

# S I G N A L



## IRISH NAUTICAL COLLEGE CLOSES



The Irish Nautical College at Dun Laoghaire has closed its doors to students and the training courses for ship's Officers which were formerly provided there will in future be available at the Regional College in Cork.

The Irish Nautical College was founded in 1889 as the Dublin School of Navigation and continued under private direction in the Port of Dublin until it was taken over by a Committee of Management in 1925. It was at that time that the premises became known as the Irish Nautical College. Eventually larger and better equipped premises were acquired at Dun Laoghaire Harbour to which the College moved in January 1953.

The Committee of Management was composed of representatives of shipping and allied industries and controlled the College under regulations prescribed by the Department of Education. The College provided excellent tuition for candidates taking the examinations of the Department of Transport and Power for Certificates of Competency in the merchant shipping and fishing industries.

The high standard which the Irish Nautical College maintained was a tribute to the efforts of the Principal, Captain T. C. Walsh, M.I.N., Extra Master, and his assistant, K. E. Dixon, Master Mariner.

### BIRTHDAY GREETINGS

To: **Cadet Joseph Dillon** – Congratulations and Best Wishes on your 21st Birthday from Mammy, Tommy, Michael, Willy, Pat and children, Lilly and family, Margaret and family, Nan, Eddie and family.

### "IRISH CEDAR'S" SPORTS STARS

There were very good performances returned by the athletes from the "Irish Cedar" who took part in the international sports week for seamen held in Liverpool from 18th to 24th May last. The sponsors of the events were the Norwegian Government Seamen's Service in co-operation with the Mersey

Mission to Seamen and the Swedish Welfare Board. The "Irish Cedar" representatives took part in the Class 1 team competition in which they gained sixth place among fourteen teams and Nicholas Brick and Pat Conran gave outstanding individual performances. In all twenty-five ships from seventeen nations took part. Nicholas Brick took second place in the 100 metres – with a time of 12.9 seconds. Pat Conran was placed second in the long jump, 5.20 metres and second in the Four Events Championship with a total of 1493 points. In the team championship "Irish Cedar" took third place in the 4 x 100 metres relay in which thirteen teams took



Mr. Frederick Forsyth closing the the door for the last time. Mr. Forsyth has been with the college for the past fourteen years.

part. Other representatives from the "Irish Cedar" were Joe Darcy, Dick O'Shea, P. Hughes, P. Boyd, A. Cummins, J. D. Murphy, J. O'Leary, A. Murray, J. Doran, J. P. Murphy, P. Whelan, C. Hendy, B. Bell, L. Kiernan and D. Byrne.

### CYCLING WIN

A letter from Mr. Con Collins brings news of a worthy cycling achievement by Mr. J. F. Durham, Junior Engineer, "Irish Stardust". The message reads: "Congratulations on your great win in the area finals of the Cyclists' Touring Competition. We are keeping our fingers crossed that you will be around to represent Ireland at Leicester in August."

Con and your friends in C.T.C.

### THE MARITIME INSTITUTE OF IRELAND

We have been asked by the Executive Committee of the Maritime Institute of Ireland to enclose a special appeal for new members with this issue of "Signal" and we are pleased to comply with their request. Please note that correspondence in this connection should be addressed to the Officers mentioned in the circular.

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

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

Editor: John Higgins.



# A Record Year For Irish Shipping

In his report to the Annual General Meeting of the Company held on 25th June, 1975, the Chairman, Mr. P. H. Greer, was pleased to announce that Irish Shipping had made a record net profit before tax of £2,102,629 as compared with £1,514,824 in the previous year. In the course of his statement Mr. Greer said that the year just ended had been a difficult one for ship owners with costs continuing their ever upward climb but accompanied this time by the delayed, but inevitable slump in world trade.

"In previous statements," said Mr. Greer, "I have stressed the cyclical nature of the business in which we are engaged. International shipping is notorious for the recurring periods of depression and boom to which it is exposed. It is very sensitive to increases or decreases in world trade, and political events in the world. These are all matters over which the individual ship-owners have little control. This is the environment in which we must seek a profit. We all like to see a rising graph of profit, but we in the shipping industry know only too well how easily circumstances outside our control can set at nought the best laid plans.

For these reasons we regard five-yearly annual averages as a better guide by which to judge progress than any spectacular gain or serious drop from one year to another. The following figures may be of interest from this point of view:

<i>Five Year Period</i>	<i>Average Annual Net Profit</i>
1966/71	£352,000
1967/72	£520,000
1968/73	£624,000
1969/74	£864,000
1970/75	£1,183,000

It is with a sense of some relief that I can report yet another year of progress and profit for Irish Shipping. The fleet remains the same as last year and is comprised of ten vessels with a total tonnage of 233,711 deadweight tons. This is considerably in excess of the minimum strategic tonnage (150,000 tons of dry cargo space) deemed by the Government as necessary to keep this country independent of foreign tonnage in an emergency. Thus we are more than adequately discharging our original mandate and, as you will see from the Accounts, we have earned some useful profits and substantial foreign

currency in doing so.

Because of the composition of our fleet and a reasonable spread in fixtures our ships had a satisfactory year's trading in spite of the slump which commenced about September and has steadily worsened since then.

I have commented in previous years on the importance of the Board's policy of diversification as a hedge in periods of depressed freight markets. In this context the past year has seen a valuable contribution to the overall well-being of the Company from these activities and I would like to record our appreciation to our partners and associates for the continued progress of these ventures.

The Insurance Corporation of Ireland, in which we hold a substantial minority of shares, had its most successful year ever and we have recently availed of the successful Rights' Issue to maintain our percentage of the shareholding of that Company.

Irish Continental Line Ltd., which commenced operations on June 2nd, 1973, with the m.v. "Saint Patrick", has had another successful year. The Line carried 85,000 passengers in the year to 30th April, 1975 compared with 72,000 in the previous year, an increase of 18%. The growth was almost entirely due to an increase in German and French passengers thus giving a considerable boost to Ireland's tourist industry in a difficult year for tourism.

I am pleased to acknowledge that the service was awarded the U.D.T. National Endeavour Award for its efforts in 1974, and became the first transport company to win this award.

Bookings for the current summer are well in excess of last year and all indications point to another successful year for the service.

## FURTHER OUTLOOK

Like most other businesses, international shipping has been plagued by costs which have increased at an unprecedented rate in recent years. However, unlike most other industries, its revenue is determined not by its operating cost, but by worldwide unfettered competition. In the long run the revenue which a ship-owner earns is determined by the amount of goods moving across the oceans of the world and the tonnage available to carry those goods.

Delivery of a new vessel takes about two years from the time it is ordered. Within this period the success or failure of a harvest in some part of the world, restrictions placed on the production of oil, the outbreak of hostilities in some remote area or a depression in the economies of some of the larger industrial nations can seriously affect the volume of cargo to be transported round the world and can make nonsense of the assumptions upon which the decision to order new tonnage was based. Add to this the dramatic increase in the cost of building ships and you will realise that shipping is not an industry for the faint-hearted.

Success depends on taking the right decision at the right time, and on having the tenacity to ensure that the overheads and other costs are rigidly controlled. Diversification is also necessary to level out the peaks and troughs which, as I have said, are an inherent part of the international shipping industry.

It has always been our policy to operate a fleet of modern ships, maintained to the highest standards, not only because we are a national line, and, therefore, representative of our country, but also because we believe it is good business to maintain the kind of ships charterers are likely to seek and to ensure that

those vessels give satisfaction by punctual and efficient service.

Such a policy requires the generation of profits and cash flow sufficient to finance the purchase of new tonnage. At the same time ships required by charterers have generally become larger. On top of all this the cost of shipbuilding has been rising over the years due to inflation.

The generation of profits is, of course, in itself seriously inhibited by world inflation. However, not all our difficulties come from external sources, and I would add my voice to those others which have been raised to urge that as a matter of pressing need we, as a nation, take the steps which are necessary to control that large part of present inflation which is domestically created. Whatever about the short-term, in the long run we cannot gant ourselves an increased standard of living; we must work for it.

Because we operate without protection or subsidy in one of the last free markets in the world, and because we realise that no one owes us a living, we believe that our very survival depends on success in controlling costs. Such success as we have had in recent years has been due in no small measure to effective action in this area. Higher incomes are the modern siren song, luring nations to self-destruction. They are unreal because nationally they have not been earned and therefore are being eroded by rampant inflation. The blind pursuit of such illusory increases is a threat to the whole country's economic well-being. It strikes at the very future of Irish Shipping and puts at immediate risk the opportunity of worthwhile careers for thousands of Irish men and women in an expanding Irish Merchant Marine which is the Company's goal.

In past Annual Statements I ventured to predict rising profits. This year unfortunately I cannot do so. With inflation running at its present level, with a severe decline in world trade and with earnings drastically down, our task this coming year or two will be to survive whilst the storm blows itself out.

## Other Items shown in Accounts for year to 31st March, 1975.

### Profit and Loss Account

Debits:					
Depreciation .. .. .	..	..	..	..	£1,911,065
Amounts written off Furniture, Fittings, Motor Cars					38,895
Training Schemes .. .. .	..	..	..	..	183,600
Dry docking Costs including provision for future repairs					411,567
Taxation .. .. .	..	..	..	..	318,859
Long term loan interest	..	..	..	..	666,924

Credits:					
Trading Surplus (I.S.L.) .. .. .	..	..	..	..	£2,237,007
Share of Associated Companies' net profits					532,546
Shipping Investment Grant .. .. .	..	..	..	..	296,703
Investment Income .. .. .	..	..	..	..	399,785

Balance Sheet					
Issued Share Capital .. .. .	..	..	..	..	£11,427,479
Profit and Loss Account credit balance	..	..			4,356,739
Reserves .. .. .	..	..	..	..	345,956

Fixed Assets Include					
Ships and equipment .. .. .	..	..	..	..	20,990,366
Premises .. .. .	..	..	..	..	142,393
Investments in Associated Companies					
Insurance Corporation of Ireland			48%		571,006
Port Services Ltd. .. .. .	..	..	49%		24,500
Property Corporation of Ireland			50%		400,000
Irish Continental Line .. .. .	..	..	30%		1,200
Seahorse Ltd. .. .. .	..	..	33 $\frac{1}{3}$ %		90,000

Current Assets include					
Debtors and Payments in Advance less provisions ..					2,014,805
Investments in Irish Government Securities ..					1,229,645
Cash and Short-term Investments .. .. .	..	..	..		3,394,661
Current Liabilities include					
Creditors and Accruals .. .. .	..	..	..	..	3,967,231

Survival in a storm needs courage, needs people who can think clearly when all around are dangers and difficulties and needs people who can innovate.

Irish Shipping has such a team and I am confident that even though by the nature of things it has to face many gales and setbacks, it will over the years be able to achieve the aim of a larger and more profitable Irish Merchant Marine."

### RETIRING DIRECTORS

Mr. Greer paid tribute to the Directors who retired from the Board during the past few years. He recorded the Board's sincere thanks for the valued service which Mr. Dermot Barnes and Mr. Liam St. J. Devlin had given over many years. Mr. Greer paid a special tribute to the longest serving

Director, Mr. Frank Robbins, who first joined the Board in November, 1959 and retired at this year's Annual General Meeting. The Chairman said that Mr. Robbins had made an outstanding contribution to the Company during his sixteen years as a member of the Board and said that the Board were deeply appreciative of this contribution and wished Mr. Robbins a long and happy retirement.

The Chairman also welcomed new Board members Mr. Redmond Gallagher and Mr. Edward Keegan and said the Company was fortunate to have gained their services.

### THANKS TO STAFF

Mr. Greer thanked all the Company's staff ashore and afloat, his colleagues on the Board and the Management for their continued support.

# MR. FRANK ROBBINS RETIRES

After sixteen years of service on the Board of Irish Shipping Limited, Mr. Frank Robbins has retired.

Mr. Robbins was appointed to the Board in November, 1959, to fill the vacancy created by the death of the late Mr. Walter Beirne. Having long and close association with the Trade Union movement, Mr. Robbins was an Officer of the Irish Transport and General Workers Union for many years. He also took a very prominent part in the fight for national independence and his close association with the leaders of the Insurrection of 1916 provided him with first-hand knowledge of one of the most important phases of Irish history. Mr. Robbins has written extensively on this period during which he, himself, served as an officer of the Irish Citizen Army.

During his long association with Irish Shipping he was dedicated to the establishment of an expanded and efficient Irish Merchant Fleet. He was also keenly concerned in the promotion and development of education in matters of maritime affairs. He was especially interested in the Company's Cadet Training schemes and he was particularly pleased that the Company's "Follow-the-Fleet" scheme proved so popular and successful in bringing information and knowledge concerning Ireland's Merchant Fleet and maritime tradition to thousands of Irish schoolchildren.

In 1962, the late Mrs. Robbins performed the naming ceremony at the launch of the present "Irish Plane" at the Heusden yard of Verolme United Shipyards, Holland.

Mr. Robbins was a member of Dublin Port and Docks Board for many years and was Vice-Chairman of that body when he was first appointed to the Irish Shipping Board. He was also a Director of Port Services Limited.

His friendly, easy-going manner won the friendship of a large section of the staff of Irish Shipping as well as of the Management and Board members and the good wishes of all will now be extended to Mr. Robbins for his continued good health and happiness in the years ahead.



Pictured at a reception on board the Irish Spruce in February, 1960, Mr. Robbins is chatting to the late President, Mr. Erskine Childers, who was then Minister for Transport and Power. Also included in the picture are left, the late Mr. Stephen McKenzie, Director, I.S.L. and the late Mr. J. J. Stafford, former Chairman, Irish Shipping. In the background is Mr. L. S. Furlong, formerly General Manager I.S.L.



On Sunday, 19th September, 1965, Mr. Robbins unveiled a monument to John Devoy at the Fenian's birthplace, near Kill, Co. Kildare. Mr. Robbins was a personal friend of the Fenian leader and recalled Padraig Pearse's tribute to Devoy when he referred to him as "the greatest of the Fenians". In the picture just behind Mr. Robbins is the present Taoiseach.

## Wedding Bells

We offer our congratulations to **Miss Pamela Dunne** on her marriage to **Mr. Martin Courtney** on 11th July.

Pamela who was Private Secretary to **Mr. Aubrey McElhatton**, Financial Controller and General Manager of Irish Continental Line received presentations prior to her departure from the office from **Mr. McElhatton** and **Captain C. C. Raftery** on behalf of the staffs of Irish Shipping and Irish Continental Line.

We also congratulate **Miss Mary Foley** on her wedding to **Mr. John Norris**. Mary had been on the Irish Shipping staff prior to joining the "Saint Patrick" when the new Rosslare - Le Havre service came into operation. She was a very efficient and popular receptionist on board the car ferry and as a token of their esteem the staff of Irish Shipping and Irish Continental Line made appropriate presentations to Mary prior to her wedding which took place on 19th July, 1975.

# CADET OF THE YEAR

At a very pleasant function held in the Board Room of the Insurance Corporation of Ireland on 26th May, 1975, Cadet Paul A. Miley received the Cadet of the Year Award from the Assistant General Manager of I.C.I., Mr. P. W. Redmond.

Cadet Miley, who is twenty-two years of age was educated at the Christian Brothers School, Synge Street, Dublin, and joined Irish Shipping Limited as a Deck Cadet in 1971. Since then he has had considerable experience of sea service on various vessels of the fleet, and has sailed to many parts of the world. He recently received the O.N.C. Diploma in Nautical Science.

Mr. Redmond congratulated Cadet Miley on winning the Award for which competition is very keen. "We established the Award of Cadet of the Year in 1964 to foster excellence in seamanship," said Mr. Redmond. "Irish ships are manned by highly skilled crews and officers who can hold their place with those of any maritime service in the world. They are excellent ambassadors for Ireland and the Irish people".

The General Manager of Irish Shipping Limited, Mr. W. A. O'Neill, thanked Mr. Redmond for the interest and concern which the Insurance Corporation of Ireland had shown in presenting this annual Award. Mr. O'Neill said "We in Irish Shipping value this Award for its recognition of the skill and enthusiasm of our young Irish cadets. The dedication of our officers and men are among our greatest assets and make a major contribution to our competitive role in world shipping." Mr. O'Neill also congratulated Cadet Miley on his fine achievement and went on to pay tribute to Captain M. D. Langran and Mr. T. O'Driscoll for the dedication they had shown in making the Cadet Training scheme the outstanding success which it had proven to be. Captain T. Walsh of the Irish Nautical College spoke on the subject of training for careers at sea and expressed the hope that the high standards which Cadet Miley and his predecessors



**The Award Winner with L. to R. Mr. W. A. O'Neill, Mrs. and Mr. Miley, Parents and Mr. P. W. Redmond.**

**Pictured at the Cadet of the Year Presentation were former winners Mr. J. Kennedy, Mr. M. Purcell and Mr. H. McGowan, with this year's winner, Cadet P. Miley, in uniform.**



had set would be maintained by those who elected for careers as navigating and marine Engineer Officers in the future.

Captain M. D. Langran, Personnel Superintendent, Irish Shipping, also spoke and congratulated the Award winner on his excellent performance

during the year.

Among the guests at the presentation ceremony were the parents of Cadet Miley, Captain P. Devaney, B + I Line, previous Award winners and officials of the Insurance Corporation of Ireland and of Irish Shipping.



## DOWN IN THE GALLEYS!

*These cartoon comments on careers at sea in the bad old days were sent to us by some of our sea-going colleagues for whom we are at present preparing suitable scrolls.*



O.K. Hawkins, that'll be enough of that. You've used up all your sick leave.



There now! I told him they'd be bound to crack down on his long lunch breaks.



Quit beefing Cassidy. With a world trade recession, rampant inflation and soaring unemployment we're lucky to be here at all.



And now it gives me great pleasure to present you with this scroll in recognition of forty-five years of faithful service. Goodbye and good luck!

# Two Strokes For Good News



THE UNDERWRITING ROOM AT LLOYD'S

*Long before the advent of the business lunch and even longer before the working breakfast, the men who went down to the sea in ships, strictly for business reasons, appear to have frequented the coffee houses of London almost to excess. Their partiality towards coffee might well have given rise to a sea-shanty with a chorus line of "Yo! Ho! and a mug of coffee". Our own Gaelic brand of that brown beverage could well have had its origins in one of these establishments, possibly under the proprietorship of an enterprising Irishman. On such matters we may speculate but of some things we are certain. It is universally accepted that these seventeenth century meeting places did provide the original locations for two of the best-known institutions which are traditionally associated with the merchant shipping industry. Already we have featured one of these, the Baltic Exchange. The other is even more famous and is widely known outside the realms of shipping as Lloyd's.*

*To give an adequate definition of Lloyd's would be virtually impossible and, perhaps, the best description of that organisation is the one given by Lloyd's themselves. It is an organisation of many different yet complementary facets; a corporation; a society of Underwriters; an international insurance market; printers and publishers of shipping publications; the world centre of marine intelligence; and an important landlord in the city of London. Each and all of these descriptions apply to Lloyd's making it unique as a business institution. Nowhere else is insurance transacted by individuals having unlimited liability, in competition with one another, and yet with a very real if indefinable, "esprit de corps".*



The earliest references to Lloyd's Coffee House appeared in the form of an advertisement in the London Gazette of 21st February, 1688. The establishment was owned by Edward Lloyd and was situated near the River Thames. Because of its location the Coffee House attracted the patronage of seafarers and merchants who were actively engaged in the import and export trade. At that time there were no insurance companies such as we know them today and it was usual for individuals to guarantee commercial ventures on a personal basis. They were called Underwriters because they wrote their names beneath the wording on insurance policies and Lloyd's Coffee House proved a favourite venue for them to conduct their business informally over cups of coffee. In time, Lloyd's Coffee House became generally recognised as a likely place for persons wanting insurance cover to find Underwriters and the proprietor, Edward Lloyd, found that with the reputation came an increased custom which he promptly encouraged. He provided his customers with pen, ink, paper and shipping information which he obtained from the waterfront by employing runners. In 1696 he published a news-sheet called *Lloyd's News* but this was discontinued after he found himself in difficulties for inaccurately publishing proceedings of the House of Lords. Although it lasted only a short while *Lloyd's News* can be looked upon as the forerunner of *Lloyd's List* which is the oldest daily newspaper published in London and which first appeared in 1734 twenty-one years after the death of Edward Lloyd.

The original Lloyd's Coffee House was merely a convenient and apparently congenial place for merchants of common interest to meet, chat, and to transact insurance and other business. When Lloyd died in 1713 it was little more than that and he could have had no idea of the international prestige which would one day be attached to his name. Down the centuries the main spur to Lloyd's development has often proved to be expediency and the first occasion when there was any

obvious display of communal spirit was no exception. In 1769 Lloyd's reputation as a meeting place for merchant insurers was threatened by a gambling influence among the customers which provoked the serious insurance element into persuading a waiter at the Coffee House, named Thomas Fielding, to set up an alternative Coffee House in Pope's Head Alley. The serious businessmen then transferred their patronage to the new Lloyd's Coffee House and after a short period of dual and rival existence the new premises emerged triumphant and carried on unchallenged with the demise of the original Coffee House.

Due to its size the problem of space arose and in 1771 a committee was elected from among seventy-nine merchants, Underwriters and brokers at the Coffee House, who each paid one hundred pounds into the Bank of England for the purpose of acquiring larger premises. It was John Julius Angerstein, subsequently to become known as the "Father of Lloyd's", who was not a member of the Committee, who secured rooms in the Royal Exchange to which Lloyd's moved in 1774. The move to the Royal Exchange from the Coffee House in Pope's Head Alley was an important phase in Lloyd's history, not only because it brought to the fore John Julius Angerstein, but because it marked the passing of control of the premises from the proprietor to his customers and thus was the first tentative step on the path to the present structure of Lloyd's.

The present Lloyd's building is at Leadenhall Street and was opened in 1957 and has its principal frontage in Lime Street. The main feature of the building is the Underwriting Room which, with the gallery on all sides, occupies most of the site and provides about 44,250 square feet of Underwriting space.

The Captains' Room, whose name derives from the days when a room was at one time set aside at the Royal Exchange for the auction of ships, is a Restaurant, for Underwriting Members and others, situated on the second floor. It measures sixty feet by seventy feet and is larger than the whole of the

original seventeenth century Coffee House of Edward Lloyd in Lombard Street.

## LLOYD'S TODAY

Today, Lloyd's is a Society, incorporated by Act of Parliament in 1871, whose Members, known as Underwriting Members of Lloyd's, transact insurance for their own account and risk. The modern Corporation of Lloyd's does not accept insurance any more than did Edward Lloyd, nor does it assume liability for the insurance business transacted by its Members. Nevertheless it provides the premises, lays down, through a Committee, strict financial and other regulations regarding Membership, and administers the many and varied activities in which the Corporation is now involved.

Though Lloyd's Underwriting Members still transact business as individuals as did their predecessors in the eighteenth century, the complexity of modern commerce and the enormous insured values involved have brought about a change in the old system whereby each Underwriter personally transacted his own insurance business. Today, there are nearly 8,000 Underwriting Members of Lloyd's who are formed into syndicates. These groups, of a few or as many as seven hundred or more Members, are represented at Lloyd's by Underwriting Agents. There are one hundred and twelve Marine, eighty-seven non-Marine, thirty-four Aviation, thirty-four Motor and nine short-term Life Syndicates and it is Underwriting Agents who, through appointed Underwriters, accept on behalf of the 'Names' on their Syndicates the risks brought to Lloyd's. Thus, when a Syndicate Underwriter accepts a risk he can do so for a very much larger amount than if he were acting on behalf of himself alone, though the personal and individual liability of the Members on whose behalf he accepts business is not altered in any way.

The Underwriters for Syndicates sit with their staffs in the Underwriting Room at "boxes", pew-like desks, which, along with features such as the Captains' Room and liveried staff called waiters are

hereditary characteristics still to be found in the modern Lloyd's.

Insurance may only be placed at Lloyd's through the medium of Lloyd's Brokerage Company. There are some two hundred and fifty of these firms who are alone permitted to place business with Lloyd's Underwriters in the Underwriting Room.

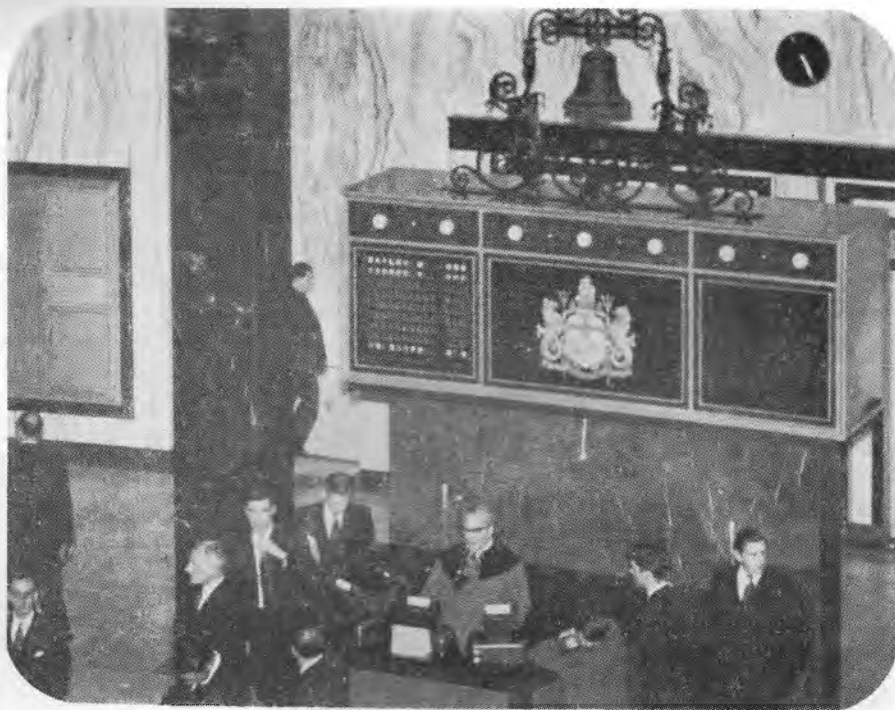
This feature of Lloyd's is based upon practical consideration, for as Lloyd's is a market it would be impossible for a member of the public, without the specialised knowledge of the Broker, to find the appropriate Underwriter with whom to place his business, let alone at the most advantageous terms and rates that Brokers can constantly seek on behalf of their clients.

Brokers have associates and contacts all over the world and, as Lloyd's Underwriters have no direct contact with the insuring public Lloyd's Brokers are an essential link in the chain between the assured and Lloyd's Underwriters; Nevertheless the Broker, in placing a risk, represents the former and not the Underwriter, and it is his duty to advise his client and obtain for him the most favourable terms available, commensurate with the risk involved. The Lloyd's Broker is not restricted to Lloyd's and can also place business with the insurance companies.

### **Non-Marine Business**

Though Lloyd's was originally a market exclusively for marine insurance and developed a world-wide shipping intelligence system accordingly, today more than half the annual premium income of about £6,000 million derives from non-marine sources. It is a development almost entirely due to the efforts of Cuthbert Heath, who pioneered many forms of non-marine insurance in the latter part of the nineteenth century. Heath underwrote the first burglary cover, the first jewellers' block policy and the first loss of profits through fire insurance.

Nowadays, risks of every conceivable description, with the exception of whole life and financial guarantee cover, are accepted by Lloyd's Underwriters from all continents and most countries either directly or by means of reinsurance.



**The Caller's Rostrum and the Lutine Bell.**

No risk is too small and few too large for the market.

The first aviation insurance ever written was accepted at Lloyd's in 1911 and the Lloyd's aviation market has now reached important proportions with an annual premium income of more than £70 million, which represents a substantial share of the London aviation market as a whole.

Motor insurance, excluding overseas business, accounts for about £50 million of the total annual premium income of Lloyd's Underwriters and though in volume this may be a comparatively small figure, the market has a vigour and flexibility giving a profitability that compares favourably with any other motor market.

It is often said of Lloyd's that anything can be insured there, and, though not literally true, it is more true of Lloyd's than of any other insurance organisation. There are some risks unacceptable because they are unsuited to the Lloyd's system of individual insurance such as whole life business. Other risks are too speculative to be construed as legitimate insurance at all. Unusual insurance, perhaps on a film star's beard or against the payment of holing-in-one prizes offered in golf tournaments or being hit by a satellite straying from its orbit may represent a small percentage of

Lloyd's Underwriters' premium income, but it does, nevertheless, indicate the flexibility of the market.

### **The Committee**

The Lloyd's market is administered by a Committee comprising 16 members of Lloyd's, elected from and by their fellow Members. The Committee Members elect their own Chairman and two Deputy Chairmen annually. Each Committee Member serves for a term of four years after which he must retire for one year before being eligible to stand for re-election. Four Members retire by rotation each year and new Members are elected in their place.

The Committee, other than in very few instances, does not dictate the type of business accepted at Lloyd's or interfere in the day-to-day conduct of Underwriters' business. The Committee is responsible for the election of new Members and is vitally concerned with the financial stability of those doing business at Lloyd's. It administers the affairs of the Corporation, including the provision of Claims Offices, Shipping Intelligence and other Publications, an Aviation Department, the Agency Network, the Policy Signing Office, Data Processing Services, Advisory and Legislation, Membership, Audit and Information Departments. It is also responsible for the premises themselves. The Chief Executive Officer of the Corporation of Lloyd's

is the Secretary General and the Corporation has a permanent staff of about two thousand employees.

### The Lutine Bell

In many people's minds the name Lloyd's is synonymous with the Lutine Bell though there is widespread misconception about its use. The Lutine Bell hangs above the rostrum in the Underwriting Room at Lloyd's and is used when important announcements are to be made to the market. Two strokes on the Bell signify the good news and one stroke indicates bad news. The Bell is not rung for every loss at sea but the sounding of the Bell formerly meant that an announcement was to follow relating to an overdue vessel. Nowadays the Bell is more frequently sounded for ceremonial occasions and its original function has been taken over by more modern methods of communication.

The Bell originally belonged to the French frigate *La Lutine* which was surrendered to the British at Toulon in 1793 and as H.M.S. *Lutine* was used to carry a cargo of gold bullion from Yarmouth Roads to Hamburg in 1799. A few hours after sailing on 10th October, 1799, the vessel was wrecked off Terschelling in a violent storm, with the loss of all hands and the cargo valued about £1,400,000 which was insured at Lloyd's.

A number of salvage attempts have been made over the years resulting in the recovery of some £100,000 in bullion, relics such as cannon, the rudder from which a chair and table now in the Writing Room at Lloyd's were made, the Captain's watch, and of course, the Bell itself which was raised in 1859. It has hung successively in the three Underwriting Rooms for nearly 80 years. Much of the atmosphere and formal procedures at Lloyd's can be attributed to its origins. In the case of "Calling" by which Brokers contact colleagues the system can be traced to the Coffee House days when a boy called the "Kidney" read notices from a pulpit. Subsequently this custom was further developed while the organisation was located at the Royal Exchange

when a waiter called the name of the Broker required through a megaphone. Nowadays a microphone and loudspeakers are used and once the Broker has heard his name he can signal his whereabouts on screens in the Caller's Rostrum and on the Gallery by a system which works electronically.

### Lloyd's Register of Shipping

Confusion often arises over Lloyd's Register of Shipping and Lloyd's. They are in fact two independent organisations, though sharing the same origin and name. In the days of Lloyd's Coffee House, Underwriters collected and catalogued information concerning the characteristics and construction of individual vessels to help them in their insurance activities. This register of ships known as the Underwrites Register or Green Book, was first published in 1760. In 1797 a dispute over classification methods prompted shipowners to publish their own book which appeared in 1799 and remained a rival register until 1834 when a common problem of finance brought about a reconciliation which resulted in the formation of "Lloyd's Register of Shipping". Since then the Society has remained independent of Lloyd's although a close liaison exists with Members of the Committee of Lloyd's also serving on the Committee of Lloyd's Register of Shipping.

Lloyd's Register of Shipping have rules based on long experience with the construction of ships and the dimensions and strength of all details. A ship which is built up to Lloyd's standards is classified "100A" and if her equipment, hawsers, anchors and so on, are also in sound condition she is classed as "100 A1". If her equipment is not so classified she becomes "100 A". Where a ship has been constructed under Lloyd's Special Survey, this is indicated by a Maltese Cross shown in front of her classification thus "✠One Hundred A1". Ships built for special purposes are classed "A1" with no prefix.

The Committee of Lloyd's Register issue annually "*Lloyd's Register of Shipping*". This book

contains names and detailed information of all the ships classified by Lloyd's Register and particulars, as far as they are known, of every sea-going merchant ship in the world as well as of certain other craft such as vessels of over one hundred tons trading on the Great Lakes.

In addition to Lloyd's Register there are several other classification societies such as the Bureau Veritas and the American Bureau of Shipping.

### Lloyd's Agents

The Corporation of Lloyd's has about five hundred agents throughout the world who are responsible for sending shipping movements and other information to Lloyd's relating to their ports, towns and areas. In addition their services are often sought in connection with damage to vessels or cargoes and it is the practise of the insurance policies issued by Lloyd's Underwriters and Marine Insurance Companies to state that, in the event of loss or damage, settlement of claims will be facilitated if Lloyd's Agents are called in to hold a survey.

Lloyd's Agents in certain circumstances deal with non-marine service and claims and they also work in conjunction with Lloyd's Aviation Department in arranging aviation surveys on damaged aircraft.

The first Lloyd's Agent appointed abroad was at Madeira in 1811 and from then on the system developed rapidly until one hundred and fifty firms had been appointed by the end of that year. Today there are one thousand, three hundred Lloyd's Agents and sub-Agents throughout the world.

And it all began in that Lombard Street Coffee House.

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### MR. W. A. O'NEILL

We are pleased to report that our General Manager, Mr. W. A. O'Neill, who took ill while on a business trip to Japan recently is now back in Dublin and making a good recovery.

We wish him a speedy return to his usual good health and look forward to having him back at Head Office soon.



## STAFF MERGER



We are indebted to Mr. D. Reilly of the "Irish Oak" for this photograph taken at Corunna, Spain when the "Irish Oak" was berthed beside one of our former ships, the "Irish Fir". The picture shows the former name of the vessel just above its current name "Arta".

Those included in the picture are left to right D. Reilly, M. Kavanagh and P. Kelly. It is interesting to note that this photograph was originally sent to Captain M. D. Langran who was the first Chief Officer of the "Irish Fir" after she had been delivered from Liffey Dockyard in December 1956. The vessel was subsequently sold to Arta Shipping S.A., Liberia in January 1969 when she was given her present name.



Our congratulations to Miss Josephine McFadden and Second Engineer, Mr. Pat Collins who were married on the 18th July, 1975. Josephine has been a member of our Personnel Department staff for the past five years and in this photograph she is seen showing her presentation gift from the office staff to Miss Maureen Grogan. The presentation was made by Mr. D. Hodgins, Personnel and Technical Manager on 11th July.

## BIRTHDAY GREETINGS

To: Cadet Joseph Dillon, Congratulations and Best Wishes on your 21st Birthday from Mammy, Tommy, Michael, Willy, Pat and children, Lilly and family, Margaret and family, Nan, Eddie and family.

## SYMPATHY

We wish to convey our sympathy to **Mr. Denis Coleman**, Assistant Steward on the recent death of his father.

## OLD FRIENDS AT LE HAVRE

In the course of recent correspondence between Irish Continental Line Ltd. and the shipbroking firm of Philippe Taconet of Le Havre we were pleased to receive from Monsieur Taconet an interesting photograph of the former "Irish Blackthorn" berthed at Le Havre.

Monsieur Taconet referred to the very pleasant business relationship which existed between Irish Shipping and his firm in the days when vessels of our fleet called more frequently at the French port. The photograph which is published on this page brought oil from Magnisi in July, 1959 and discharged the cargo at the C.I.M. Terminal, Le Havre. Monsieur Taconet acted as agent for Irish Shipping Limited at that time.

We are very grateful to our long-standing friend at Le Havre for his interesting letter and photograph.



## Deck and Engineer Officers ashore as at 16.7.75

Masters:- W. D. Garvey, J. S. Kerr, M. O'Dwyer, M. Devine, J. A. Gleeson.

Chief Officers:- E. Greevy, M. Doyle, B. Kehoe, D. Kavanagh, J. Moynihan, J. Ryder, A. Coughlan, P. J. Farnan.

Second Officers:- K. Daly, J. Kenny, H. McGowan, M. O'Callaghan.

Third Officers:- C. J. Lawless, P. Miley, P. J. Murphy, R. Ryan, M. Purcell.

Chief Engineers:- P. Bardon, M. J. Byrne, G. Cunningham, E. Larkin, J. Mooney, R. Tennent.

Second Engineers:- R. Broderick, P. J. Caffrey, P. Collins, M. Egan, D. Gabriel, T. Kenny, S. Mac Loughlin, P. J. O'Halloran, N. O'Neill, T. Hanrahan, J. O'Toole.

Third Engineers:- C. Corcoran, M. Donovan, M. Hayes, P. McDonnell, P. Mac Glade, D. Power.

Fourth Engineers:- J. Farrell, F. Flynn, A. Keane, M. J. Mac Aneny, P. Morris, D. O'Loughlin.

Junior Engineers:- M. Allen, M. Boland, P. Clarke, P. Duffy, M. Egan, J. Kavanagh, H. Mahon, C. O'Brien, T. O'Leary, D. Purcell, T. Ryan, D. Walshe.

Electrical Engineers:- S. Byrne, P. J. Clarke, T. Duggan, J. Dunne, J. Grace, E. Perry, P. Tobin.

Engineer Cadets:- A. Kelly.

Deck Cadets:- D. Devenny, D. Elliott, L. Foley.

Catering Officers:- J. Doran (Senior), U. Maher, M. Moody, J. Rogan (Senior), P. Walshe (Senior).

### Late J. St. John O'Riordan

We regret to report the death of Engineer Cadet, **Mr. J. St. John O'Riordan** of Cork following a road accident in which he was involved with his motor cycle.

Mr. O'Riordan's death in such tragic circumstances and at such an early age has deeply shocked his colleagues at the Cork Regional College and in the Company. We sympathise with his family on their great loss.

### CONDOLENCE

We offer our sincere sympathy to **Mr. James Clinton** on the tragic death of his son, Sheamus, in a road accident near his home in Co. Louth recently.

## AMVER

### AWARD WINNERS

The following letter has been received in connection with this year's AMVER Awards and we congratulate all those involved in achieving this worthy distinction.

Dear Sir:

It gives me a great deal of pleasure to number your company among those whose vessels will be receiving annual awards for outstanding participation in the Coast Guard's Automated Mutual-assistance Vessel Rescue system. This year over 1,700 ships will receive AMVER awards, and, as noted below, your organization merits listing with all of those whose vessels have made a particularly positive and unselfish contribution to maritime safety.

To demonstrate the Coast Guard's appreciation of their support for this international lifesaving program, those vessels qualifying for awards for the first time are being furnished a blue AMVER pennant and a Certificate of Recognition, while those that have previously received an AMVER pennant will be awarded updated certificates. Those vessels that have qualified for an award for five consecutive years will also receive a gold AMVER pennant. The contribution of these vessels to this humanitarian effort justifies proud display of these awards which are a credit both to onboard personnel and to the many vessel operators who encourage participation.

Sincerely,

O. W. SILER

Admiral, U.S. Coast Guard

Commandant

United States Coast Guard

U.S. Maritime Search and Rescue Coordinator.

AMVER Awards to:

M/V IRISH LARCH/EIDG

M/V IRISH MAPLE/EIDC

M/V IRISH OAK/EIDF

M/V IRISH STAR/EIXW

3rd Consecutive

M/V IRISH STARDUST/EIBJ,

3rd Award

M/V IRISH ELM/EIWT

5th Consecutive

### Late Mr. Peter Byrne

His many friends in Irish Shipping will be saddened by the news of the death of Peter Byrne, Bosun, who served for many years on various vessels of the Company's fleet.

The late Mr. Byrne was a native of Dublin and we offer our sincere sympathy to his widow and family in their sad loss.

### Retirement of Mr. H. J. Mooney, Chief Engineer



One of the longest serving Officers of the Company, Mr. Harry Mooney has recently retired.

A native of Dublin, Mr. Mooney began his association with the Company in 1942 when he sailed on the "Irish Plane," a vessel of the war-time fleet which was then under the management of Palgrave Murphy. During those turbulent war years he also served on the "Irish Beech" and "Irish Elm". Having left the Company's services. Mr. Mooney rejoined in December 1946 when he was appointed Second Engineer on the "Irish Larch". He subsequently served on the "Irish Poplar", "Irish Willow" and "Irish Plane" and "Irish Oak" before being appointed Chief Engineer of the "Irish Rose" in June 1954. He subsequently joined the first Irish Shipping tanker, "Irish Holly" and served on that vessel as Chief Engineer before taking over from Mr. T. J. G. Cronin as Chief Engineer on the "Irish Elm". Mr. Mooney also served on the "Irish Alder", "Irish Poplar", "Irish Spruce" and on the tankers "Irish Hawthorn" and "Irish Blackthorn". Last year, Mr. Mooney suffered a great loss in the death of his wife, Mrs. Aileen Mooney who had made many trips with her husband to various parts of the world.

His many friends in Irish Shipping will wish Mr. Mooney many years of good health in pleasant retirement.



## FLEET NEWS

### "Irish Elm"

This vessel arrived at Sakai, Japan on 6th July with a cargo of coal from Newport News and completed discharge on 13th July. She then proceeded to Yokohama where she loaded motorcars for Amsterdam. The "Elm" sailed on 17th July and is expected to pass through the Panama Canal on 7th August, arriving at her discharge port about 20th August.

After completing discharge at Amsterdam it is probable that the next voyage of the "Elm" will be to Japan.

### "Irish Stardust"

After leaving the drydock at Antwerp the "Irish Stardust" sailed in ballast on 19th June. She passed through the Panama Canal on 9th July and is expected at Vancouver on 20th July. There she will discharge a cargo of phosphate which she loaded at Tampa on her present voyage to the West Coast of Canada. After completing discharge the vessel will load forest products at Vancouver, Crofton, Port Mellon and Squamish. She is expected to sail from Squamish about 30th July for Kawasaki and Osaka. She should arrive at her first Japanese port of call on 18th August and is expected to complete discharge at Osaka about 24th August.

### "Irish Larch"

This vessel was in dry dock at Flushing at the beginning of July during which time Chief Officer, **Mr. B. Hearne**, Third Officer **Mr. P. Miley** and Electrical Engineer **Mr. E. Walsh** joined the vessel to relieve **Mr. M. Doyle**, **Mr. P. Murphy** and **Mr. P. Tobin** respectively.

While the vessel had been at London, where she completed her previous voyage, Chief Engineer **Mr. M. Curley**, Second Engineer **Mr. J. Reilly**, Junior Engineer **Mr. D. Gerety** and Radio Officer **Mr. P. A. Kinsella** relieved **Mr. M. Byrne**, **Mr. T. Hanrahan**, **Mr. T. O'Gorman** and **Mr. N. Murphy** respectively.

The vessel sailed from Flushing on 10th July in ballast for Tampa where she is expected on 25th July. She will then load a cargo of phosphate which is expected to be completed in one day and will sail for Vizagapatnam via the Cape of Good Hope. She is expected to call at Durban on 21st August for bunkers and should arrive at her discharge port on 5th September.

### "Irish Cedar"

Having loaded steel slabs at Detroit and Chicago, the "Irish Cedar" sailed from the last-named

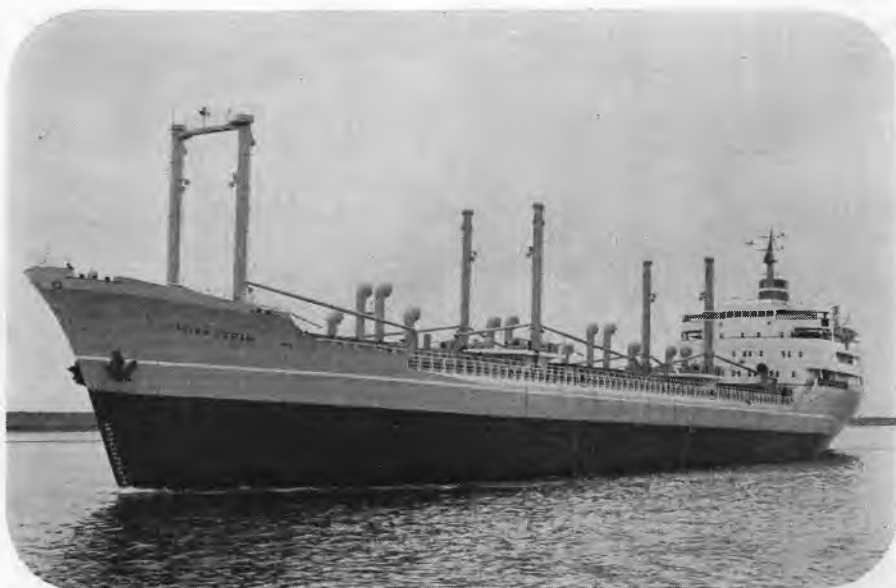
port on 14th June for Apapa, Nigeria. This port is near the capital of Nigeria, Lagos, and there is at present much congestion in the area. There are 190 ships at anchor off the port of Apapa and the "Irish Cedar" joined them on 9th July. She is not expected to complete discharge until mid-September and will unload her cargo into lighters which will bring the steel to the dockside. **Captain Michael Carey** joined the vessel on 18th July to relieve **Captain W. Garvey** and Chief Engineer, **Mr. J. Mooney** is expected to join the vessel at the end of July to relieve **Mr. D. Knott**.

### "Irish Star"

This vessel loaded lumber at the British Columbian ports of Gold River, Port Mellon and Squamish as well as at Eureka, California for discharge at Leghorn, Barcelona and Algeciras. She passed through the Panama Canal on 3rd July and is expected at her first discharge port, Leghorn on 21st July. She is expected at Barcelona on 25th July and at Algeciras on 28th July where she will complete discharge.

### "Irish Oak"

**Mr. J. Whelan**, Third Officer joined this vessel while she was at Kokura, Japan. She arrived at her Japanese discharge port with a cargo of iron ore loaded at Vizagapatnam. She sailed in ballast on 15th July for Long Beach, California where she will load steel



"IRISH CEDAR"



slabs for Gijon, Spain. The vessel is expected at Long Beach about 2nd August and should sail on 8th August. She will be due at Panama on 18th August and should arrive at her discharge port on 2nd September.

### "Irish Pine"

The photograph reproduced on this page of the active volcano at Sakurajima was sent to us by Captain T. Byrne of the "Irish Pine". This volcano which erupted in 1970 could be seen on the "Irish Pine"

while the vessel was berthed at Kagoshima. She had arrived at Kagoshima from Kobe and discharged a cargo of corn at both ports from Buenos Aires and Rio Grande.

After discharging her grain cargo the vessel loaded steel at Kashima, Chiba and Sakai near Osaka. She sailed from Sakai on 8th June and passed through Panama on 28th June on her way to Matanzas in Venezuela.

When she has completed discharge she will proceed to load grain at ports in Southern Brazil for discharge at a European port. It is

expected that she will finally sail from Brazil about 30th July and should arrive at her European discharge port about 16th August.

While the vessel was at Panama **Mr. A. Bolster**, Second Engineer joined the vessel to relieve **Mr. P. Kenny** who left the vessel at Matanzas. Also relieved at Matanzas were **Mr. T. Farrell**, Fourth Engineer and Electrical Engineer **Mr. J. Grace**. **Mr. N. Scully**, Junior Engineer relieved **Mr. Farrell** and was in turn relieved by **Mr. J. Kavanagh** who joined at Matanzas with Electrical Engineer **Mr. P. Fitzgerald**.



A view of the smoke and ashes issuing from Sakurajima taken from Lava Road, Kagoshima.

### "Irish Plane"

Due to the large stocks of phosphate which Gouling Fertilisers have at their Dublin and Cork storage plants, the firm is not importing further supplies for the present and the "Irish Plane" has been diverted from her normal run between Casablanca and the two Irish ports.

The vessel has not called at home ports since May and has made voyages from Casablanca to Leith

and from Dakar to Teesport with phosphate.

At present the "Plane" is at Thunder Bay at the head of the Great Lakes where she is loading grain for discharge at a European continental port. She is expected to complete loading on 19th July and should arrive at her discharge port about 3rd August. It is probable that the ship will discharge at Rotterdam and her further itinerary is not available as we go to press.

### CONGRATULATIONS

To **J. Hickey** on obtaining his Mate's Foreign-Going Certificate;  
To **K. Daly** on obtaining his Second Mate's Foreign-Going Certificate;  
To **M. Kirrane** on obtaining his Second Mate's Foreign-Going Certificate;  
To **P. McGlade** on obtaining his Second Class Motor Certificate;  
To **J. O'Keeffe** on obtaining his Second Class Motor Certificate.

# Fleet Personnel



Deck and Engineer Officers in Order of Rank as at 21st July, 1975.

**m.v. 'Irish Cedar'** – Captain M. Carey; Deck Officers: J. Darcy, J. Daly, J. Hughes; Deck Cadets: P. Boyd, R. O'Shea; Chief Engineer: D. Knott; Engineering Officers: H. Teehan, J. Nangle, J. O'Leary, P. A. Cummins, P. Conran, N. Brick; Electrical Engineer: J. Murphy; Catering Officer: E. Fricker; Radio Officer: M. O'Leary; Deck Department: J. Hall, P. McDonnell, G. Byrne, A. Murray, T. Whelan, J. Doran, J. Lynch, P. Flynn; Engine Department: T. Kinsella, P. Leonard, C. Hendy, B. Bell; Catering Department: L. Kiernan, D. Brown, J. Hoey, D. Byrne, E. Kinney, G. McGovern, J. Murphy.

**m.v. 'Irish Larch'** – Captain J. Caird; Deck Officers: B. Hearne, J. Murphy, P. Miley; Deck Cadets: G. Farrell, E. O'Callaghan, T. McMahon; Chief Engineer: M. Curley; Engineering Officers: J. T. Reilly, E. Kealy, D. P. Kelly, D. Gerety, P. O'Mahony, J. Garvey; Electrical Engineer: E. Walsh; Catering Officer: N. Hartigan; Radio Officer: P. A. Kinsella; Deck Department: V. Murphy, T. Hughes, P. White, A. Byrne, F. McCarthy, A. Caffrey, J. Bonnie, S. Smith, P. O'Brien, S. Boylan, G. McGuinness, J. Wickham, R. Fawsitt; Catering Department: T. Mason, C. Murphy, J. Roche, J. Cooney, J. McCloat, G. Humphries, F. Browne.

**m.v. 'Irish Stardust'** – Captain J. Kelly; Deck Officers: D. Mundow, M. Lydon, P. Smyth; Deck Cadets: T. Finn, B. Kinch, M. Kidney, M. Butler; Chief Engineer: T. Murphy; Engineering Officers: D. O'Brien, P. McCarthy, A. Kells, J. Durham, N. Pearson, P. Molloy; Electrical Engineers: D. Niall, J. Maguire; Catering Officer: J. Clinton; Radio Officer: M. Stockwell; Deck Department: A. Hearne, K. O'Malley, S. Smith, P. White, J. Kelly, J. Beggs, M. Hawkins, P. Collins, M. O'Connor, J. O'Brien, A. Byrne, B. Goyvaerts, M. Murphy, D. Doyle, J. Burns; Catering Department: T. Doyle, J. Kelly, E. Mulready, D. Cole-

man, M. Gowan, N. Duggan, P. Garry.  
**m.v. 'Irish Pine'** – Captain T. Byrne; Deck Officers: T. O'Connor, J. A. Flanagan, M. McCarthy; Deck Cadets: N. Cummins, D. Fleming; Chief Engineer: G. Rowe; Engineering Officers: A. Bolster, J. Waters, M. Scully, O. Mortimer, J. Kavanagh, F. Murphy; Electrical Engineer: P. Fitzgerald; Catering Officer: B. Dorgan; Radio Officer: M. Power; Deck Department: P. Harris, D. O'Sullivan, G. McGuire, V. Curtin, T. Norris, P. Bradshaw, J. Walker, W. Carroll, S. Ebbs, A. Breslin, R. Kiernan; Catering Department: J. McGovern, P. Codd, J. Buggy, G. McGovern, J. Brady, B. Latimore, D. Brown.

**m.v. 'Irish Maple'** – Captain H. Fiddler; Deck Officers: G. Kyne, P. Richardson, D. Meagher; Deck Cadets: P. Dorgan, T. Sarsfield; Chief Engineer: R. Tennent; Engineering Officers: J. Devitt, M. Donovan, K. Daly, B. McGinley, E. Tubridy, M. Tracy; Electrical Engineer: P. J. O'Toole; Catering Officer: H. Bond; Radio Officer: Farrell; Deck Department: H. Hannon, R. Nugent, A. Murphy, P. O'Neill, S. Cousins, V. Lotti, J. Weadock, G. Mooney, G. Courage, J. Doyle, A. Doyle, J. Farrelly, A. Preston; Catering Department: B. Rogan, L. Bajai, J. Evans, J. Kenneally, J. Clancy, T. Sweeney, E. Beale.

**m.v. 'Irish Star'** – Captain B. Reilly; Deck Officers: J. Whyte, B. Coburn, A. Kelly; Deck Cadets: D. Dignam, F. O'Flynn; Chief Engineer: L. Sherringham; Engineering Officers: M. Byrne, M. McCann, P. Herlihy, K. Vekins, J. Lynch, C. McGarrigal; Electrical Engineer: A. Kane; Catering Officer: L. Fanning; Radio Officer: R. Byrne; Deck Department: E. O'Leary, J. Kealy, J. Hannah, A. Corlett, P. Brady, P. Duffy, L. Sheridan, D. McDonnell, T. Goggin, J. Grace, J. Walsh, R. Rooney, E. Judge; Catering Department: A. Rourke, J. Mulligan, P. McKenna, C. Lewis, J. Murphy, B. Courage, L. Stewart.

**m.v. 'Irish Elm'** – Captain M. McMahon; Deck Officers: P. Mur-

phy, M. Darcy, M. Kirrane, Deck Cadets: G. Bourke, G. O'Connor; Chief Engineer: M. Dillon; Engineering Officers: D. Menzies, E. Sweeney, J. Denham, M. Tyrrell, B. Groghegan, P. J. Murphy, T. Lanigan; Electrical Engineer: H. Stears; Catering Officer: T. O'Connell; Radio Officer: C. F. Park; Deck Department: K. Maher, W. Boone, B. Kerrigan, M. Russell, P. Cullen, L. Beggs, H. McElwaine, F. Macken, G. Rice, A. Graham, J. O'Connor, J. Ryan, D. Ryan, K. Barry, M. Devlin; Catering Department: J. Smith, P. Foley, J. Lloyd, J. Whittaker, G. Greensmith, P. Harrington, T. Kennedy.

**m.v. 'Irish Plane'** – Captain J. Walsh; Deck Officers: D. Hopkins, G. Graham, F. Traynor, Deck Cadets: J. Flaherty, R. McCabe; Chief Engineer: J. Morgan; Engineering Officers: P. Dowling, J. O'Keeffe, M. Hayes, M. Ryan, E. McQuillan, D. O'Flaherty; Engineer Cadets: M. Okoli, V. Bassey; Electrical Engineer: P. Deasy; Catering Officer: J. Dillon; Radio Officer: J. Lyons; Deck Department: J. Ryder, M. Doyle, A. Gill, C. O'Driscoll, J. Crowe, P. Coyle, H. Black, D. Nodwell, J. Carroll, J. Roche, E. O'Connell; Engineer Departments: J. McGran, P. Walsh, G. Roche, D. O'Sullivan; Catering Department: J. McGrath, T. Farrell, P. Boyle, W. Coyle, G. Guiden, D. Redmond, P. O'Sullivan.

**m.v. 'Irish Oak'** – Captain T. Hughes; Deck Officers: P. Kehoe, E. Curry, J. Whelan; Deck Cadets: G. Butler, W. Kavanagh; Chief Engineer: W. D. McCarthy; Engineering Officers: T. O'Toole, F. Mullin, J. Hughes, F. Sheehan, D. Horan, L. Byrne; Electrical Engineer: F. Cremin; Catering Officer: M. Moody; Radio Officer: J. Hynes; Deck Department: J. Tallon, P. Carr, J. Willis, J. Stack, T. Handley, F. Cole, G. Corr, J. Brennan, B. Freeney, D. Reilly, D. Scanlon, A. McDonnell; Catering Department: J. Rourke, F. Gavin, P. Kelly, W. Kearney, E. Foran, E. Smith, S. Coyle.