrap at Aviles in Spain. The vessel was sold to Harley Mullion & Co., London, in 1963 and was re-named "Ardrossmore".



OK! OK! YOU CAN HAVE A PAY RISE."

CADET NEWS

"CADET OF THE YEAR" AWARD

Deck Cadet John J. Hickey of Arklow, Co. Wicklow, is this year's winner of the Insurance Corporation of Ireland annual award to the outstanding Deck Officer Cadet.

Mr. Hickey was educated at St. Kevin's C.B.S., Arklow, and joined the Company in 1968. Since then he has served on many of the Company's vessels including the "Irish Star". Last year he was elected Cadet Captain at the Plymouth School of Maritime Studies and he is at present studying for his Second Mate's Certificate at the Irish Nautical College in Dun Laoghaire. Mr. P. W. Redmond, Assistant General Manager, Insurance Corporation of Ireland, presented the trophy, an inscribed sextant, and congratulated Mr. Hickey on his success. Mr. Redmond said that technical changes were taking place in many fields at an ever increasing rate and this was particularly the case in shipping where a high degree of training was required to keep pace with the changes. "Our imminent entry into the E.E.C. will present great new opportunities to many of our industries and if we are to take full advantage of these opportunities we must ensure that our younger people receive the proper educational background and technical training. Irish Shipping Limited has, for many years, made a substantial contribution towards the Irish economy, and has given valuable employment and opportunities to many of our young people. We can be very proud of the fine fleet of vessels which carry the Irish flag and of the officers and men who sail in them". Mr. Redmond paid tribute to the Irish Shipping Cadet Training Scheme and said that the Insurance Corporation of Ireland recognised the value of the training scheme and the presentation of this award was an indication of I.C.I.'s interest in the scheme. "Cadet Hickey", he said, "has proved to be an outstanding student at Plymouth School of Maritime Studies where he was promoted to Cadet Captain and at the Irish Nautical College, Dun Laoghaire where he is at present studying for his Second Mate's Certificate. It is not surprising that Cadet Hickey is an outstanding student as he comes from Arklow, a town famous for many years for its links with shipping. Arklow was one of our foremost ports in the days of sailing ships, and it is pleasant to see that young men of to-day are still helping to maintain its great tradition. I

believe that Mr. Hickey's father and grandfather were both at sea, and that his family have been actively involved in the fishing industry. I feel sure that his seafaring traditions combined with the academic and technical training he is now receiving will enable him to be an outstanding seaman".



Cadet Hickey receiving his award from Mr. Redmond watched by Mr. W. A. O'Neill and Capt. M. D. Langran.

Mr. Redmond went on to pay tribute to the Master, Officers and men of the "Irish Rowan" when he said "only this month we had an example of seamanship and devotion to duty of the highest quality when the crew of the "Irish Rowan" ably led by Captain Gleeson saved their ship from very serious damage and possibly a total loss in putting out a dangerous engine room fire under extremely difficult circumstances and at considerable risk to themselves". Mr. W. A. O'Neill, General Manager Designate, Irish Shipping Limited, also congratulated Mr. Hickey and thanked the Insurance Corporation of Ireland for their encouragement of cadets by making the annual award. He said that most people were not aware of the Company's heavy commitment to the training of deck and engineer officers. It might not be generally realised that the Company spent more than £1 million in the field of training, and this investment brought important benefits not only to Irish Shipping and other Irish shipowners but also to the many young Irish men who had chosen the sea as a career.

Capt. T. Walsh, Principal, Irish Nautical College, paid tribute to both the Insurance Corporation of Ireland and Irish Shipping Limited for their respective contributions in encouraging young Irish men to take up seagoing careers. Captain Walsh said there would be no regular training scheme for cadets available in this country if Irish Shipping had not provided their Cadet Scholarship Scheme. He said that he would like

to see more publicity given to the work being done in this field, and the fact that Mr. Hickey and many of the previous award winners were chosen Cadet Captains at Plymouth where Irish students were in a minority indicated not only the high quality of the cadets, but also was a tribute to the high standard of training which they received. Captain M. D. Langran, Training Superintendent, also congratulated Cadet Hickey and said that the value of training was illustrated in the incident mentioned by Mr. Redmond as the personnel involved on the "Irish Rowan" had already completed a fire fighting course.

AT IRISH NAUTICAL COLLEGE

At present studying for their Second Mate's Certificates at the Irish Nautical College, Dun Laoire, are Cadets M. O'Callaghan, J. Murphy, J. Hickey, P. Kenny, M. D'Arcy, M. Cronin and D. Corrigan.

WITH OCEAN FLEETS

As part of the arrangement between I.S.L. and Ocean Fleets, Cadet T. Ruane and Cadet B. Spain have completed voyages on the m.v. "Perseus" and m.v. "Achilles" respectively. Cadet A. Flanagan is at present serving on the m.v. "Beleroophon".

REACHING NEW HEIGHTS

During the present term at Crawford Technical Institute, Cork, some of our Engineer Cadets formed an expedition and successfully scaled Carrauntoohil. Those involved were Engineer Cadets, N. Brick, L. Byrne, V. Hetherington, J. Durham, A. Curran, B. Geoghegan, M. Tracey and D. Horan.

JOINED NAVAL SERVICE

Former I.S.L. Cadets who have recently joined the Irish Naval Service are A. Kehoe, D. Brunicardi and B. Farrell.

ENGAGED

We are pleased to report the engagement of Engineering Cadets **Finbar Cotter** and **Pat O'Herlihy**, to Miss Lorraine Hickey and Miss Kay Dulea respectively. We offer all concerned our congratulations and best wishes for the future.

GOLD MEDAL FOR SWIMMING

Two of our Deck Cadets were honoured by the Amateur Swimming Association when they received the Gold Medal for Survival recently. Worthy winners were **Cadet A. Flanagan**, of Sallynoggin, Co. Dublin, and **Cadet Patrick Kelly**, from Donegal town. The survival test in which both Cadets earned their Gold Medals

required them to remain in the water for 45 minutes. During that time they were required to swim fully clothed for 100 yards; undress in the water and make a float of their trousers and use this to stay afloat for 5 minutes. They then were required to swim 1,000 yards in 30 minutes and dive through a hoop submerged in the water. They were required to dive through the hoop 24 times, 12 times head first and 12 times feet first.

Mr. Flanagan was officially presented with his Medal by General Manager, Mr. L. S. Furlong, and Mr. Kelly was presented with his award on board the "Irish Stardust" by Captain J. Flanagan.



Cadet Flanagan and Mr. L. S. Furlong pictured on the occasion of the presentation of the Gold Medal Award.

CONGRATULATIONS

To **Engineer Cadet D. Power** on his achievement in obtaining 9th place in the National Apprenticeship Competitions.

IRISH NAUTICAL COLLEGE

SESSION 1972-1973 PROGRAMME OF COURSES

Master, First Mate, Second Mate: 4th Sept., 1972 to 2nd Feb., 1973; 5th Feb., 1973 to 29th June, 1973.

Radar Observer and First Aid Course: 1st Nov., 1972 to 21st Nov., 1972; 29th March, 1973 to 18th April, 1973.

Ship Captain's Medical Course: 22nd Nov., 1972 to 19th Dec., 1972 (5-6 p.m. Mon. to Thurs.); 30th April, 1973 to 24th May, 1973 (5-6 p.m. Mon. to Thurs.).

Home Trade Masters: Sept. 4th to October 31st, 1972; Dec. 4th, 1972 to Feb. 2nd, 1973; Feb. 5th, 1973 to March 30th, 1973; April 30th, 1973 to June 29th, 1973.

Home Trade Mates and Fishing Skippers: Sept. 4th to Oct. 31st, 1972; Feb. 5th to March 30th, 1973; April 30th to June 29th, 1973.

Note: Students are advised to arrange to join as near as possible to course commencement dates. They should also check with the Dept. of Transport & Power that their seaservice, testimonials and eyesight are in order. No formal lectures or tuition can be given to Home Trade and Fishing Cert. candidates during November and April, whilst the Radar course is in progress.

Second Mates and Home Trade Mates must hold a Radar Observer Certificate.

First Mates, Second Mates, Home Trade Mates and Fishing Skippers must hold First Aid Certificates.

These certificates can be obtained at any time before or after the main examination for a Certificate of Competency as Mate, Second Mate or Skipper.

1972 COMPETITIONS—Seafarers Education Service

Name, rank or rating, permanent address, ship and owner should be supplied with all entries.

Use one side of the paper only. More than one entry is allowed.

"The Seafarer" may reproduce any prizewinning entry. Entries not bought will be returned.

Closing date 31st December, 1972. Send entries to the Secretary at the S.E.S.

Seafarers Education Service
Mansbridge House
207 Balham High Road
London, SW17 7BH.

Essays: Short Stories: Poems: Articles

In this category there will be one First Prize of £30, three Second Prizes of £15, and further prizes for runners-up.

Essays not exceeding 2,000 words, one of the following subjects to be chosen: (a) The permissive society; (b) A favourite book; (c) My unfulfilled Ambition; (d) Pollution; (e) The port I like best.

Short Stories on any theme up to 3,000 words.

Poems on any subject not exceeding 25 lines.

Articles on any theme suited to "The Seafarer".

Painting: Drawing: Handicraft: Art

In this category there will be one First Prize of £30, three Second Prizes of £15, and further prizes for runners-up.

Photographs

£10 and £5 will be paid for any black and white print or colour transparency considered worthy of publication in "The Seafarer"; nautical subjects preferred.

Anything to do with books, reading, hobbies, spare time education or examinations is the province of the Seafarers Education Service and College of the Sea. Write for free 32-page brochure. All advice is free.

At what Cost?

By "Stone St. Stephen"

Jim Burnett was in the doghouse. His son, Jim Jnr., had set him on the road to Coventry. The boy was now a week out of school and continuing his education at the kitchen table. Apparently his headmaster had preferred to see the collar of his shirt than have it hidden by his cascading hair. The outcome was his temporary expulsion. Maybe he'd have been back the following day had Big Jim had his way. His wife however had outvoted him. She had stressed his right to individuality. Jim Senior might have had a bit of peace in his own house had it not been for his daughter tearing the final shreds of his mental armour from his mixed-up mind. "Dad, I'm going to burn my bra", she'd said. He'd laughed. She'd flounced out. He'd sat smiling to himself over his daughter's intention to join that organised effort to smash male dominance of society. He might have been forgiven his mirth had Jane, his daughter, not overheard him ask his wife about the

fate of Mickey Mouse's ears on the front of her tee-shirt.

So here he was on Friday morning, sat in gloomy silence at his breakfast accompanied by his hirsute son and insulted daughter. Any attempt at conversation had met a cerealised death. Mickey was still okay, though.

The blare of a horn was a relief to Jim Burnett. "Ah, there's Mike", he said to nobody in particular. As he closed the kitchen door his attention was caught by a glossy picture lying atop a dustbin. He picked it up. Steve McQueen smiled at him. "Well God damn!" he swore fluently as he dropped the pin-up back amongst the wreckage of everyday living, he thought back to the day he'd fought any effort to put up photos of any "well dressed, well paid maniac". Although McQueen had won out in the end, it might be considered as a special award for his part in the 'Great Escape'. "She must be serious", he said. The insistent hoot-

ing of his mate's car horn eventually penetrated his cobwebbed mind.

"Mornin' Jim", Mike Kydd greeted his friend.

"Hullo Mike". The down-trodden tone of his pal's voice tied Mike's tongue.

Then, "What's up Jim, lad?"

"Oh, nothin' much".

Mike said nothing. He knew that he must un-chip his big workmate's shoulder or life would be hell for his gang to-day at the building site where Jim Burnett was foreman.

"Okay, Boy, out with it!"

"Ah, it's that bloody Women's Liberation. Jane has come out on the side of sexual equality. Her first victims happen to be Steve McQueen, Mickey Mouse and me!"

His mate guffawed loudly. "And you think you're bad! I've got three at home who either believe in the stork or the cabbage patch ever since that nonsense hit the pages of national newspapers!"

Six p.m. saw no change in Jim Burnett's mental state. His gang had suffered a rough edge of him they hadn't seen in quite some time. At the corner of his street he entered the small newsagent's store to collect the latest editions. A poster hanging behind the counter caught his eye. "Is that for sale?" The positive answer prompted him to buy it.

Walking around the side of his house he wondered what was missing from this Friday evening. Then it struck him. Paul Hanson's Honda didn't occupy its usual position of "hindrance" at the back door. Not that it ever was a hindrance but fathers of dating daughters must have something to moan about.

"That makes it four."

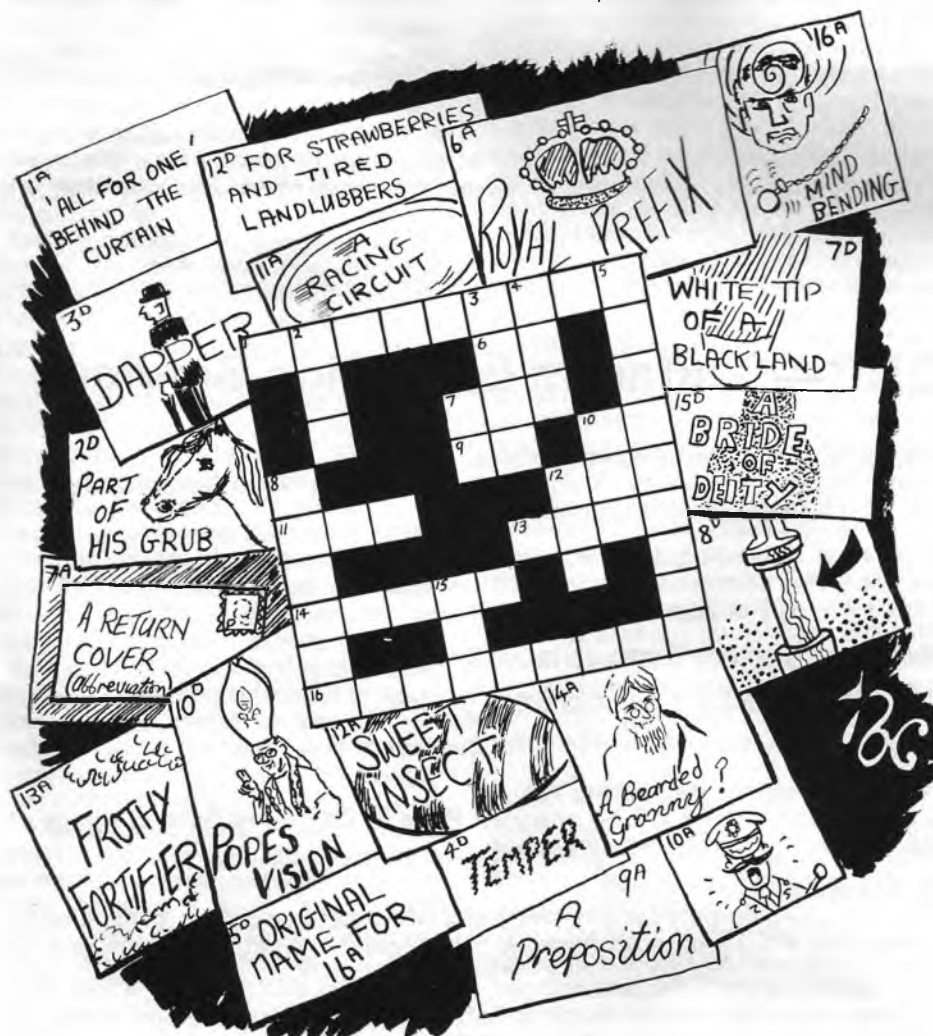
His wife acknowledged his entrance with a nod. His son grunted to him from the depths of school texts. His daughter ignored him. Instead her head bent further over the littered parts of a hair dryer. Her mother left the kitchen. She called from the living room. "Jim, the fire needs coal."

"I'll get it, Mum", Jane said.

"No, let Jim get it. It's a man's job."

"Mother. Don't say that!" Jane was fit to be tied. She went and fetched the hungry coal scuttle.

It was obvious to Big Jim as he lay in pensive animation on Saturday



Solutions to Crossword on page 13

morning that something would have to be done about the situation in his home. He knew that he could go down there and lay it on the line. But he knew that a domineering attitude might do more harm than good. But something had to give. How could a 17-year-old girl make it without hair drier, iron or boyfriend. Jim prayed for an act of fate.

Mice weren't exactly pets to the Burnett family. Mother loathed them. Jane was scared stiff by them. One little rodent, however, was to endear himself to Big Jim and his pretty

daughter on this Saturday night for quite some time.

Cliff Richard was entertaining just one member of the Burnett household from his B.B.C. perch that evening—the senior male suffered his warbling alone. Just as he was about to abandon the idol a heart-rending roof-raiser of a scream joined the athletic Mr. Richard's effort; but from a different source. Burnett followed the sound. It came from his daughter's bedroom. Throwing open the door, the sight observed held him frozen in the doorway. His daughter,

standing on a chair, her mouth agape, was pointing towards her bed. A mouse left the safety of the bed and made a bee-line for the door. Poor little fellow. He never made it. A grand Kop roar would have greeted Jim's footwork had his daughter's bedroom been the Anfield turf. Turning from the grim result of his effort, he watched his daughter climbing down off the chair. When she'd reached solid ground he held out his brawny arms to her. She ran to him. Sobs tore her body as she tried to thank him for his chivalrous deed and simultaneously tried to apologise for her stupidity. He lay one big hand on a heaving shoulder, with the other lifted her blotched face and kissed her nose.

"Go and wash your face!" gruffly.

"Alright Daddy", jerkily.

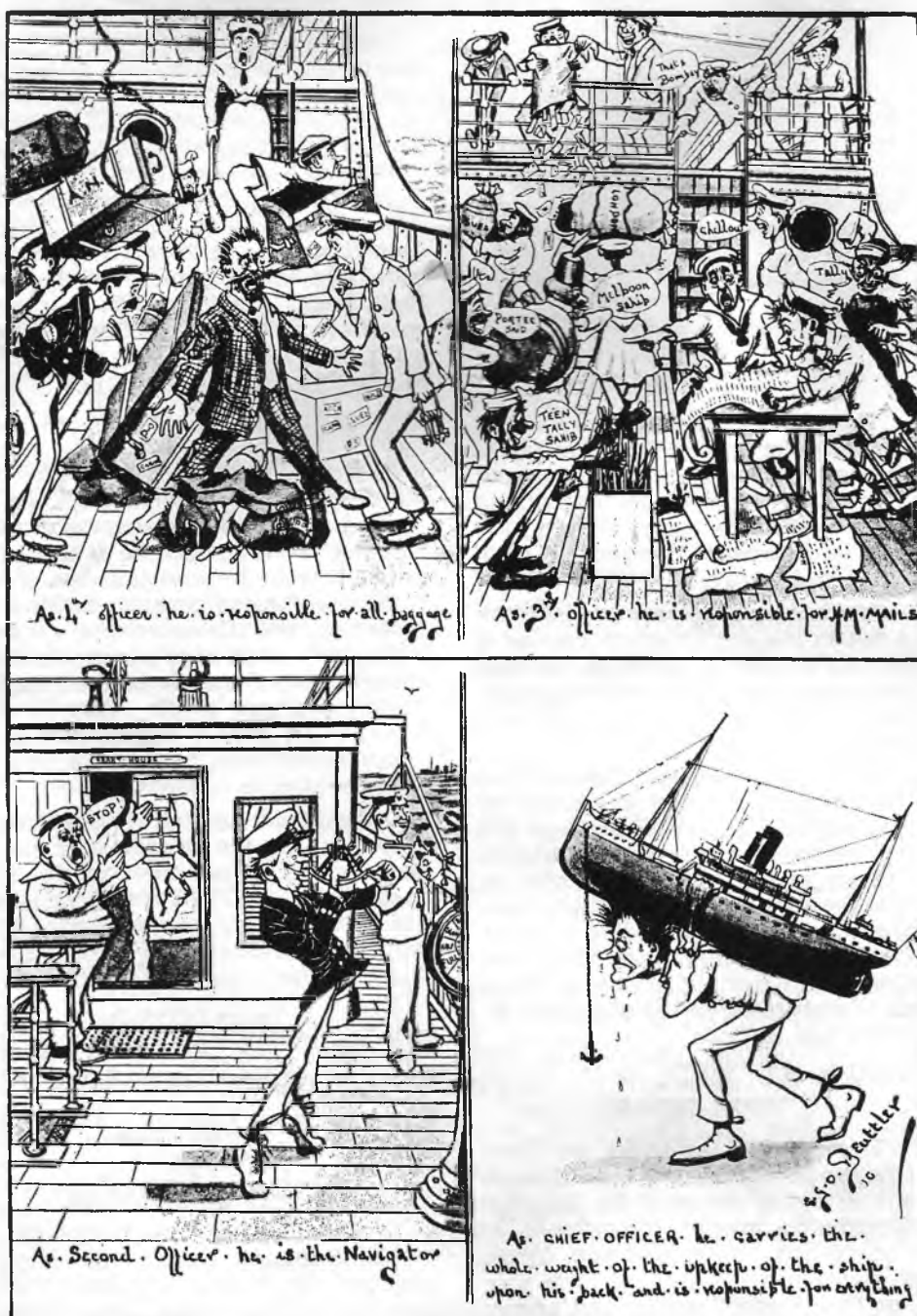
When he heard the bathroom door close, Jim Burnett went to his bedroom. There he collected a tubular package and some sticky tape from his dressign table.

The body of Jim's favourite rodent was gone from Jane Burnett's bedroom when she returned from her toilette. She was surprised to find her dad standing in the centre of her bedroom. Seeing what he was looking at, a pleased smile lit her red rimmed eyes. "Daddy, it's smashing!"

"Well, if you can forgive me for be'n' a man, you're surely not goin' to hold it against poor ol' McQueen."

* * *

Life in the Mercantile Marine.



CHANGE IN "SIGNAL"

In future "Signal" will be published quarterly with Summer, Autumn, Winter and Spring editions.

This change has caused us to alter the format of the magazine and we hope that our new "Signal" will be well received by our readers.

As always, we will be pleased to receive contributions from readers especially from our colleagues on board the various vessels of the Fleet.

Photographs from our ships will be most welcome.



FLEET NEWS

"SYCAMORE" DELAYED AT MONTREAL

The "Irish Sycamore" arrived at Montreal on 23rd May with steel and general cargo from Japanese ports. Due to a strike of longshoremen at Montreal the vessel was delayed at that port before proceeding to Sydney, N.S., Toronto, Cleveland and Detroit.

While the vessel was in Japan Captain T. Hughes relieved Captain M. O'Dwyer.

The "Sycamore" suffered some damage at Cleveland, from Hurricane "Agnes". After re-delivery from her Charterers, Federal Commerce at Detroit, "Sycamore" will load grain at Lakehead for Rotterdam.

"ELM" AT JACKSONVILLE

When the "Irish Elm" arrived at Antwerp on her present voyage Articles were closed and Captain R. McMahon relieved Captain B. Reilly at that port.

She loaded cars at Antwerp for Baltimore, Maryland, where she arrived on 20th June. When the "Elm" completed at Baltimore, she sailed for Jacksonville and Houston to load grain for the Far East.

"IRISH STARDUST"

Captain J. Walsh relieved Captain J. Flanagan on this vessel at Antwerp prior to the commencement of her present voyage.

The ship sailed in ballast for Tampa where she loaded phosphates for British Columbia. She arrived at Tampa on 13th May and sailed on 15th May, arriving at Vancouver on 30th May. She completed discharge and loaded paper products at Port Melon, Crofton, Coos Bay and Victoria for London, Brake, Germany and Antwerp.

The "Stardust" should arrive in London about 4th July and should

complete discharge of her cargo at Antwerp about 16th July when she will go into drydock.

"IRISH STAR"

This vessel loaded paper products at British Columbia for London, Brake, La Pallice. She is expected to arrive at her first port of call, London, on 29th June.

After completing discharge at La Pallice near Bordeaux about 13th July, this vessel will also go into drydock.

"ROWAN" IN DRYDOCK

The "Irish Rowan" arrived at Rushbrooke on the 17th May and is expected to leave the drydock about 27th June. The vessel completed discharge of her cargo of jute, rice and tapioca from Bangkok at Dundee on 14th May.

While the vessel was in Bangkok a fire in the engine room caused a certain amount of damage, but due to the quick action of the ship's personnel very serious damage was averted.

When the "Rowan" leaves the drydock she will sail in ballast for the Gulf of St. Lawrence where she will be delivered on Time Charter to Sovereign Marine Line. Present indications are that she will load paper products at Cornerbrook Port Alfred, Dalhousie and Savannah for British Columbian ports. Captain S. Gleeson was relieved by Captain M. O'Connell at Cork.

"IRISH CEDAR"

This vessel, which is on Time Charter to Karageorgis of Greece and is being operated by Salen of Stockholm, loaded phosphates at Casablanca for Immingham. While at Casablanca on her previous voyage the "Cedar" was joined at that port by her sister ship the "Irish Plane".

Prior to her present voyage the "Cedar" discharged a cargo of coal at Immingham from Rotterdam.

"IRISH POPLAR"

This vessel arrived at Leixoes, Portugal, on 11th June from Salvador, Brazil. The vessel also loaded at Buenos Aires and Santos. On completing discharge at Leixoes she proceeded to Liverpool where she discharged the balance of her cargo. She arrived at Liverpool on 19th June and will sail again about 28th June for Bilbao, Spain and Tema where she will load for Buenos Aires.

The "Irish Poplar" was expected to discharge at Dublin on her last voyage but the call was subsequently cancelled.

The following letter has been received from the National Union of Seamen in connection with part played by the personnel of the "Irish Poplar" in the aftermath of the collision between the "Royston Grange" cargo vessel and the tanker "Tien Chee". All on board the "Royston Grange", 63 crew, 10 passengers and the Argentine pilot, lost their lives, together with 8 crew members of the "Tien Chee". The collision took place 35 miles off Montevideo on 11th May, 1972.

Dear Sirs,

At a recent Branch Meeting the following resolution was passed:

"That a letter expressing the gratitude of London seamen should be sent to Irish Shipping Limited. It is felt that the sympathetic action of Master and Crew of the "Irish Poplar" in effecting the memorial service to the crew of the "Royston Grange" in the River Plate was such, that it was deeply appreciated throughout the ranks of the seafaring fraternity".

I would point out that the gratitude expressed by the Branch and also Seamen visiting our office is greatly appreciated and I sincerely trust you will convey our deepest thanks to the Master, Officers and Crew of the "Irish Poplar".

Yours faithfully,

R. J. WILKINS,
Senior Branch Secretary.

* * *

BIRTHDAY GREETINGS

To Jim O'Meara, Junior Engineer, "Irish Poplar". Love and good wishes, dear Jim, on your 21st Birthday — from Mam, Dad, Marie, Roger, Billy, Norman, Seán, Vicky, Majella, Tony and Kevin.

Young Visitor on Irish Plane



Guest of Honour at a small presentation ceremony on board the 'Irish Plane' at Cork was Catherine McCarthy of Nohoval N.S., Belgooly, Co. Cork, a prizewinner in our recent 'Follow-the-Fleet' Competition. (L. to R.) Mr. P. J. Crowley, Manager I.S.L. Cork, Mrs. N. Murphy, Teacher, Nohoval N.S., Catherine, GERALYN and MOYA BYRNE, daughters of Chief Engineer M. J. Byrne, Mrs. Pool, Mr. E. Tubridy, Capt. J. Poole and Mr. M. Tyrrell.

"IRISH PLANE"

We are pleased to report that the Chief Engineer on the "Irish Plane", Mr. M. J. Byrne, is now recovered from his recent illness.

This vessel has been taken off the Casablanca/Ireland run temporarily due to the existence of an industrial dispute at Gouldings, Charterers of the vessel. The "Plane" arrived at Casablanca from Rotterdam on 24th May and loaded a cargo of phosphates for Leith. She subsequently loaded phosphates at Dakar for Avonmouth, where she is expected on 27th June.

Solutions to Crossword

Page 9

ACROSS

- 1 COMMUNISM
- 6 ER
- 7 SAE
- 9 AT
- 10 SM (sarj-major)
- 11 LAP
- 12 BEE
- 13 BEER
- 14 NANNY
- 16 HYPNOTISM

DOWN

- 2 OAT
- 3 NEAT
- 4 IRE
- 5 MESMERISM
- 7 S.A. (South Africa)
- 8 PLINTH
- 10 SEE
- 12 BED
- 15 NUN

What is a Seaman

Between the security of childhood and the insecurity of second childhood, we find a fascinating group of humanity called seamen. They can be found on ships, on shore stations, in love, in bars and always in debt.

Girls love them, towns tolerate them and the government supports them. A seaman is laziness with a deck of cards, bravery with a tattooed arm and protector of the sea with a can of beer in his hand.

He has the energy of a turtle, the slyness of a fox, the stories of a sea-captain, the brains of an idiot, the sincerity of a liar, the aspiration of a cassanova and when he wants something it's usually connected with drink.

Some of his likes are women, dames, girls and members of the opposite sex. He dislikes answering letters, superior officers and engineers, the food on board and getting up early. No one else could cram into his pockets, a little black book, a pack of crushed cigarettes, a picture of Sabrina, a comb, a can opener and the remains of a month's pay. He likes to spend his money on women, some on horses, some on drink and the rest foolishly.

A seaman is a magic creature, you can lock him out of your home but not out of your heart, scratch him off your mailing list but not off your mind. You might as well give up, he is your long away from home lover, your one and only bleary good for nothing bundle of worry, but all your shattered dreams become insignificant when he gets home and looking at you with those bleary bloodshot eyes says to you—

"Hi ya sweetheart."

This and more is a seaman.

"Inbhear Mór"

GALLEY GRUB

Saelic Coffee (6 SERVINGS)

- * 6 Tablespoons sugar
- * 6 measures whisky
- * 2 PINTS STRONG black coffee
- * ¼ Pint Double Cream



- Put the SUGAR INTO SIX WARMED GLASSES
- POUR in whisky then coffee
- STIR to dissolve the SUGAR
- POUR the CREAM CAREFULLY OVER the back of A SPOON so that it FLOATS ON TOP of the coffee.



OFFICERS ASHORE (AS AT 12th JUNE, 1972)

Masters: T. Byrne, J. Caird, J. Flanagan, J. Gleeson, E. Horne, J. Kerr, M. O'Connell, M. O'Dwyer, B. Reilly.

Chief Officers: M. Devine, W. D. Garvey, E. Greevy, N. Hearne, J. Kelly, J. Martin.

Second Officers: M. Doyle, F. Healy, D. Kavanagh, B. Kehoe, P. Kehoe, J. Tallon.

Third Officers: A. Coghlan, P. Hughes, E. Keane, D. Mundow, T. O'Connor, J. Kenny.

Deck Cadets: D. Corrigan, M. Cronin, K. Daly, M. Darcy, R. Deasy, J. Flanagan, J. Hickey, P. Kenny, M. Kirrane, J. Murphy, P. McNulty, M. O'Callaghan, M. Ryan, C. Spain, L. Whelan.

Chief Engineers: M. Byrne, G. Cunningham, M. Dillon, H. Dowdall, H. Mooney, L. O'Toole, R. Tennent, P. Walker.

Second Engineers: R. Broderick, P. Collins, M. Kennedy, D. Knott, B. Larkin, P. Shortall, T. Wren.

Third Engineers: M. Egan, T. Hanrahan, M. Hayes, D. O'Connell, T. O'Keeffe, L. Robinson, W. Quigley.

Fourth Engineers: A. Barry, K. A. Barry, A. J. McCarthy, J. A. O'Toole, J. Reilly, C. A. Walsh.

Junior Engineers: E. Burke, J. Carr, J. English, D. Forde, F. Hennessy, E. Malone, K. Masterson, F. Mullin, J. McGuinness, M. O'Gorman, N. O'Neill, G. Smyth.

Electrical Engineers: J. Breen, W. Brett, M. Cheevers, J. Clarke, T. Duggan, J. McCormick, E. Perry.

Engineer Cadets: F. McCarthy, T. Wrafter.

Chief Stewards: J. Bennett, H. Bond, P. Fanning, P. Murphy, T. O'Connell, J. Rogan.

Navigating Cadets attending Plymouth College: D. Cogan, M. Kinsella, C. Lawless, M. McCarthy, P. Miley, H. O'Brien.

CONGRATULATIONS

To **M. J. Kennedy** on obtaining his First Class Motor Certificate;

To **K. A. Barry** on obtaining his Second Class Motor Certificate;

To **T. Kenny** on obtaining his Second Class Motor Certificate and on his promotion to Third Engineer, "Irish Rowan";

To **Michael Byrne** on obtaining his Second Class Motor Certificate and on obtaining promotion to Third Engineer, "Irish Cedar";

To **J. Pryme** on obtaining his Second Class Motor Certificate and on his promotion to Second Engineer, "Irish Rowan";

To **P. J. McNulty** on obtaining his Second Mate's Foreign Going Certificate;

To **J. Kenny** on obtaining his Second Mate's Foreign Going Certificate and on his appointment as Third Officer, "Irish Plane";

To **P. J. Richardson** on obtaining his Second Mate's Foreign Going Certificate and on his appointment as Third Officer, "Irish Cedar";

To **J. Daly** on obtaining his Second Mate's Foreign Going Certificate and on his appointment as Third Officer, "Irish Elm";

To **J. Fahey** on obtaining a Motor Endorsement of his First Class Certificate and on his promotion as Chief Engineer, "Irish Poplar";

To **O. Prunty** on obtaining his Second Class Steam Certificate and on his promotion as Third Engineer, "Irish Plane";

To **J. Dillon** on obtaining his E.D.H. Certificate;

To **L. Freaney** on obtaining his E.D.H. Certificate;

To **A. Murray** on obtaining his E.D.H. certificate;

To **A. Corbett** on obtaining his E.D.H. Certificate;

To **G. Corr** on obtaining his E.D.H. Certificate;

To **M. O'Connor** on obtaining his Life Boat Certificate;

To **T. Doyle** on obtaining his Life Boat Certificate;

To **J. Byrne** on obtaining his Life Boat Certificate;

To **L. Kiernan** on obtaining his Life Boat Certificate; and

To **F. Galvin** on obtaining his Life Boat Certificate.

LATE SPORTS RESULTS

Christy O'Connor won the Carrolls International Golf Tournament at Woodbrook on 25th June. This was his fourth win in the competition.

G.A.A.

Offaly beat Meath in the Leinster Senior Football Semi-Final.

Cork and Tipperary drew their Munster Senior Hurling Championship game at Limerick.



At Lifeboat Course. (L. to R.) Mr. P. Duffy, Instructor, B. Kennedy, T. Caffrey, J. Murphy and W. Grimes.

THAR SHE BLOWS

Following the recent news that the "Irish Sycamore" had been damaged by hurricane "Agnes" the reason for labelling hurricanes with names of women was under discussion in Head Office. Finally the matter was decided when one of the gentlemen engaged in the debate suggested it was because these big winds are called "hurricanes" not "hisricanes".

STILL IN DEBT

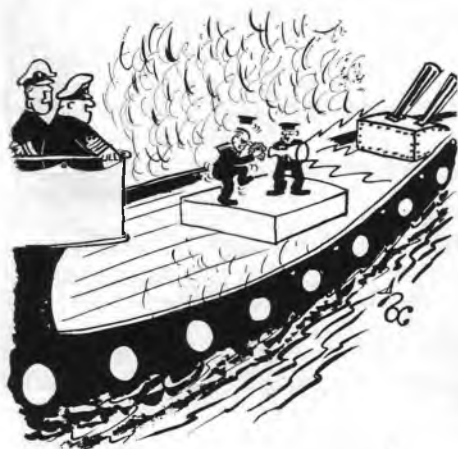
In a rather badly kept graveyard in rural Ireland the easygoing caretaker was approached by a formidable battleaxe of a woman who demanded of him "I want to find my husband's grave but I cannot locate it with all the weeds and grass. I am Mrs. Murphy, and I want you to find the grave for me." After searching around amongst the moss-covered headstones he finally gave up and said, "The only Murphy I can find is Sarah Murphy". The woman looked impatiently at him and retorted "Oh! that's him alright—everything's in my name".

SEA SCOUTS' DIAMOND JUBILEE

On Saturday, 1st July 1972, the 5th Dublin Sea Scout Group will celebrate their Diamond Jubilee and the special celebrations arranged to mark the event will be formally opened by the Taoiseach, Mr. Jack Lynch who will be accompanied by Mrs. Lynch.

Included in the programme will be a waterpolo demonstration by members of The Half Moon Swimming Club, and a display of water skiing by members of the County Kildare Golden Falls Club. The Sea Scouts themselves will give a display of canoe rescuing, while demonstration of air-sea rescue will also be given by the Dun Laoghaire branch of the Royal National Life Boat Institute.

Mr. Frank Robbins, Director, Irish Shipping Limited, will present the group with a skiff on behalf of the Company.



WE REALLY MUST HAVE THE FOGHORN REPAIRED



The Irish Cedar pictured recently in the English Channel

PITCH AND PUTT

The Annual Pitch and Putt competition sponsored by the I.S.L. Social Committee will take place this year at Ierne Pitch and Putt Club, Richmond Road, Drumcondra, on Saturday, 15th July, 1972.

TENNIS

The Annual I.S.L. Tennis Tournament will take place late in July, but arrangements have not been finalised for this event so far.

BOXING

Former Irish Amateur Heavyweight boxer, Dan McAlinden, knocked out Jack Bodell at Villa Park, Birmingham, on 27th June, to win the British and Commonwealth Heavyweight title. McAlinden thus became the first Irishman to win the British Heavyweight title and it is now expected that he will fight Jurgen Blin of Germany for the European title later this year.

THE EXPERT

Four men were at the club playing cards, when a new member came over and hovered above their table, giving each of them advice on how to play their hands. This went on for twenty minutes, with the four players becoming increasingly annoyed. The stranger went to the bar to get another drink and while he was away one of the players said: "I've had enough of that interfering rubber-necking idiot—Let's pretend we're playing a foreign game he's never heard of; that should shut the fool up."

So, when the stranger returned sipping a lime and lager, the players started the bluff. The dealer shuffled the cards then dealt five to each, face downwards, and five more face upwards. The remaining three cards of the deal he tore in half, giving each player six pieces. Each player then put two half cards in the middle of the table and covered them with a lump of sugar. The first player

examined his cards, tore a corner off one of them, placed it on the sugar cube and said: "I fibrizzle with an edgemo. The bet is 15p, doubled." The second player grunted: "I've got three dorbers and a cradle, which tops your edgemo." He then threw the scrap off the lump of sugar, put the sugar in his mouth, placed half the card under the ashtray and said: "I raise the bet by 25p." The third player looked at his cards and said: "I've got a double trattle. I bet 50 pence." He put two cards over the half card in the middle of the table, set fire to the half-card under the ashtray and picked up the 15p. The fourth player put down half a card and said: "You all lose. I think I'm going to play my krepzel." At which the stranger grabbed him by the shoulder and shouted: "You mad fool! How can you expect to beat an edgemo, three dorbers, a cradle and a double trattle with a measly little krepzel! Don't be a fool—play your shmuckle-puck . . . and they'll have to double the kitty."

Fleet Personnel



DECK AND ENGINEER OFFICERS IN ORDER OF RANK (AS AT 12th JUNE, 1972)

m.v. "IRISH ROWAN" (as at 23rd June)—Captain M. O'Connell. Deck Officers: C. Mahon, F. Healy, P. Farnan. Deck Cadet: C. Spain. Engineer Officers: H. Mooney, J. Pryme, M. Mulligan, J. Carr, J. O'Connor, C. Corcoran, D. Tierney. Engineer Cadets: J. O'Leary, K. Daly. Electrical Engineer: P. Fitzgerald. Chief Steward: E. Fricker. Radio Officer: R. McKeever. Deck Department: J. Tallon, J. Galvin, J. Doyle, J. Hunter, J. Willis, D. Ahearne, J. Farrelly, A. Shiels, F. Cole, J. Grimston, J. McGroarty. Engine Department: J. Manson, J. Byrne, W. Roche, J. McGran. Catering Department: J. Rourke, T. Healy, C. Cashin, B. Muldoon, F. Gavin, P. Bulman.

s.s. "IRISH POPLAR"—Captain P. O'Seaghda. Deck Officers: P. Murphy, F. Kirk, D. Hopkins. Deck Cadets: P. Cahalane, E. Curry, L. Gavin. Engineer Officers: J. Fahey, A. Bolster, D. Walsh, J. Devitt. Junior Engineers: S. McLoughlin, P. Byrne, J. O'Meara. Engineer Cadet: C. Powell. Electrical Engineer: P. O'Toole. Chief Steward: F. Walshe. Radio Officer: M. Murphy. Deck Department: P. McDonnell, W. Carroll, W. Boon, J. Donnelly, P. Colgan, J. McGrath, M. Byrne, M. O'Shea, P. Codd, A. O'Gormon, M. Browne. Engine Department: T. Nolan, P. O'Brien, J. Robinson, F. Macken, M. McEligott. Catering Department: T. Mason, J. Lloyd, D. McClean, M. Keogh, T. Doyle, P. O'Reilly.

m.v. "IRISH CEDAR"—Captain J. Onions. Deck Officers: G. Kyne, J. Moynihan, P. Richardson. Deck Cadet: C. Graham. Engineer Officers: J. Morgan, M. Byrne, T. O'Toole, P. O'Halloran, D. Gerety. Junior Engineers: P. Ruddy, V. Reddin, P. McGlade. Electrical Engineer: E. Walsh. Chief Steward: J. Doran. Radio Officer: D. Graham. Deck Department: B. Carroll, J.

Ryder, L. Beggs, H. Johnson, H. Hunter, L. Freeney, M. Doyle, A. Loughlin, V. Beech, J. Sexton, G. McGovern. Engine Department: J. Gaffney, E. Manson, J. Grace, P. Proctor. Catering Department: P. Farrelly, D. O'Neill, J. Furlong, G. O'Toole, M. Dooley, J. Ward, J. Cooney.

m.v. "IRISH PLANE"—Captain J. Poole. Deck Officers: M. Carey, P. Tyrrell, J. Cotter. Deck Cadet: J. Foley. Engineer Officers: J. Johnson, J. Nangle, O. Prunty, D. Gabriel. Junior Engineers: W. Dalton, T. Farrell, F. Foley. Electrical Engineer: T. Brock. Chief Steward: T. Forde. Radio Officer: E. Doyle. Deck Department: J. Byrne, M. Scallan, D. Driscoll, P. Garry, D. Sheil, D. Hill, J. Dillon, J. Stack, T. Kealy, R. Delaney. Engine Department: M. Thullier, P. Walsh, N. Kavanagh, M. Sheehan. Catering Department: D. Meagher, R. O'Reilly, R. Dunne, A. Boyle, C. Guiden, J. Keogh, D. Moynihan.

m.v. "IRISH STAR"—Captain I. Shiel. Deck Officers: H. Fiddler, J. Whyte, J. Darcy. Deck Cadets: F. McCarthy, H. McGowan. Engineer Officers: T. O'Sullivan, W. Sherringham, E. Sweeney, P. Dowling, A. Scanlan. Junior Engineer: E. Kealy. Electrical Engineer: J. Dunn. Chief Steward: C. O'Donovan. Radio Officer: G. Porter. Deck Department: P. Harris, D. O'Sullivan, M. Brennan, F. McCarthy, H. Hannon, P. McDonnell, M. O'Connor, J. Roice, K. O'Malley, S. McCarthy, J. Duff, J. Murphy. Catering Department: R. Egan, J. Molloy, E. Mulready, S. Paige, W. Muldoon, J. Savage, G. McGuinness.

m.v. "IRISH STARDUST"—Captain J. Walsh. Deck Officers: M. Doyle, P. Gordon, B. Coburn. Deck Cadets: P. Kelly, J. Whelan. Engineer Officers: M. Curley, M. O'Sulli-

van, D. O'Brien, W. Malone. Junior Engineers: P. Caffrey, T. Rossiter. Electrical Engineer: D. Niall. Chief Steward: J. Clinton. Radio Officer: J. Butler. Deck Department: P. Duffy, J. Hannah, P. Carr, L. Byrne, M. Russell, W. McDonald, S. Murray, J. Dowdall, P. Cummins, M. Redmond, J. Gallagher, M. Kavanagh. Catering Department: R. Whelan, E. Murphy, L. Kiernan, J. Evans, C. Gallagher, D. Byrne, B. Tannam.

m.v. "IRISH ELM"—Captain M. McMahon. Deck Officers: P. Kelly, J. Ryder, J. Daly. Deck Cadets: T. Ruane, P. Murphy, T. Allister. Engineer Officers: P. Otter, D. Menzies, T. Kenny, N. Kearns. Junior Engineers: H. Teehan, M. McCann, W. Roberts. Electrical Engineer: W. Cadogan. Chief Steward: B. Dorgan. Radio Officer: P. O'Shea. Deck Department: P. Byrne, B. Kerrigan, G. Maguire, G. Byrne, J. Kellegher, M. Bougioukas, D. Hunt, V. Lotti, J. White, A. Murray, N. Byrne, B. Mulready, D. Cahill. Catering Department: J. Smith, A. Rourke, T. Mahony, J. Roche, T. Keegan, E. Egan, J. Kelly.

m.v. "IRISH SYCAMORE"—Captain T. Hughes. Deck Officers: P. Donohue, B. Stockdale, J. Robinson. Deck Cadets: M. Purcell, J. Clarke, S. O'Byrne. Engineer Officers: W. McCarthy, N. O'Neill, J. Waters, J. Dixon. Junior Engineers: J. Everitt, T. Hoyer, M. Donovan. Engineer Cadet: J. O'Keeffe. Electrical Engineer: H. Stears. Chief Steward: J. Dillon. Radio Officer: P. Behan. Deck Department: K. Maher, P. Shelton, P. Coyle, W. Fitzgerald, C. Coleman, J. Murphy, A. Stanley, T. Kelly, P. Wynne, F. Galvin, S. Corrigan, F. Ryan. Engine Department: P. Leonard, T. Maguire, M. Cogan. Catering Department: B. Rogan, B. Kennedy, J. Hanlon, T. Kelleher, J. Byrne, G. Courage, H. Ross.

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

IRISH SHIPPING LTD., 19/21 ASTON QUAY, DUBLIN 2

Editor: John Higgins