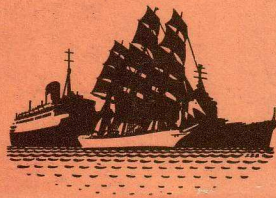




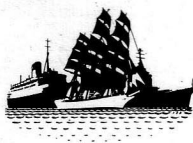
**Irish  
Shipping  
Limited**

**H C Spong**



**IRISH  
SHIPPING LTD.  
1941 — 1982**

by  
**H. C. Spong**



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1982



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## FOREWORD

During March 1941 a new shipping company started operations with an obsolete collection of ships on the trade routes of the world. By 1949 all these old vessels had been sold and since that date only brand new tonnage has been operated by this company. State sponsored but requiring very little state aid, this is the story of Irish Shipping Ltd., its ships and its associated companies.

H. C. Spong  
Clevedon, England  
March 1982

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Photographs have been supplied by the photographers etc as credited in the text.

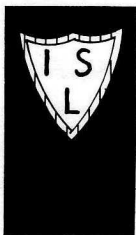
The cover was designed by Mr. Tom Adams while Messrs. Roy Fenton and J. L. Loughran drew the Flags and Funnels.

The author wishes to acknowledge as source material the following publications: Signal (House journal of ISL), Marine News, Sea Breezes, Lloyds List, Lloyds Register of Shipping 1884-1982, Proceedings of the Dail 1938-1948, Crisis on the Clyde — J. McGill, British Standard Ships of World War I — Mitchell & Sawyer, History of World War II — W. S. Churchill, Irish Naval Service (WSS Monograph No. 4) Thomas A. Adams, Flags and Funnels — J. L. Loughran.

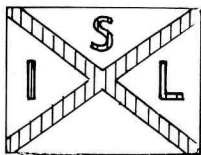
Further interesting reading: The Long Watch — Frank Forde.

# FLAGS AND FUNNELS

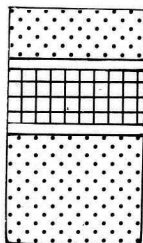
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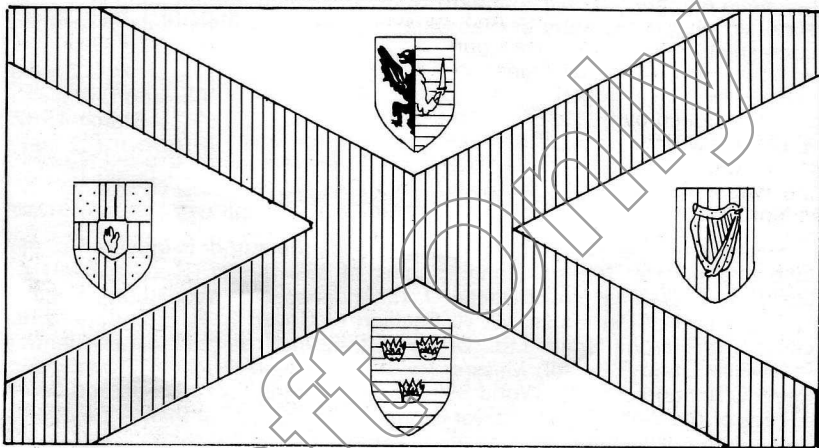


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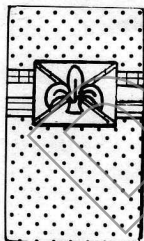


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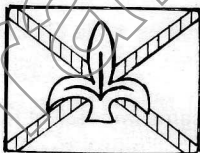
- 1,2 Irish Shipping Ltd. 1941-1947.  
3,4 Irish Shipping Ltd. 1947 onwards.  
5,6 Irish Continental Line Ltd. 1973-1978.  
7,8 Irish Continental Line Ltd. 1978 onwards.  
9 R. & H. Hall Ltd.  
10 Coal Distributors Ltd. ('flames' are red).



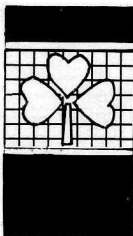
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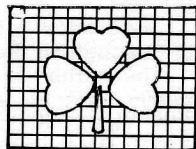
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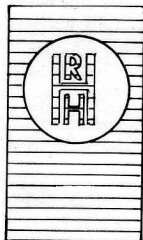
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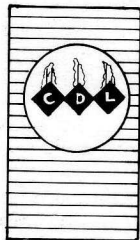
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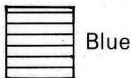
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Blue



Red



Yellow



Green



## HISTORY OF IRISH SHIPPING LTD

The outbreak of war in 1939 saw Eire in a perilous state as far as ocean-going shipping was concerned. Since the formation of the Irish Free State in 1922 very little attention had been given to building up an ocean going merchant fleet. Two large vessels, KNOCKFIERNA 5200/19 and KILCREDANE 6180/11 had been owned by the Limerick S.S. Co., Ltd., but by 1935 both had been sold due to the world shipping slump.

In 1938 the situation improved for a short while when seven 14,000 dwt. tankers built in Germany by Deutsche Werft and Bremer Vulkan were registered in Dublin. Built for Andrew Weir & Co. Ltd., they were registered in the ownership of Liffey Transport and Trading Co. Ltd., and were designed to supply a proposed oil refinery in Dublin.

However, they, together with two whale factory ships and six whale catchers owned by Salvesens of Leith were withdrawn from the Irish registry within a few days of the outbreak of war, leaving Ireland with a fleet of 56 ships, none ocean-going and of these 56, three were lighthouse tenders and one was a cross-channel passenger ship. The others were a collection of schooners, steam coasters, short sea traders and small passenger vessels. The neglect of the previous seventeen years was to have grave repercussions for a small neutral country where the predominant industry was agriculture.

Eire came into being on 29th December 1937 (prior to this it was known as the Irish Free State) with a population of 3 million. It had an area of 26,600 square miles and the main industries were agriculture, fishing and dairy farming. Mineral resources were few.

The Prime Minister in 1939 was Eamonn De Valera (1882-1975) and his party, Fianna Fail, controlled the Irish Parliament (The Dail). On the outbreak of war the first act of the Eire Government was to declare neutrality and by Emergency Power Order No 2, on 7th September 1939, order that the tricolour (the national flag) be flown instead of the Red Ensign — a vital step for a neutral nation. Nevertheless the nation's lifeline was the merchant shipping of Great Britain and other nations.

As early as 27th September 1939 William Norton, leader of the opposition Labour party, suggested that the Government purchase a considerable amount of deep-sea tonnage before it became impossible to do so due to war losses. The following day Patrick McGilligan suggested the same, but nothing was done. Even at this early stage of the war the Government was worried about possible shortages and one of the early moves with government encouragement was for the companies involved in the import of grain, tea, timber and fuel to form purchasing companies in order to purchase commodities in bulk and to reserve cargo space.

In November 1939 the United States ordered its ships not to enter the war zone, which was defined as an area east of a line from Northern Spain to Iceland and cargo for Ireland had to be trans-shipped at Lisbon for onward shipment by Irish and neutral ships, thereby adding to the cost and imposing a further strain on the limited shipping resources.

By March 1940 considerable difficulty was being experienced in obtaining steel from Europe and many repairs to both buildings and ships were being held up.

The lack of a deep-sea fleet was causing grave concern and on 11th December 1940 the Minister of Industry and Commerce, Mr Macentee, raised the matter in the Dail; the following day William Norton raised the question again.

A letter from the British Prime Minister Winston Churchill to the United States President Roosevelt on 13th December 1940, and reported in the Irish Press on 11th January 1941 sums up the situation as far as Britain was concerned: North Atlantic transport remained the prime anxiety and Churchill went on to bemoan the denial of Irish ports and airfields to British forces. "In the meanwhile we cannot undertake to carry any longer 400,000 tons of feeding stuffs and fertilisers which we have hitherto conveyed to Eire through all attacks of the enemy. We need this tonnage for our own supply and we do not need the food which Eire has been sending us." The letter ends with the lines "You will realise also that our merchant seamen, as well as public opinion generally, take it much amiss that we should have to carry Irish supplies through air and U-boat attacks and subsidise them handsomely when De Valera is quite content to sit happily and see us strangled."

Mr De Valera subsequently answered Mr Churchill in an impassioned speech in the Dail in which he stated the Irish position on neutrality with clarity and frankness.

From the outbreak of hostilities, petroleum had been imported by British-flag vessels and up to Christmas Eve 1940 fuel supplies were sufficient although rationed, but after that date severe restrictions were imposed. The proceedings of the Dail reported on 16th January 1941 that in the past few months three tankers laden with fuel for the country had been sunk off the Irish coast. Fuel stocks were nearly exhausted and so great was the shortage of seeds and fertilizers that Mr Keyes suggested that the Government buy the cargoes of phosphates on board two ships of a neutral power which had been overrun. The two ships concerned had been lying in the Shannon Estuary since mid-1940.

Just previous to this, in November 1940, Grain Importers Ltd., of Nassau Street, Dublin, the trade purchasing agency, had informed the Government that they had been unable to charter a single ship for the import of grain except for charters previously arranged. Earlier on, grain had been imported in ships flying the Greek flag but by this time the Greek Government needed the ships for its own purposes.

Coal stocks were running low and Coal Importers Ltd was formed on 19th February 1941 to purchase coal in bulk for emergencies. As almost all the coal had previously come from Britain this body was instructed to purchase any supplies whether suitable or not, because of the chronic shortage. The following day, Mr De Valera replying to a request by Mr Dillon that Irish ships be armed, gave details of attacks on the country's ships during 1940. Eight ships had been attacked, two had been attacked twice with the loss of twenty lives, while seven men had been injured. Seven of the ten attacks came from the air and in all but one case the attackers had been German. In addition to losses by air attacks, other ships had been mined or lost without trace. Mr De Valera pointed out that since 17th August 1940 the German Government had declared a large area around Britain to be the scene of warlike operations and that ships in this area exposed themselves to damage. In closing, he stated "As regards defensive armaments, the government is not satisfied that the advantages outweigh the disadvantages."

Further difficulties for Irish ships had arisen on 1st January 1941 because from that date masters of neutral ships were required by the British to hold two documents. The first was a "Navicert" or navigational certificate which was issued by the British Trade Commissioner in Dublin, and was a movement certificate required for passage through the Allied blockade. Without the certificate Irish ships could not pass through Allied patrols or receive fuel, stores or repair facilities at British ports. The second was a ship warrant issued by the British Ministry of War Transport; vessels without this document could be intercepted and diverted to Allied ports for examination.

In the case of Irish ships trading to the Iberian peninsula the British authorities required them to carry coal outwards to Lisbon and to call at Fishguard when homeward-bound for examination by the British Navy.

Routing instructions were also issued at the British port of departure, laying down courses to be steered, signalling instructions when meeting Allied ships and giving details of prohibited areas.

By early 1941 the Government realised that the situation was getting desperate and if the country was to survive a deep sea merchant marine must be established. A committee had been set up in 1940 to examine the problems associated with running a fleet of merchant ships and on 19th February 1941 at the annual dinner of the Federation of Irish Manufacturers a call was again made for the formation of a deep sea merchant fleet. Desperate situations call for drastic action and on 21st March 1941 a meeting was held in Dublin at Earlsfort Terrace, a large Victorian house (now demolished). It was at the time the headquarters of the Department of Supplies and the meeting was chaired by John Leydon, Secretary of the Department. The outcome of the meeting was the formation of a national shipping company to be known as IRISH SHIPPING LTD. The new company had a nominal share capital of £200,000 and the shareholding was:-

51%	£102,000	to be held by the Ministry of Finance
43 $\frac{3}{4}$ %	87,500	to be held by the Grain Importers Ltd
1 $\frac{3}{4}$ %	3,500	to be held by the Limerick S.S. Co. Ltd
1 $\frac{3}{4}$ %	3,500	to be held by the Palgrave Murphy Ltd
1 $\frac{3}{4}$ %	3,500	to be held by Wexford S.S.Co. Ltd
100%	£200,000	

Emergency Powers Order No 72 authorised the Minister of Finance to buy shares from the shipping companies to enable the state to have full control if required.

The first board of directors was:-

Chairman: John Leydon (Secretary of Dept. of Supplies)  
J. F. Dempsey (Company Secretary)  
T. J. Flynn (Assistant Secretary Dept. of Industry & Commerce)  
J. J. Stafford (Director, Wexford S.S. Co. Ltd.)  
A. S. Gordon (Director, Palgrave Murphy Ltd)  
T. D. Hallinan (Director Grain Importers Ltd)  
S. J. K. Rycroft (Director Limerick S. S. Co. Ltd.)

The registered office of the company was to be 39 Upper O'Connell St., Dublin, hitherto the Aer Lingus Offices.

Its objectives were to acquire, operate and maintain a deep sea merchant fleet in order that the country's economy and people could survive the course of the war. Urgency was the keyword, thirty ships at minimum were needed if the level of pre-war imports was to be maintained. Management of the company's vessels when acquired would be placed in the hands of the three shipowning partners.

But where to find suitable vessels in these times of war? Every country needs ships and is very reluctant to part with any it may have, c. f. the U.K.'s restriction on sale of ships out of its registry.

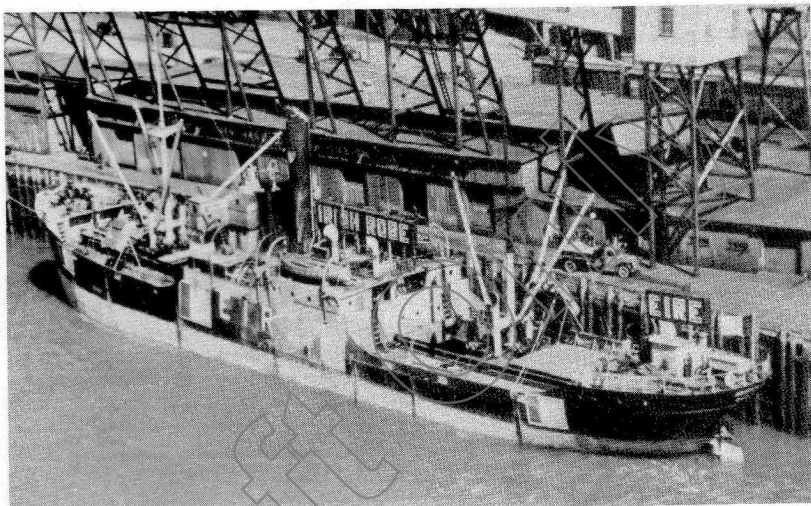
In fact, eleven days before the meeting at Earlsfort Terrace agreement had been reached to purchase the company's first vessel, the VASSILIOS DESTOUNIS, from the Greek shipowner P. E. Panas for £142,000. The VASSILIOS DESTOUNIS had been abandoned off the Atlantic coast of Spain after an air attack and Spanish fishermen had boarded the vessel and taken her to their home port, Aviles, where they were awarded £80,000 for the salvage. Capt. M. Moran and two other officers travelled to Aviles and took delivery of the ship on 9th April 1941. During the course of examining the ship they found that she had been stripped of all movable equipment including the radio, which had been confiscated by the Spanish authorities. After some repairs the vessel was ready to sail to Lisbon, and an Irish crew was sent to Aviles to man her. Unfortunately, the Spanish were doubtful about Irish neutrality and the crew got no further than Lisbon. Eventually a Spanish crew took the ship to Lisbon where she entered drydock for more repairs, including repairs to the mainmast which collapsed during loading.



After loading a full cargo of grain, the ship sailed for Dublin on 1st October 1941, out of convoy as the crew feared a German attack if they sailed in convoy. On arrival at Dublin on 8th October 1941 she was renamed IRISH POPLAR and left again, on 20th December 1941, for St John, New Brunswick, on her first transatlantic voyage.

The next ship in the fleet was the IRISH ELM, ex LEDA, and by the end of 1941 ten ships were operating for the new company.

The colour scheme adopted by ISL was black hull, red boot topping and buff upperworks. The funnel was black with a white shield bearing the letters I.S.L. in red, and the company's house flag was a red diagonal cross on a white field with the letters I.S.L. in red.



**IRISH ROSE** at St. John, N.B. 31st March 1943

*W.S.P.L. courtesy Canadian Forces*

Most of the ships acquired needed repairs, some extensive, but facilities in Ireland for repairs were few; there were only two drydocks in operation, both at Dublin, and neither was suitable for deep sea vessels. In order to expedite repairs to their vessels, ISL established the Cork Dockyard Co in May 1941. Taking over the old Rushbrooke Dockyard which had lain derelict since 1930, they reactivated it and by April 1942 it was in use for the repair and overhaul of the Company's fleet. It also proved useful to the privately owned vessels of the Irish Merchant fleet and to units of the Marine Service. The first ship repaired was the IRISH LARCH.

A normal voyage in those early days was Dublin to St. John, NB, to load wheat and general cargo and thence to an Irish port to discharge. For most of the war Irish ships sailed out of convoy and the crews received a bonus for each round voyage completed. Payments ranged from £25 for a crewman to £65 for a master. The vessels sailed on clearly defined routes outwards to the Azores then along 38° parallel of latitude to the American coast; homeward the course was reversed.

Shortages in Eire during 1941 became more desperate and petroleum imports at 10 million gallons were half of the previous year. Foreign-flag vessels were infrequent visitors to Ireland and in the period April 1941 to

June 1942 only seven such ships visited the country. One of these ships, the VICIA, was purchased by ISL in April 1942 and became the IRISH SPRUCE.

The search continued for tonnage for possible purchase and over 160 ships were inspected but only fifteen had been bought or chartered by 1943. The prices paid were inflated and questions were asked in the Dail about the need to pay such amounts. It is worth recording that one ship could have been sold for 100% profit the day after she was acquired, such was the demand for shipping. The two largest vessels operated during the war years were the IRISH PINE and IRISH OAK which were chartered from the United States Government in September 1941. Both became victims of U-boats during 1942 and 1943, a tragic loss for Ireland especially in the case of the IRISH PINE which was lost with all hands. An Italian vessel, the CATERINA GEROLIMICH, was chartered during 1943 and renamed IRISH CEDAR. She was the last ship acquired by the company during World War II.

Ireland tried to purchase or charter further vessels from the United States Government in order to expand its fleet but was not able to do so. Agreement was reached to purchase WOLVERINE 4990/19 but in January 1944 the sale was vetoed by the U.S. State Department as not being in the best interest of the U.S. Govt. Reasons for the refusal were twofold, firstly Ireland's failure to join the Allied cause, and secondly, the fact that following the loss of both the U.S. chartered vessels Ireland had not protested to the German Government about their sinking. The Irish Minister in Washington, Walter Brennan, replied to the second statement on behalf of the Government "The accusation that we had not protested to Germany was most unreasonable because such a protest could not be made without positive evidence." He quoted the case of the KERLOGUE of the Wexford S. S. Co Ltd., which was attacked on 25th October 1943 by aircraft believed at the time to be German but later found to be British. A protest to Germany in this case would have been premature. Ireland received no more ships from the USA and after the war not even surplus tonnage was allocated to them.

During May 1944 the Government was defeated on the Transport Bill which sought to place under state ownership the railways and some road transport in Eire, but the general election in June 1944 returned Fianna Fail to power.

All shares in Irish Shipping Ltd., were by this time held by the Minister of Finance, the shipping companies and others having relinquished their share holdings in 1943.

Before this, on 16th April 1944 at the Annual dinner of the Maritime Institute of Ireland (formed in Oct 1941 to foster interest in maritime matters and still in existence today) Mr John Leydon, chairman of ISL, announced that the Government had decided that ISL should continue after the war.

Until the end of the war the brightly lit and neutrality-marked vessels of the company continued to bring their valuable cargoes to a country short of nearly every kind of commodity, and just before the cessation of hostilities the IRISH SPRUCE, ex VICIA, which had been under repairs for nearly three years, left on her first voyage for the company. She had been delayed through lack of steel and spare parts but finally sailed for Canada on 11th April 1945.

During World War II ISL carried 712,000 tons of wheat, 178,000 tons of coal, 63,000 tons of phosphate, 24,000 tons of tobacco, 19,000 tons of newsprint and 10,000 tons of timber as well as an assortment of general cargo totalling 105,000 tons.

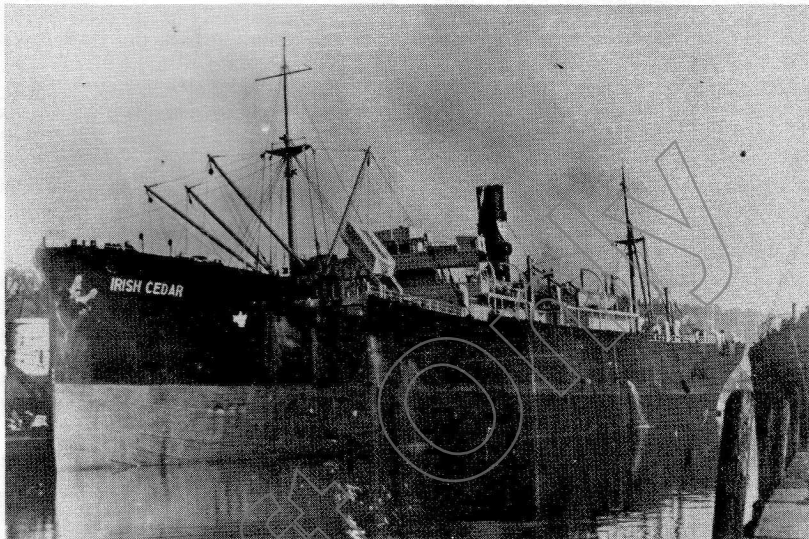
Petroleum imports were carried in British-flag vessels and at no time did Ireland acquire any tankers.

During the War the company lost two ships with the attendant loss of 33 lives. Crews of five ships totalling 166 men were rescued by ISL vessels during the war including 33 survivors from the Company's own IRISH OAK.

After the war Irish Shipping Ltd, took over the management and operation of its own vessels and began the replacement of its old and obsolete fleet.

Arrangements were made to return chartered vessels to their former

owners, the first to depart being the IRISH CEDAR (1) which was returned to Italy in December 1945. Just previous to this the company had received back the IRISH HAZEL (1) which had been requisitioned by the British Government in 1943 in exchange for a navicert for the IRISH CEDAR (1). Since 1943 she had operated as EMPIRE DON under the management of Stanhope SS Co. Ltd. Handed back at Sunderland in September 1945, she was soon operating for the company.



IRISH CEDAR

*R. J. Scott*

Disposed of in 1946 to the Insurance Corporation of Ireland in exchange for shares in that company was the marine insurance business established in 1942 because of high rates charged by brokers insuring Irish-flag cargoes and in some cases inability to secure insurance cover for cargoes and hulls.

Orders were placed during 1945 for the construction of seven vessels at a cost of £1.7 million. Shipyards in seven countries were asked to tender and contracts were placed with John Readhead & Sons Ltd., South Shields and William Gray & Co. Ltd., of West Hartlepool. The former contracted for two oil burning steamers of 7,500 tons dwt. and the latter for three of 8,500 tons dwt. and two of 2,050 tons dwt, all the ships being for delivery between 1948 and 1950.

In the Irish Shipping Bill of 1947 (2nd stage) the main points were a provision to increase the capital of the company to £5 million with the authority of the Minister of Finance and a provision for the payment of subsidies to guarantee loans.

After the end of the war tonnage was time-chartered as a stopgap until the delivery of the new vessels, and with the untimely loss of the IRISH PLANE (1), the largest ship, in February 1947 the company's carrying capacity was drastically reduced and further tonnage had to be chartered to fill the gap.

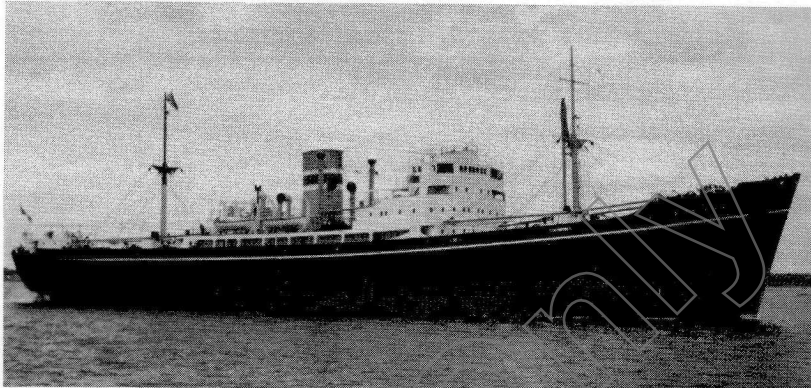
During 1947 the funnel and house flag colours were changed. The funnels were henceforth painted yellow with a green band between two narrow



white bands and the letters ISL were dropped from the company's house flag in favour of the coats of arms of the four provinces of Ireland.

A cadet scheme for both deck and engineering officers, introduced in 1943, was expanded during 1947.

Launched in February 1948 by Mrs J. Leydon, the first of the new vessels, the IRISH ROSE (2), entered service in July 1948, and made her first voyage to the Baltic under the command of Capt. Frank Kelly. She was joined in October by her sister ship IRISH WILLOW (2) which had been launched in May.



**IRISH PINE** with black hull, as completed

*A. Duncan*

In December 1948 the first of the North Atlantic vessels joined the fleet. This was the IRISH PINE (2), built by Readheads. She was a steamer of 7,575 tons dwt, and accommodation was provided for twelve passengers.

The Chairman of the company since its inception, Mr John Leydon, retired in March 1949 and his replacement, Mr E. T. McCarron, took over.

By the end of 1949 all the wartime tonnage had been disposed of, the last to be sold, IRISH ASH (1), being handed over to Swedish owners on the 8th December. New ships were coming into service and the last unit of the No 1 building programme, IRISH HAZEL (2), joined the fleet in March 1950.



**IRISH HEATHER** — later appearance

*Skyfotos Ltd*

Five vessels made up the second programme and contracts were placed during 1950 to build two coastal colliers each of 1,400 tons dwt, two 9,500 tons dwt. motorships and a 9,000 ton dwt. steamer.

The ordering of the two colliers marked the company's entry into the short sea trade and both vessels — the IRISH HEATHER, delivered in August 1952

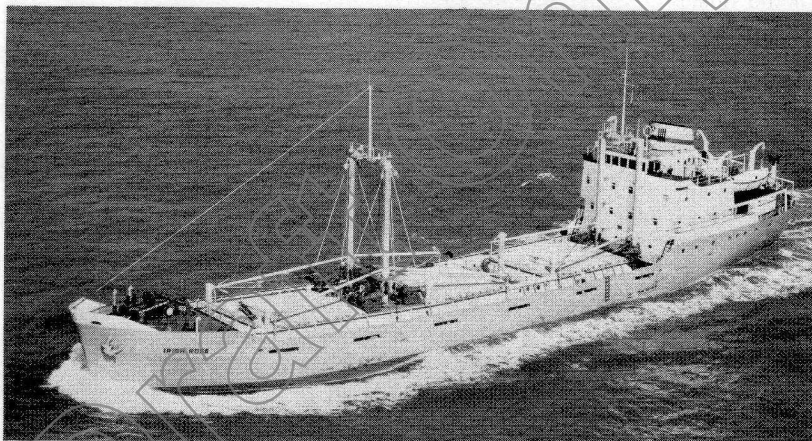
and IRISH FERN, delivered in December 1954 — were soon employed in the Bristol Channel/Cork/Dublin coal trade for the account of C.I.E. (Irish Railways).

The first two new-buildings, IRISH ROSE (2) and IRISH WILLOW (2), which had been built for the Baltic timber trade, were withdrawn from this service in 1951 due to uneconomical trading conditions. Transferred to the North Atlantic, they traded on that route until the late autumn and then followed a number of charters to American, French, and Finnish companies after which they were sold to Finland in 1954 to become the LEO and JUNO respectively.

In December 1953 the steamer IRISH ELM (2) of 9,500 tons dwt. entered service. She had been ordered in the second building programme, and was the first ship in the fleet to be equipped with refrigerated cargo space. She was also the first ship built by William Gray & Co. to have separate cabins for each crew member.

A further building programme was initiated in November 1951, this time with Government guarantee. Orders were placed for two 9,500 dwt. motorships, (sisters of the two ordered in the second programme), a 3,150 ton dwt tanker, two steamers of 9,000 dwt. and a motor coaster of 2,000 dwt.

Mr J. J. Stafford replaced Mr E. T. McCarron as Chairman during 1954.



IRISH ROSE

*Skyfotos Ltd*

Further orders were placed during July 1954 for a pair of 2,000 dwt. motorships to replace the 1948-built Baltic traders. The first of these ships, IRISH ROSE (3) was launched by Mrs W. H. Beirne, from the yard of Ailsa Shipbuilding Co. Ltd. Troon in November 1955. Her sistership IRISH WILLOW (3) followed soon afterwards. Both were in service by the end of 1956 and were the first bulk carriers built by Ailsa. Designed for the Great Lakes trade, they were joined by IRISH FIR (2) a sister built by the Liffey Dockyard and delivered on 31st December 1956, two days after the second of the Scottish-built pair.

At the 1955 AGM Irish Shipping announced that the Eire Minister for Finance would take up additional shares to the full extent of the £5 million authorised share capital.

In the later part of 1955 two 18,000 dwt. tankers were ordered under Government instructions and the contracts were placed with the Fairfield Shipbuilding and Engineering Co. Ltd., Govan, for delivery during 1958-1959.

By 1959 ISL had a fleet of 20 ships, a mixed fleet of traditional steamers, motorships, colliers and small bulk carriers, none older than eleven years and with an average age of only five years. It appeared a modern, well-equipped fleet, but an era of change had come upon the shipping world, low freight rates since the Suez crisis of 1956 and a trend towards larger diesel-powered ships now combined to necessitate the modernization of the fleet.

How to do it?

The decisions were:- sell or convert to motorships the immediate post-war steamers and order larger diesel powered general-cargo vessels.

The first ship to be converted was IRISH OAK (2) which arrived at Readhead's yard on the Tyne on 9th March 1959 to be re-engined with a Hawthorn-Doxford oil engine; her sister IRISH PINE (2) followed later in the year and was similarly converted.

The three Gray-built steamers, IRISH CEDAR (2), IRISH PLANE (2) and IRISH HAZEL (2), were found to be unsuitable for conversion to motorships and were sold during 1959 and 1960 to Pakistan and Yugoslav buyers.

Further to strengthen this new policy of an all-motorship fleet an order was placed with William Gray for a 14,700 dwt. machinery-aft diesel cargo vessel for delivery in 1961.

Negotiations were taking place between the Irish Government and the Verolme Shipbuilding Group of Holland at this time for the sale to the latter of the Rushbrooke/Haulbowline Dockyard and on the 9th January 1959 a contract to purchase was signed. The first ship to be laid down at the new shipyard on the 15th October 1960 was a 14,700 dwt. engines-aft cargo vessel ordered by ISL for delivery in 1962.

IRISH OAK (2) was the first ship to the head of the Great Lakes during 1960 thus winning for her master, Capt. J. Poole (later Commodore Poole), the Freedom of the City of Duluth.

Two further vessels — 15,000 dwt. bulk carriers — were ordered during 1961 from Verolme, one to be built at Cork and the other at Heusden in Holland. In the event both ships were built in Holland because the slipway at Cork was required for the building of a 30,000 dwt. Dutch bulk carrier.

At the AGM in 1963 Mr J. J. Stafford reported a loss of £861,357. During 1962 some ships had had to be laid up due to the disastrously low freight rates, the lowest for 25 years in some trades. He hoped however that the seven lean years in shipping since Suez had passed and that the future would be more prosperous. On a lighter note he reported that the company had started a house magazine "Signal" in January 1963 to keep in contact with their staff and customers.

In the autumn of 1964 ISL took a 40% holding in Palgrave Murphy & Co. Ltd.

Shortly after this in January 1965 Mr J. J. Stafford retired on health grounds and his successor Mr P. H. Greer took over the Chairmanship which he has held to the present time.

Sales of older and uneconomic tonnage had continued throughout 1963 and 1964; the IRISH ELM (2) had been sold in August 1963 and both the colliers were disposed of in 1964.

For some years the tankers IRISH HAWTHORN and IRISH BLACKTHORN had not found profitable employment and together with IRISH PINE (2) were sold during August 1965.

The new Chairman, Mr P. H. Greer, at the 1966 AGM reported a net profit for the first time in ten years and looked forward to an even brighter future. He said that now that uneconomic units had been disposed of, further orders for new, larger, tonnage would be placed. In fact an order had already been placed in early 1965 with Verolme Cork Dockyard for a 38,000 dwt. bulk carrier able to carry cars as well as bulk cargo. Launched by Mrs J. Lynch on 28th September 1967 she was named IRISH ELM (3) and entered service on 18th January 1968 on a five year charter to Wallenius of Stockholm.



During 1967 a joint North Atlantic service was set up with Manchester Liners Ltd. Also in 1967 a scheme was started to enable schoolchildren to follow the movements of the firm's ships. Entitled 'Follow the Fleet' it proved an immediate success and is still in operation.

The most important decision taken by the Company during the year 1967 was establishing the target of achieving a break-even in periods of depressed freights and thus profitability when rates were more favourable.

One of the 15,000 dwt motorships was chartered in July 1967 to Gouilding Fertilizers Ltd, Cork, and placed on the Casablanca phosphate trade.

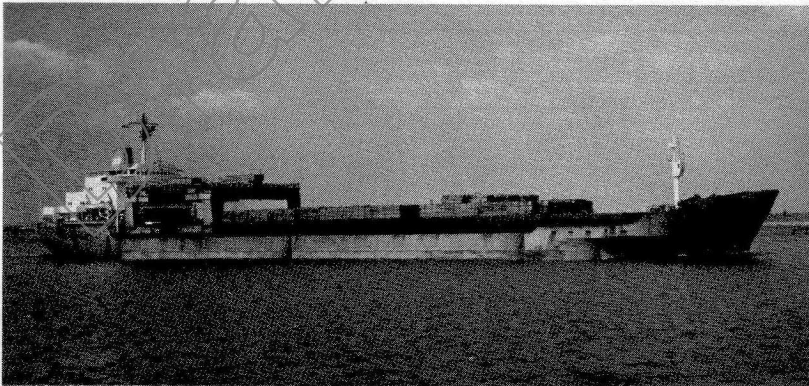
More sales took place during 1967 and IRISH OAK (2) and the small tanker IRISH HOLLY were both disposed of. Unfortunately the latter became a total loss off Sicilly in January 1968.

For many years the idea of a continental ferry link between Ireland and Mainland Europe had been discussed. This idea became a reality on 19th May 1968 when the French roll-on, roll-off ferry LEOPARD commenced a weekly service between Rosslare and Le Havre, on behalf of a consortium composed of S.A.G.A. (French) and General Steam Navigation Co. Ltd., (Great Britain) and ISL.

Following the entry into service of the bulk carrier IRISH ELM (3) the company took the unusual step for them of purchasing an existing new building. This was a 29,000 dwt. bulk carrier under construction for the Star Bulk Group of Norway by Cammell Laird & Co., Birkenhead. £2 million of the purchase price of £2½ million was provided through UK shipbuilding credits. This enabled the company to place an order with Verolme, Cork for a similar ship to be financed from their own resources.

During the period 1968-1970 the four Gray-built motorships of the late 1950's were disposed of to the same Greek shipowner, Aliakmon Maritime Corp. Also sold were the three 2,000 dwt bulk carriers built in 1956.

Since the late 1950's the company's ships had been increasingly employed on the tramp shipping market and by late 1969 all vessels were so employed. The fine steamers IRISH POPLAR (2) and IRISH SPRUCE (2) especially designed for the North Atlantic Liner Service and adapted in 1963 for the carriage of frozen meat had to be found employment elsewhere due to the cessation of the meat trade, and were taken off this route and placed on charter.



**IRISH STARDUST** in Star Bulk colours

*L. C. Heijboer*

The two self-discharging bulk carriers IRISH STAR and IRISH STARDUST, delivered in the summer of 1970, were chartered to the Star Bulk Group for 8 years and appeared in that company's colour scheme.

At about the same time orders were placed with Upper Clyde Shipbuilders Ltd., for four 26,000 dwt. bulk carriers of the "Cardiff" class to be delivered in 1972/3.

The fleet at the beginning of 1971 comprised two steamers built in 1956/1957, four engines-aft cargo motorships built 1961-63, the bulk/car carrier of 1968 and two self-discharging bulkers chartered to Star Bulk. These together with the Company's interest in the Continental car ferry service operating to France and the four new bulk carriers on order in Scotland represented the company's investment for the next decade.

But two events in mid-1971 threatened to upset the careful planning and growth of the fleet. Firstly the bombshell news that Upper Clyde Shipbuilders were to go into liquidation, thereby placing the building of the four new bulkers in doubt, and secondly the decision by both of Irish Shipping's partners in the ferry service to withdraw the DRAGON and LEOPARD from the route at the end of the 1971 season.

In the event the orders for the bulk carriers were transferred to Govan Shipbuilders Ltd (which had been set up to replace Upper Clyde) at no extra cost to ISL. The news of the withdrawal of the partners in the ferry service to France so late in the season made it impossible for the company to organise a service for 1972. So came to an end the service which had operated so successfully since 1968.

Further misfortune befell the company with the loss of the IRISH SPRUCE (2) on 26/27th January 1972. The vessel, which had been on a voyage from Callao to New Orleans was declared a constructive total loss after grounding on the Quita Sueno Bank off Nicaragua. The loss of this vessel, together with the sale of her sister ship IRISH POPLAR (2) to Cypriot owners in December 1972, left the company with an all-motorship fleet.

In his report for the year ending 31st March 1972 the Chairman said that in a year that had seen some of the largest shipping companies reporting losses, also some five million tons of shipping laid up, it was his pleasure to be in a position to report a profit. The company had not, however, escaped the effects of the adverse trading conditions to which he had referred, and there had been a drop in profits from £1,549,777 to £870,182. In his review of the company's activities he said that 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 had been escalating costs, low freight rates, and the devaluation of the pound. The Chairman recalled that some years previously when the company had experienced consecutive years of heavy losses, they had set themselves the task of so organising their affairs that they could at least break even in times of depression in the freight market. He was glad to report that the company had been able to do better than break even despite the fact that freight rates were lower than even the most pessimistic forecaster could have predicted when the target was adopted. "We have succeeded", he said "by

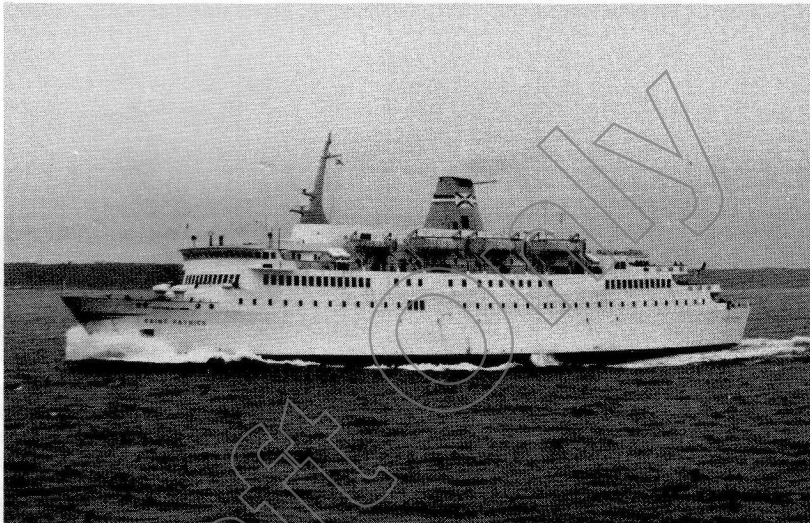
- (1) Arranging a spread of fixtures for ourselves
- (2) Rigid cost control and
- (3) A number of successful diversifications.

Our present fleet numbers eight and when the four "Cardiff" Class ships are delivered the fleet will total 275,000 tons dwt., the highest ever achieved."

It was not until February 1973 that the first of the new bulk carriers entered service, some six months late. She was the IRISH PINE (3) followed at two monthly intervals by her three sister ships, IRISH MAPLE (2) IRISH OAK (3) and IRISH LARCH (3). The Irish Quartet represented a significant milestone in the company's history. With their entry into service a joint venture — Celtic Bulk Carriers — was commenced with Reardon Smith Ltd. Celtic Bulk Carriers was, and still is, an arrangement between the two companies to pool certain resources equally to enable them to obtain business which would otherwise be outside the scope of either of the companies on its own. At the present time ISL provide four ships and Reardon Smith seven. From the earliest days of ISL, co-operation had taken

place with the Reardon Smith company, which in pre-war days was the most popular of British companies with Irish seamen.

Another step forward in 1973 was the formation of a new company to operate a ferry service between Rosslare and Le Havre/Cherbourg. Negotiations started between ISL, Fearnley & Eger (Norway) and Lion Ferry A/B (Sweden) during 1972 with a view to setting up a joint company to operate this service. The company was to be owned 50% by ISL 25% each by Fearnley & Eger and Lion Ferry A/B and be called IRISH CONTINENTAL LINE. A passenger and car carrying vessel of 5,465 gross tons building at Bremerhaven for Lion Ferry A/B was transferred to I.C.L. and when launched on 17th January 1973 she was named SAINT PATRICK. On completion, she entered service in June 1973.



SAINT PATRICK in original colours

*V. Barford*

Shortly after the delivery of the last of the 'Cardiff' Class bulkers in July 1973, the IRISH SYCAMORE and IRISH ROWAN (1) were disposed of to Greek owners. Both were sold in October 1973 and were renamed MARIA and AVRA respectively.

The first female to serve as a crew member joined the IRISH MAPLE (2) as a junior radio officer in 1973.

The oil crisis year of 1973 saw costs of operating shipping escalate dramatically but at the AGM in 1974 the chairman reported that the company had avoided the worst of the storm by sound and careful navigation. During the period 1969-1974 the average net profit had been £864,000 compared with £352,000 in 1966-1971. Mr Greer also paid tribute to the reliability in service of the Govan-built 'Cardiff' class bulk carriers, now operated jointly with Reardon Smith.

Opened on 15th March 1974, a new office complex at Merrion Hall, Sandymount, Dublin became the company's new headquarters. Since the end of the war the offices had been located at Aston Quay, Dublin.

Japan was the country chosen in 1975 to build the company's next two vessels, bulk carriers very similar to the 'Cardiff' Class. They were delivered in 1976 and 1977. Considerable comment had been aroused in the country when the orders were placed, but the vessels had been obtained at 40% below the current European prices and were of excellent design. The relative costs as shown in 'Signal' are set out below.

	MITSUI	V.C.D**
Cost of Ships	£11.2 million	*£18 million
Cash	£3.3 million	£18 million
Credit	£7.9 million	NIL

V.C.D. Annual Cost for 7 years (i.e. Depreciation and Interest at 12½% p.a.) = £2,740,000 per annum.

MITSUI Annual Cost for 7 years (i.e. Depreciation, Interest at 8.75% plus provision for revaluation of the Yen = £937,000 per annum.

Difference of £1,803,000 per annum = £12,621,000 for 7 years.

\*V.C.D. Quotation £14.4 million + Modifications £1.5 million + Escalation £2.1 million = £18 million.

\*\* Verolme Cork Dockyard.

Disposed of during the first half of 1976, the Dutch-built IRISH CEDAR (3), and IRISH PLANE (3) were sold to Panamanian and Liberian owners respectively.

ISL entered the field of ship management when they took over the LOUGH BELTRA, a Dutch-built stern trawler, on behalf of the National Science Council in 1976. She is engaged in survey work around the Irish coast. Later the same year saw the delivery of the first of four similar vessels built by Hancocks Shipbuilding Co., Pembroke and managed by ISL. Owned two each by R. & H. Hall Ltd., of Cork and Coal Distributors, Ltd., Dublin, they are designed for operation between Europe and the smaller ports of the Republic.

The Chairman reported to the AGM in 1977 that ISL now owned 80% of I.C.L., Lion Ferry A/B had sold their interest to ISL and they had also disposed of their interest in the SAINT PATRICK. The ferry was now completely Irish-owned as Fearnley and Eger had already relinquished their interest in the ship. In his speech the Chairman gave details of ISL's other interests, two other shipping subsidiary companies were owned, Southern Development Ltd., and Donwell Ltd. Other interests were:

Property Corp of Ireland	50%
Port Services	49%
Insurance Corp of Ireland	43%
Irish Mainport Holdings	20%

Profits in the five years 1972/77 had amounted to £1,522,000 net.

A further ferry — the SAINT KILLIAN — was purchased during 1978. She was the first secondhand ship purchased since the war years and had been built in Yugoslavia in 1973 for Swedish owners.

A new company, Associated Port Terminals Ltd., was set up during the year.

Capt. J. Caird was appointed commodore in May 1978 and was the second holder of the post, the first commodore, Capt. J. Poole, appointed 1974 having retired in 1975.

The remaining 20% holding of Fearnley & Eger in I.C.L. was acquired by ISL in 1977 and they have since entirely owned the company.

The two Star bulk carriers were disposed of during 1976 and 1978, both being sold to their Norwegian charterers, while IRISH ELM (3) was sold to Greek owners in March 1979.

Dr. John Leydon, the first Chairman of the Company, died in August 1979.

The Chairman, addressing the 1981 AGM, gave details of the Irish Shipping (Amendment) Bill 1980 Second Stage which became law in December 1980. The bill authorised the company to increase its authorised share capital from £12 million (punts) to £22 million. A further 1,420,000 shares had been allocated to the Minister of Finance so that the issued share capital increased during the year from £11,427,000 to £12,847,000. This was the first injection of capital since April 1963. The board had decided then — and had consistently adhered to that policy since — that further expansion would be based on purely commercial considerations. The board intended that further capital would not be sought from the Exchequer. Ships would be added to the fleet when, and only when, they could be financed out



of the company's own resources and from whatever credit facilities might be available to the company. This still remained the policy of the board, but the need to maintain employment in Verolme Cork Dockyard had required the temporary interruption of that policy at the request of the Government.

On the 16th February 1981 the company had signed a contract with Verolme Cork Dockyard for a ship of 71,500 tons dwt. which is due for delivery on or about 28th February 1983. The contract price of £14.2 million is comparable to the price at which the vessel could be purchased elsewhere. The increase in share capital (£1,420,000) was the sum required to meet the first instalment (10%) on this new vessel. The order was placed on the understanding that the government would subscribe for additional share capital of up to 50% of the contract price. Mr Greer added that although the order for this ship was placed earlier than had been planned and at a time when the Company's cash position was somewhat restricted the order would not unduly limit the commercial prospects of Irish Shipping Ltd., and consequently, the Company was very pleased to have been able to assist in finding a solution to the problem of maintaining employment at the shipyard. This would be the sixth ship ISL had ordered from the yard at Cork. "From our previous experience" Mr Greer concluded, "I am quite sure that we will be well pleased with the vessel when it is delivered in 1983.

The setting up of Oceanbank Developments Ltd., in 1982 opened yet another chapter in the company's history and this is perhaps the most important step taken since the decision to set up the original company over 40 years ago. Established on January 1st 1982, Oceanbank Developments Ltd., will be a subsidiary of ISL who will own 75% of the shares, the remaining 25% being held by Allied Irish Banks. The new jointly-owned holding company will be vested by ISL with the ownership of Irish Continental Line Ltd. It will also be vested with the interests of Irish Shipping in the Insurance Corporation of Ireland and the 50% ISL stake in Property Corporation of Ireland. Allied Irish Banks will subscribe £8 million for their shareholding in Oceanbank Developments Ltd., which has gross assets in excess of £32 million. The joint statement issued by both partners said that they saw the new venture as a significant partnership between public and private enterprise. Allied Irish Banks believe that this new development diversifies the group's operations into new areas with profitable growth potential and it represents a broadening of Allied Irish Banks' earnings base.

Irish Shipping regards Oceanbank Developments Ltd., as a progressive extension of its well-tried and successful policy of developing diverse economic activities to balance the cyclical trends associated with the operation of its deep-sea strategic shipping fleet.

In order fully to appreciate the significance of this new arrangement it is necessary to consider the development of Irish Shipping Ltd., over the past 15 years:

In 1966 the company found itself in severe financial difficulties following a period of heavy losses. There was a large debit balance on the Company's profit and loss account and most vessels, if not all, were uneconomical. The company was without reserves or resources and, as a first step in setting about a rescue of the company from this situation, a new set of objectives were then adopted in the following terms:

"Within the framework of a profitable company; to provide, maintain and operate efficiently and economically a basic fleet of vessels under the Irish flag, together with the necessary organisation, management and personnel to run this fleet. The aggregate size and composition of the basic fleet to be reviewed and agreed from time to time with the Minister of Transport & Power."

To these the Board also added a series of specific policies including diversification of interests to counteract the cyclical effects of freight rates, and the financing of all developments by the use of its own liquid resources or borrowing powers with no additional Government capital to be sought.

The success of the policies adopted in 1966 can be seen by reference to the following table.

PERIOD 1958-1967	LOSS	PERIOD 1967-1981	PROFIT
1958/59	£553,327	1967/68	20,345
1959/60	596,272	1968/69	315,596
1960/61	264,879	1969/70	508,469
1961/62	208,673	1970/71	851,847
1962/63	838,365	1971/72	772,725
1963/64	556,721	1972/73	538,976
1964/65	274,842	1973/74	1,514,824
1965/66	1,357,158	1974/75	2,102,629
1966/67	67,471	1975/76	1,024,571
		1976/77	2,480,105
		1977/78	1,304,597
		1978/79	3,027,000
		1979/80	3,508,000
		1980/81	4,214,000
	£4,717,708		£22,183,684

This massive swing in the fortunes of the company allowed ISL to revitalise the fleet, and remain profitable through a long period of difficulty in the shipping business (and has provided ISL with a balance sheet which is immensely strong).

The intention is that the funds from Oceanbank Developments Ltd., will be utilised in the following way:-

a. Some £3 million will be made available to Irish Continental Line to minimise its borrowing requirements in respect of jumboising of the SAINT KILLIAN and the probable replacement of the SAINT PATRICK.

b. £2½ million will be allocated to ISL to ease its burden in respect of the 'Panamax' vessel building in Cork, together with demands which the continuation of the depression will make on cash resources.

c. The balance of £2½ million will be available to enhance the rapid growth of Oceanbank through Property Corp. of Ireland and other desirable developments.

Just prior to the announcement of the formation of Oceanbank Developments the ferry SAINT KILLIAN had entered drydock in Amsterdam to be lengthened by 32 metres, at a cost of £7½ million, the conversion being undertaken in anticipation of a future recovery in tourism in Ireland and it underlines the Company's faith in the Ireland to France link. The enlarged ship re-entered service in March 1982, renamed SAINT KILLIAN II.

A further important page in the story of Irish Shipping was announced as this history was being written: the ferry SAINT PATRICK has been transferred to the ownership of Belfast Car Ferries Ltd., and to the British flag. Renamed SAINT COLUMB, she commenced passenger/vehicle ferry service between Belfast and Liverpool during the Spring of 1982. Belfast Car Ferries Ltd is a company formed by Oceanbank Developments Ltd in conjunction with Northern Irish and British shipping and financial institutions.

A replacement vessel, the Finnish-flag AURELLA of 7,210 tons gross, has been purchased for 16 million dollars and after modifications will take her place on the Continental routes. She will be renamed SAINT PATRICK II.

Irish Shipping, born during the dark days of World War II and forced to begin operations with an obsolete fleet has prospered with good care and management to become an internationally-known and respected company serving the four corners of the world.

The final part of this story is about people both past and present. The first employee was Capt. John O'Neill who joined Irish Shipping Ltd., from Sir William Reardon Smith Ltd. He was in command of CORNISH CITY in the famous 'Jervis Bay' convoy HX84 during 1940. After joining ISL, he became their representative in St. John, NB, from 1941 to 1942. Returning to Dublin

he was general superintendent until 1948 and Joint General Manager until retiring in 1961.

During the war ISL set up an apprenticeship scheme for training deck and engineering officers and today is the only company carrying out this task in Ireland.

More recently the company has extended its training programme to enable deck ratings to study to become navigating officers.

In addition to its shipping fleet the company operates an agency business, a stevedoring company, and co-operates with the Irish Naval Service in regard to their building programme and employs nearly 1,000 people.



**ASGARD II**

*Courtesy Irish Shipping Ltd*

During March 1981 ISL took over the management of their smallest ship to date, the Sail Training brigantine ASGARD II. Named by An Taoiseach, Charles J. Haughey T.D. (the Prime Minister), at Arklow she was built to take the place of an earlier vessel built in 1905 and now preserved.

With the delivery of the new Panamax bulk carrier in February 1983 yet another chapter will begin and the children who Follow the Fleet each week will be able to trace the course of another unit of the ISL fleet through the 1980's.

## IRISH CONTINENTAL LINE

Announced at a press reception on 28th November 1972 the Irish Continental Line was formed in 1973 by ISL, Fearnley and Eger and Lion Ferry A/B to operate a service between Rosslare and Le Havre. The shareholding in the company was divided between the partners as follows: ISL 50% Lion Ferry A/B 25% and Fearnley and Eger 25%.

The decision to form ICL was taken because an earlier service operated by a consortium of ISL, S.A.G.A. (French) and General Steam Navigation Co. Ltd., (British), had been withdrawn at the end of the 1971 season. The British and French partners reasons for withdrawal were that they required the two ferries used, DRAGON and LEOPARD, for other services.

An option to purchase a ferry building in Bremerhaven for Lion Ferry A/B was taken up by the new company.

Entering service on the 2nd June 1973 the SAINT PATRICK during her first year in operation carried 72,000 passengers, 18,000 cars and 50,000 tons of freight.

To symbolise the two countries to be linked by the new route the new company adopted the markings of St Patrick's cross combined with a fleur de lys. The colours used were green for Ireland, Blue for Sweden and white for Norway.

During 1976 ICL tried to purchase PRINS OBERON from Lion Ferry A/B because her faster speed would make her more suitable for the Ireland — France link, but they were unsuccessful and the SAINT PATRICK continued on her own. By 1977 ICL and SAINT PATRICK were completely owned by Irish interests.

Mr. P. Greer, ISL Chairman, joined the board of ICL in 1977 replacing Mr F. Reihill who had resigned his directorship.

The SAINT PATRICK, although reliable on the long crossing between Ireland and France, was considered to be too slow for the route and a replacement or running mate was again sought. Increasing traffic on the route meant that one ship was unable to cope. A search was made throughout Scandinavia for another ship and at last one was found, The STENA SCANDINAVICA was purchased from the Swedish Stena Line A/B and, renamed SAINT KILLIAN, she commenced operations on the 28th April 1978.

The company was now able to offer during the season two round voyages weekly to Cherbourg and five to Le Havre.

The ships appeared in a new colour scheme from the start of the 1978 season, a shamrock in white on a broad green band replaced the previous combined emblem as an emblem which was more clearly associated with Ireland.

During February 1979 hurricane force winds struck SAINT PATRICK and her crossing from France took 40 hours and at one stage speed was reduced to two knots. The company described the weather as the worst since commencing operations.

Both ships have been used as relief vessels on other routes including Southampton — Le Havre (Normandy Ferries) and Pembroke — Rosslare (B + I).

The SAINT KILLIAN has been chartered back to Stena Line (her previous owners) on two occasions, once in 1978 and once in 1980.

A freight service commenced on 3rd July 1981 between Rosslare — Cherbourg — Roscoff operated jointly by ICL and Brittany Ferries, using the Ro-Ro vessel BREIZH-IZEL belonging to Brittany Ferries, a previous projected arrangement between ICL and Truckline having not materialised.

In November 1981 the SAINT KILLIAN entered Amsterdam Drydock Co. to be lengthened by 32 metres by the insertion of a new mid section. Costing £7½ million the work was due for completion in February 1982 and the ship re-entered service in March. She has been renamed SAINT KILLIAN II.

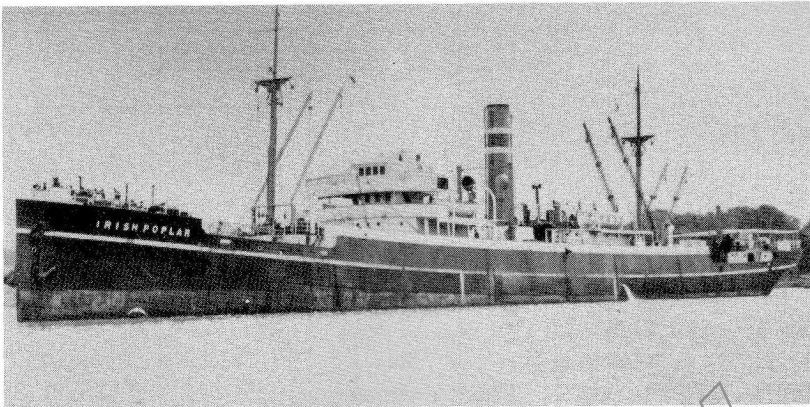
SAINT PATRICK has been transferred to the British flag and during the Spring of 1982 commenced service between Belfast and Liverpool for the newly-formed Belfast Car Ferries Ltd under the name SAINT COLUMB.

Her replacement on the continental routes, the SAINT PATRICK II, was built in 1973 and purchased from Finland, She was previously the AURELLA of SF Line A/B. and prior to entry into service was refitted by Amsterdam Drydock Co. who installed passenger cabin accommodation in place of one of the three original car decks. It is possible that she, too, will be lengthened in the Winter of 1982-83.



## NAMING CEREMONIES OF THE FLEET

SHIP	Date	SPONSOR
<b>Irish Shipping Ltd</b>		
IRISH ROSE	25/2/48	Mrs. J. Leydon
IRISH WILLOW	22/5/48	Mrs. T. D. Hallinan
IRISH PINE	9/8/48	Mrs. J. J. Stafford
IRISH CEDAR	8/7/48	Mrs. S. J. K. Roycroft
IRISH OAK	14/1/49	Mrs. J. P. Reihill
IRISH PLANE	11/7/49	Mrs. J. O'Neill
IRISH HAZEL	21/10/49	Mrs. P. McGilligan
IRISH HEATHER	10/6/52	Mrs. J. Jenkins
IRISH ELM	29/7/53	Mrs. E. T. McCarron
IRISH HOLLY	6/1/54	Mrs. L. S. Furlong
IRISH FERN	28/8/54	Mrs. S. T. O'Kelly
IRISH ROSE	2/11/55	Mrs. W. H. Beirne
IRISH LARCH	11/6/56	Mrs. F. H. Boland
IRISH POPLAR	12/7/56	Mrs. S. McKenzie
IRISH WILLOW	26/10/56	Mrs. G. M. Goodbody
IRISH FIR	21/7/56	Mrs. W. Norton
IRISH MAPLE	3/10/56	Mrs. G. Sweetman
IRISH ALDER	30/5/57	Miss K. Grace
IRISH SPRUCE	16/4/57*	Mrs J. J. Stafford
IRISH ASH	24/9/57	Mrs. S. MacEntee
IRISH HAWTHORN	30/8/57	Mrs S. Lemass
IRISH BLACKTHORN	27/1/59	Mrs. J. Ryan
IRISH SYCAMORE	17/1/61	Mrs. E. Childers
IRISH ROWAN	5/12/61	Mrs. E. DeValera
IRISH CEDAR	12/4/62	Mrs. L. St. John Devlin
IRISH PLANE	20/11/62	Mrs. F. Robbins
IRISH ELM	28/9/67	Mrs J. Lynch
IRISH STARDUST	18/12/69	Mrs. N. Griffin
IRISH STAR	17/4/69	Mrs. P. H. Greer
IRISH PINE	29/6/72	Mrs. W. O'Neill
IRISH MAPLE	24/10/72	Mrs. D. Barnes
IRISH OAK	19/1/73	Mrs. G. Jones
IRISH LARCH	3/4/73	Mrs. F. Reihill
IRISH ROWAN	8/7/76	Mrs. F. Reihill
IRISH CEDAR	15/10/76	Mrs. J. N. McGovern
* Not formally named until 28/9/57		
<b>R &amp; H Hall Cork</b>		
DAUNT ROCK	27/6/76	Mrs. N. Hall
SKELLIG ROCK	1/8/77	Mrs. W. Whitehead
<b>Coal Distributors Ltd Dublin</b>		
TUSKAR ROCK	28/11/77	Mrs. J. P. Reihill
FASTNET ROCK	1/79	Mrs O. Linehan
<b>Irish Continental Line</b>		
SAINT PATRICK	17/1/73	Mrs. A. McElhatton
<b>Coiste An Asgard</b>		
ASGARD II	Commissioned 7/3/81	Charles J. Haughey T.D.



**IRISH POPLAR** in post-1947 colours

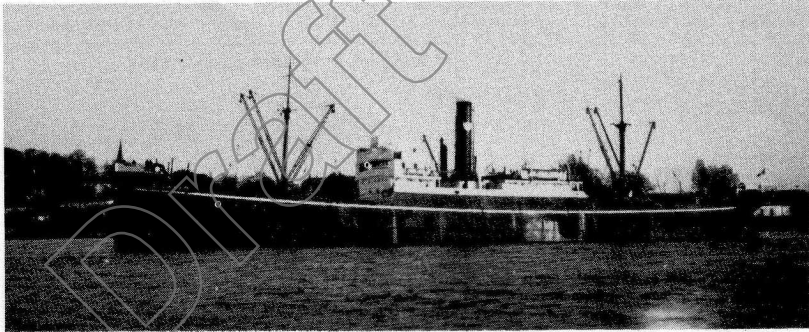
*Brownell Collection*

**1. IRISH POPLAR (1) (1941 — 1949)**

ON. 133411. 3282g, 2062n, 6100d, 352.0 × 49.6 × 22.0 feet

T. 3-cyl. by the Shipbuilders. 9k

10.1912: Completed by Earle's Shipbuilding and Engineering Co., Ltd., Hull (Yard No. 591) as WITHERNSEA for Sea S.S. Co., Ltd., (W. Brown, Atkinson and Co., Ltd., managers); Hull, 1916: Sold to Bathampton Steam Navigation Co. Ltd., (Christie and Co. managers), Cardiff and renamed BATHAMPTON. 1918: Sold to The West Hartlepool Steam Navigation Co. Ltd., West Hartlepool and renamed ARDENHALL. 1920: Sold to Hazelwood Shipping Co. Ltd., (Humphries (Cardiff) Ltd., managers), Cardiff and renamed NORTHBOROUGH. 1933: Sold to P. B. Destounis, Greece and renamed VASSILIOS DESTOUNIS. 1937: Sold to P. E. Panas, Greece. 9.4.1941: Purchased by Irish Shipping Ltd., and renamed IRISH POPLAR. 27.10.1949: Sold to Sellahettin Dogan ve Orhan Sadikoglu, Turkey and renamed TASKOPRU. 1951: Sold to Mehmed Tahsin Cerrahoglu, Turkey. 1952: Renamed MEHMET. 1954: Sold to Cerrahogullari Umumi Nakliyat Vapurculuk ve Ticaret T.A.S., Turkey. 13.4.1961: Delivered to Brodospas and broken up at Split.



**IRISH ELM** in original colours

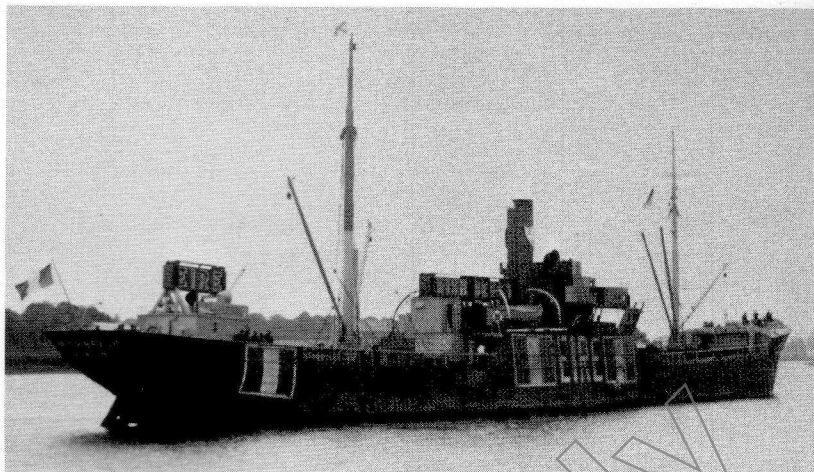
*Brownell Collection*

**2. IRISH ELM (1) (1941 — 1949)**

ON. 129069. 4199g, 2541n, 7250d, 351.7 × 51.0 × 25.7 feet

T. 3-cyl. by J. Dickinson and Sons Ltd., Sunderland. 9k

1. 1910: Completed by J. L. Thompson and Sons Ltd., Sunderland (Yard No. 470) as COLLINGHAM for Harris and Dixon Ltd., London. 1910: Transferred to Century Shipping Co. Ltd., (Harris and Dixon Ltd., managers), London. 1915: Sold to Freear and Dix Steam Shipping Co. Ltd., (Freear and Dix managers), Sunderland. 1916: Sold to Turnbull Bros. Shipping Co. Ltd., (Turnbull Bros. managers), Cardiff. 1919: Sold to Bathampton Steam Navigation Co. Ltd., (Christie and Co., managers), Cardiff. 1925: Sold to Kingdom Steamships Ltd., (Jackson Bros. managers), London. 1930: Sold to Slobodna Plovidba Dubrovnik, Yugoslavia and renamed DUBA. 1935: Sold to Slobodna Plovidba Drustvo s.o.j., Yugoslavia. 1940: Sold to Compania Leda de Vapores, Panama and renamed LEDA. (Owned in Denmark but taken over by the Chilean Government). 3. 5. 1941: Purchased by Irish Shipping Ltd. and renamed IRISH ELM. 29.10.1949: Sold to Sadikzade Rusen Ogullari, Turkey and renamed SADIKLAR. 1960: Owners restyled as Sadikzade Rusen Ogullari Kollektif Sirketi. 1960: Sold to Slobodna Plovidba and broken up at Sibenik.



**IRISH BEECH** with illuminated signs

*Brownell Collection*

**3. IRISH BEECH (1941 — 1948)**

ON. 159839. 2002g, 1513n, 3150d, 290.8 × 36.3 × 22.5 feet.  
 C. 2-cyl. by the Shipbuilders. Replaced in 1918 by a T. 3-cyl. by Dresdener Maschinenfabrik and Schiffwerft Uebigau A.G., Uebigau. 8½k  
 1884: Completed by Reiherstieg Schiffswerfte und Maschinenfabrik, Hamburg (Yard No. 351) as HUNGARIA for Hamburg — Amerikanische Packetfahrt A.G., Germany. 1910: Sold to Zentralverein Deutscher Rheder, Germany, converted to a deppt ship to be towed and renamed SIEGFRIED. 1920: Renamed ADMIRAL. 1922: Sold to Paulsen and Ivers, Germany. 1923: Sold to Ivers-Linie, Kommandit Ges. (Paulsen and Ivers managers), Germany. 1930: Sold to Prvo Dalmatinsko Trgovacko Drustvo, Yugoslavia and renamed CETVRTI. 1940: Sold to Parobrodarsko drustvo 'Marovic' s.o.j. (G. J. Marovic manager), Yugoslavia. 4.12.1940: Found, abandoned and drifting in Dingle Bay after an air attack, by the Irish Marine Service vessel FORT RANNOCK and towed into Valentia Harbour, Co. Kerry. 14.5.1941: Purchased by Irish Shipping Ltd and renamed IRISH BEECH. 6.12.1947: Arrived at Dublin at end of her last voyage. 19.1.1948: Delivered to Hammond Lane Foundry Co. and broken up at Dublin.



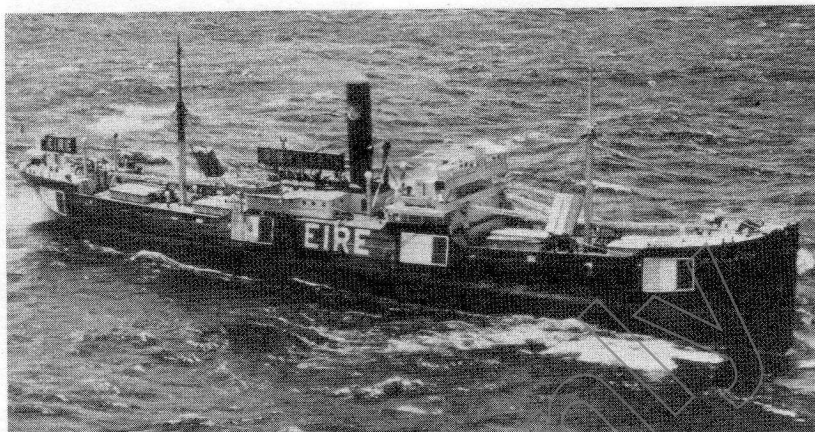
**IRISH HAZEL**

*R. J. Scott*

**4. IRISH HAZEL (1) (1941 — 1943, 1945 — 1949)**

ON. 99728. 2489g, 1599n, 3750d, 290.0 × 43.0 × 16.6 feet.  
 T. 3-cyl. by Blair and Co. Ltd., Stockton on Tees. 8k.  
 11.1895: Completed by Ropner and Son, Stockton on Tees (Yard No. 312) as BARLBY for R. Ropner and Co., West Hartlepool. 1916: Registered under Sir R. Ropner and Co Ltd., 1919: Registered under Ropner Shipping Co. Ltd., 1926: Sold to D. A. Mango, Greece and renamed NOEMI. 1930: Sold to Noemijulia S.S. Co. Ltd., (W.G. Walton manager), London and renamed NOEMIJULIA. 1933: W. G. Walton management ceased, 1938: S. Catsell appointed manager.

1940: Registered under Cia. Marítima de Panama Ultramar Ltda., Panama, under the same manager. 17.6.1941: Purchased by Irish Shipping Ltd., and renamed IRISH HAZEL. 17.11.1943: Requisitioned by the Ministry of War Transport whilst undergoing repairs at Newport, Mon., renamed EMPIRE DON and placed under the management of Stanhope S. S. Co. Ltd., 5.9.1945: Returned to Irish Shipping Ltd., and renamed IRISH HAZEL. 17.5.1949: Sold to Turk Silepcilik Limitet Sirketi, Turkey and renamed UMAN. 6.1.1960: Ran aground at Kefken Point, Turkey whilst on a voyage from Zonguldak to Istanbul and became a total loss.



**IRISH LARCH** 4th Jan. 1944 in 40.20N 66.20W

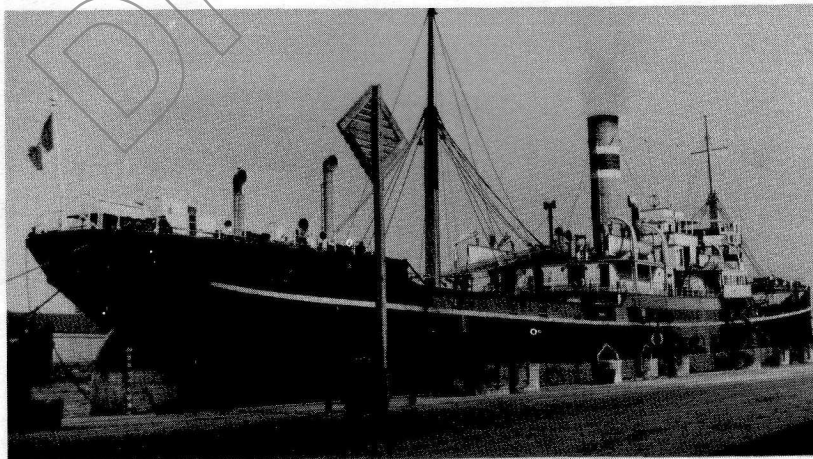
W.S.P.L. courtesy Canadian Forces

#### 5. IRISH LARCH (1) (1941 — 1949)

ON. 115646. 3192g, 1959n, 5300d, 323.0 x 47.1 x 23.7 feet.

T. 3-cyl. by the Shipbuilders. 8k

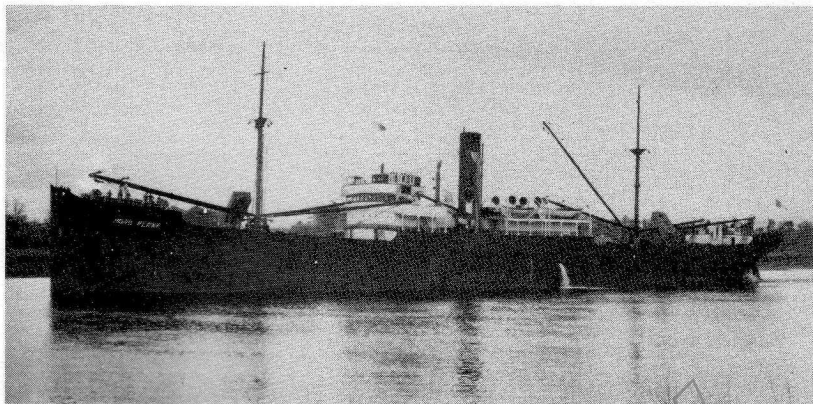
4. 1903: Completed by J. Readhead and Sons, South Shields (Yard No. 368) as TREGOTHNAN for Hain S.S. Co. Ltd., (E. Hain and Son managers), St. Ives, 1923: Sold to Strick Line (1923) Ltd., (F.C. Strick and Co. Ltd., managers), London. 1926: Registered under The Dwina Ltd., (same managers), London. 1928: Sold to S. A. M. Killingbeck (M. Xydia manager), London. 1932: Sold to Samy Khouri (Costi Xydia and Son managers), Egypt. 1935: Sold to Basile Sapovalos, Greece (Owned in Egypt). 1939: Sold to Palestine Transport and Shipping Co. Ltd., (N. W. Purvis manager), Palestine and renamed HAIFA TRADER. 28.7.1941: Purchased by Irish Shipping Ltd., and renamed IRISH LARCH. 23.7.1949: Sold to Mehmet Hilmi Daregenli Sirketi, Turkey and renamed SABAH. 1951: Owners restyled as Hilmi Daregenli. 1953: owners restyled as Fuad Muradoglu ve Hilmi Daregenli Vapurculuk Sirketi. 1958: Sold to Sadikzade Nazim Ogullari Vapurculuk Komandi Sirketi, Turkey and renamed KERVAN. 1961: Sold to Italian shipbreakers and arrived at Trieste on 27.7.1961 to be broken up by Fratelli Cosulich.



**IRISH LARCH** in post-1947 colours

R. J. Scott





**IRISH PLANE**

*R. J. Scott*

**6. IRISH PLANE (1) (1941 — 1947)**

ON. 159844. 4670g, 2953n, 7867d, 377.0 × 52.0 × 26.8 feet

T. 3-cyl. by the Shipbuilders. 10k

11.1917: Completed by Standard S.B. Corporation, Shooter's Island, New York (Yard No. 1) as JUPITER for United States Shipping Board (Emergency Fleet Corporation). 1918: Renamed DEMOCRACY. 1920: Sold to French-American Line Inc, U.S.A. 1922: Sold to United States Shipping Board. 1929: Sold to The Charles Nelson Company, U.S.A. 1936: Sold to Swayne and Hoyt Ltd., U.S.A. and renamed POINT ARENA. 1940: Sold to Cia, Arena Ltda., Panama and renamed ARENA. 23.9.1941: Purchased by Irish Shipping Ltd., and renamed IRISH PLANE. 14.3.1942: Ran aground at Tor Point, Cushenden, Co. Antrim whilst on a voyage from R. Clyde to St. John, N.B. 1.4.1942: Refloated and arrived at Dublin the following day for repairs which lasted until 6.1942. 15.5.1943: Rescued the crew of the IRISH OAK 5588/19 and landed them at Cobh after their ship had been torpedoed and sunk earlier in the day. 1.2.1947: Ran aground at Kelly's Cove, 6 miles E. of Roche Point, Ballycotton, Co. Cork after her steering gear had failed whilst on a voyage from Philadelphia to Dublin, Swansea and Cork with general cargo. Abandoned as a total loss and sold to Hammond Lane Metal Co. for demolition.



**IRISH PINE**

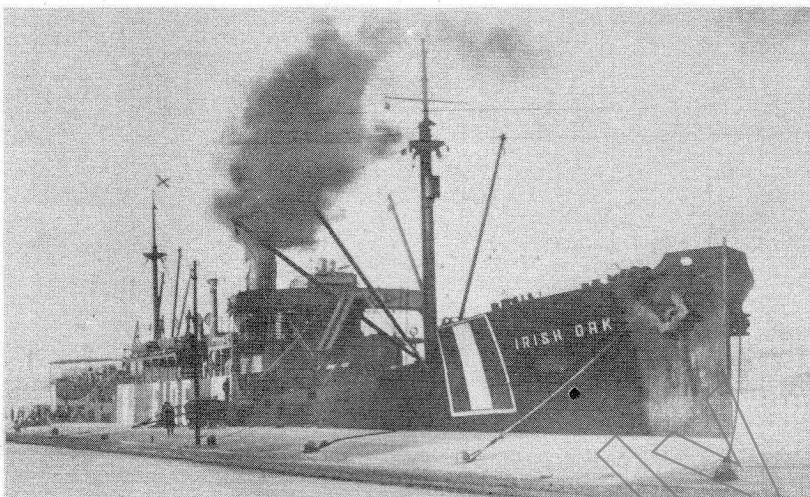
*R. J. Scott*

**7. IRISH PINE (1) (1941 — 1942)**

ON. 159843. 5621g, 3491n, 8556d, 409.5 × 54.2 × 27.7 feet

T. 3-cyl. by Llewellyn Iron Works, Los Angeles. 10k

1919: Completed by J. F. Duthie and Co., Seattle (Yard No. 23) as WEST HEMATITE for United States Shipping Board. 1935: Transferred to United States Shipping Board Bureau, 1937: Transferred to United States Maritime Commission. 26.9.1941: Chartered to Irish Shipping Ltd., through United States Lines, at £3251 per month with delivery at New Orleans and renamed IRISH PINE. 16.11.1942: Torpedoed and sunk by the German submarine U.608 (Captain Rolf Struckmeier) in a position 42.45N, 58.00W. She was struck aft by a second torpedo after the first torpedo missed and sank within three minutes. The ship had sailed from Dublin on 29.10.1942 bound for Boston and Tampa and was last in radio contact on 13.11.1942. There were no survivors from her crew of 33.



**IRISH OAK**

*Cork Examiner*

**8. IRISH OAK (1) (1941 — 1943)**

ON. 159859. 5588g, 3483n, 8542d, 410.5 × 54.3 × 27.2 feet  
 T. 3-cyl. by Llewellyn Iron Works, Los Angeles. 10k  
 1919: Completed by South Western S.B. Co., San Pedro, California (Yard No. 11) as WEST NERIS for United States Shipping Board. 1928: Sold to Mississippi Shipping Company, U.S.A. 1933: Sold to United States Shipping Board. 1935: Transferred to United States Shipping Board Bureau. 1937: Transferred to United States Maritime Commission. 26.9.1941: Chartered to Irish Shipping Ltd., through United States Lines, at £3245 per month with delivery at New Orleans and renamed IRISH OAK. 15.5.1943: Torpedoed and sunk by the German submarine U.607 in a position 47.51N, 25.53W. whilst on a voyage from Tampa to Cork with a cargo of phosphate rock. Her crew were picked up later the same day by the IRISH PLANE 4670/17 and landed at Cobh.



**IRISH WILLOW**

*R. J. Scott*

**9. IRISH WILLOW (1) (1941 — 1946)**

ON. 159841. 2009g, 1197n, 3000d, 252.0 × 43.5 × 18.9 feet  
 T. 3-cyl. by the Shipbuilders. Replaced in 1923 by a 6-cyl. 4 S.C.S.A. Werkspoor oil engine by Pacific Diesel Engine Co., Oakland, Cal. Replaced in 1938 by a T. 3-cyl. by John Lewis and Son Ltd., Aberdeen.  
 4.1918: Completed by Toledo S.B. Co., Toledo, Ohio (Yard No. 143) as LAKE SUNAPEE for United States Shipping Board having been laid down as WAR FLAG. 1923: Sold to W. J. Gray

Jnr., U.S.A. and renamed FRANK LYNCH. 1937: Sold to George D. Gratsos' Sons, later changed to George D. Gratsos and Co. Ltd., Greece and renamed NESTOR. 22.9.1937: Suffered a complete engine breakdown and subsequently towed from Alexandria to Rotterdam to be re-engined. 1939: Sold to K. Jurnas, Estonia and renamed OTTO. 3.10.1941: Chartered to Irish Shipping Ltd., and renamed IRISH WILLOW. 6.5.1946: Returned to Owners. 1946: Sold to Cia. de Vapores Veraguas, Panama and renamed VERAGUAS. 1960: Sold to Belgian shipbreakers and arrived at Tamise on 26.7.1960 in tow of the German tug FARGE 114/54 to be broken up by J. Boel et fils.



IRISH FIR

Brownell Collection

#### 10. IRISH FIR (1) (1941 — 1949)

ON. 159857, 1472g, 1109n, 2030d, 238.9 × 34.3 × 19.6 feet

T. 3-cyl. by the Shipbuilders.

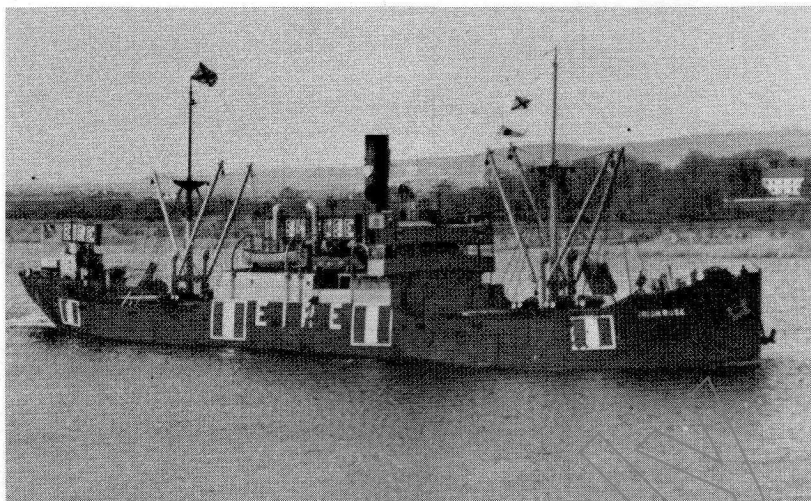
1920: Completed by Bremer Vulkan Schiffbau und Maschinenfabrik (Yard No. 660) as AGNETAPARK for Scheep- & Transports Mij "Atlantica" (Halcyon-Lijn managers), Holland. 1926: Sold to Koninklijke Nederlandsche Stoomb. Maats., Holland and renamed NOTOS. 1929: Sold to Torres y Ward Ltda., Chile and renamed MARGARA. 1934: Owners restyled as Soc. Anon. Comercial Torres y Ward, 1938: Owners restyled as Rafael Torres y Cia. Soc. Anon. Comercial, 14.10.1941: Purchased by Irish Shipping Ltd. and 3.1942 renamed IRISH FIR. 23.3.1949: Sold to Dublin and Sillith S.S.Co. Ltd., (Palgrave Murphy Ltd., managers), Republic of Ireland and renamed DELGANY. 1953: Sold to Palgrave Murphy Ltd., Republic of Ireland and renamed CITY OF AMSTERDAM. 1955: Palgrave Murphy (Shipowners) Ltd. appointed managers. 2.6.1959: Arrived at Dublin to be broken up by Hammond Lane Metal Co. Ltd., 15.6.1959: Demolition began.

#### 11. IRISH ROSE (1) (1942 — 1946)

ON. 159845, 1863g, 1094n, 2875d, 251.0 × 43.5 × 20.0 feet

T. 3-cyl. by the Shipbuilders.

7.1918: Completed by American S.B. Co., Lorain, Ohio (Yard No. 732) as LAKE HARNEY for United States Shipping Board having been laid down as WAR VIGIL. 1920: Sold to International Coal Transportation Corporation, U.S.A. 1923: Sold to Cie. Nationale de Navigation, France and renamed GERMINAL. 1929: Sold to Reval Shipping Co. Ltd., Estonia and renamed MALL. 1930: Sold to Tallinn Shipping Co. Ltd., Estonia. 1938: Owners restyled as Tallinna Laevauhisus A.S. (Tallinn Shipping Co. Ltd. managers), Estonia. 12.1.1942: Chartered to Irish Shipping Ltd. and renamed IRISH ROSE. 17.5.1946: Returned to Owners. 1946: Sold to Cia. Maritima Flamenco S.A., Panama and renamed FLAMENCO. 1952: Sold to 'Katana' Societa di Navigazione Marittima, Italy and renamed NIZETI. 1955: Sold to 'Katana' Societa di Navigazione Marittima, Mancuso and C.S.A.S., Italy, 1957: Renamed ATA. 21.2.1958: Stranded on Mwemba Island, off the N.E. coast of Zanzibar, whilst on a voyage from Basrah to Mombasa and abandoned after being declared a constructive total loss. 21.4.1958: Refloated and towed to Mkokotoni, Zanzibar. 18.3.1959: Sailed in tow from Zanzibar for Dar-es-Salaam to be broken up.



**IRISH ROSE**

*Brownell Collection*

**12. IRISH ALDER (1) (1942 — 1946)**

ON. 159856. 2668g, 1502n, 4200d, 288.1 × 45.0 × 21.6 feet

T. 3-cyl by the Shipbuilders, Seraing.

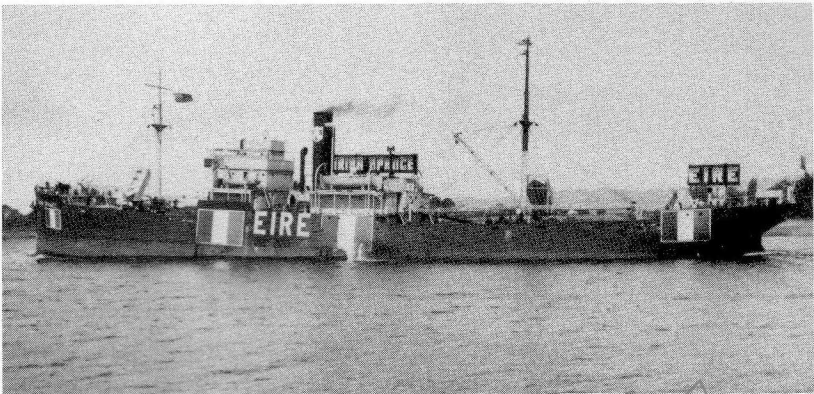
1902: Completed by Societe Anonyme John Cockerill, Hoboken (Yard No. 417) as PRINCESSE ELISABETH for their own account. 1910: Sold to Adolf Deppe, Belgium and renamed REINE ELISABETH. 1912: Owners restyled as Armement Adolf Deppe. 11.1918: Blown up by Bolshevik forces whilst in a Baltic port. Subsequently raised and refitted. 1923: Sold to Cie. Hanseatique Belge, Belgium. 1927: Sold to E. Evaux et Fils Soc. Anon., Belgium. 1930: Sold to Tallinn Shipping Co. Ltd., Estonia and renamed PIRET. 1938: Sold to Tallinna Laevauhisus A.S. (Tallinn Shipping Co. Ltd., managers), Estonia. 12.1.1942: Chartered to Irish Shipping Ltd. and renamed IRISH ALDER. 7.8.1946: Returned to Owners. 1946: Sold to Cia, Maritima La Ciguena S.A., Panama and renamed TREBOL. 1952: Sold to British Iron and Steel Corporation, allocated to Hughes Bolckow Shipbreaking Co. Ltd., and on 8.8.1952 arrived at Blyth to be broken up.



**IRISH ALDER**

*R. J. Scott*





**IRISH SPRUCE**

*Brownell Collection*

**13. IRISH SPRUCE (1) (1942 — 1949)**

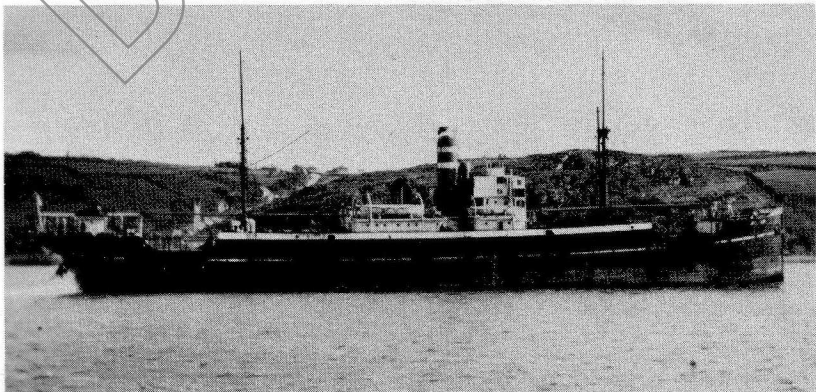
ON. 106409. 2502g, 1599n, 3900d, 315.0 × 43.1 × 20.4 feet  
T. 3-cyl. by W. Allan and Co. Ltd., Sunderland.

7.1896: Completed by Furness, Withy and Co. Ltd., West Hartlepool (Yard No. 224) as CARHAM for Thompson Steam Shipping Co. Ltd., (V.T. Thompson and Co. managers), Sunderland. 1912: Sold to Rederiaktieb Malmö (O.H. Wiens manager), Sweden and renamed SIGRID. 1917: Management transferred to Nils Aschen. 1918: Sold to Rederiaktieb Svenska Lloyd (H. Metcalfe manager), Sweden. 1919: Renamed VICIA. 1927: Sold to A/B Transport (Kristian Hansen manager), Finland. 20.4.1942: Purchased by Irish Shipping Ltd., and renamed IRISH SPRUCE. 20.9.1949: Sold to Captain Marmaradeniz Osman Sevki, Turkey and renamed OSMAN. 1950: Sold to Kara Mehmed Uzunoglu, Turkey, 1952: Renamed KAPTAN UZUNOGLU. 18 — 19.2.1956: Went aground near Eregli during the night whilst on a voyage from Istanbul to Zonguldak. Abandoned by her crew and subsequently declared a constructive total loss.

**14. IRISH ASH (1) (1942 — 1949)**

ON. 159861. 2088g, 1205n, 3600d, 286.0 × 43.4 × 18.7 feet  
T. 3-cyl. by the Shipbuilder.

9.1921: Completed by Yarrow and Co. Ltd., Glasgow (Yard No. 1456) as HADERSLEV for Nord-Ostero Akties. Rederiet (A. Krohn manager), Denmark. 1924: Sold to D/S. A/S. Svendborg (P. M. Moller manager), Denmark. Later the same year management transferred to A.P. Moller and renamed PETER MAERSK. 1932: Renamed MATHILDE MAERSK. 27.8.1942: Purchased by Irish Shipping Ltd. and renamed IRISH ASH. 5.12.1949: Sold to Rederi A/B Skeldervik (O.M. Thore manager), Sweden and renamed SCANIA. 21.1.1957: Sank in Flushing Roads following a collision with the French motorship CHILI 6919/50 whilst on a voyage from Casablanca to Norrköping with a cargo of phosphates. 3.1957: W.A. van der Akers Beringsbedrijf engaged to salvage the vessel and her cargo. 26.6.1957: Wreck raised and beached in shallow water near Flushing. 16.9.1957: Declared a constructive total loss and sold to buyers at Rotterdam for £30,000. 17.9.1957: Left Flushing for Krimpen a/d Yssel to be broken up by H.P. Heuvelmans Slopehij.



**IRISH ASH**

*R. J. Scott*

**15. IRISH CEDAR (1) (1943 — 1945)**

ON. 159862. 5430g, 3326n, 7931d, 382.8 × 50.3 × 26.1 feet  
T. 3-cyl. by Clyde S.B. and Eng. Co. Ltd., Port Glasgow.

12.1912: Completed by Cantiere San Rocco, Trieste (Yard No. 23) as CATERINA GEROLIMICH for Nav. Gen. Austriaca Gerolimich & Co. Societa in Azioni, Austria. 1918: Owners restyled as Nav. Gen. Gerolimich and Co. Societa in Azioni, Italy. 1935: Sold to I.N.C.S.A. (Imprese Nav. Commerciale Soc. Anon. managers), Italy. 1943: Chartered to Irish Shipping Ltd. and renamed IRISH CEDAR. 8.12.1945: Returned to the Italian Government and renamed CATERINA GEROLIMICH. 1946: Returned to Imprese Nav. Commerciale Soc. Anon. Italy. 4.1950: Sold to Cantieri Riuniti dell' Adriatico for demolition at Monfalcone.



**IRISH ROSE**

*R. J. Scott*

**16. IRISH ROSE (2) (1948 — 1954)**

ON. 159879. 1923g, 850n, 2210d, 303'8" × 44'2" × 17'5½"

T. 3-cyl. by Central Marine Engine Works, West Hartlepool. 11½k

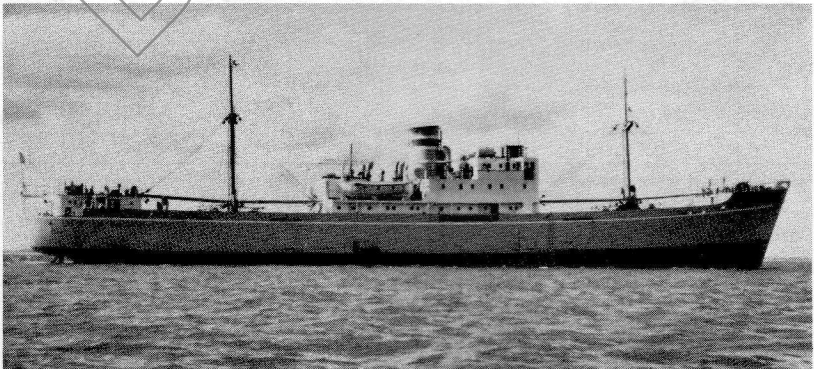
15.7.1948: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1222) for Irish Shipping Ltd., 19.8.1954: Sold to Finska Angfartygs A/B Finland and renamed LEO. 1966: Sold to Albacore Shipping Co. Ltd., Gibraltar and renamed COLON. 1967: Sold to Bahama Research and Survey Co. Ltd., Gibraltar and renamed OCEAN EXPLORER. 1968: Sold to Sea Fortune Navigation Corp., Liberia and renamed FORTUNE. 1969: Sold to Del Mar Navigation Co., Liberia. 1969: Sold to Senor Del Mar Navigation Co., Liberia and renamed SENOR DEL MAR. 1971: Sold to Abraham Woll Davila S.A., Peru. 8.12.1977: Grounded at Punta Molas, Cozumel Island 20.30N. 87.00W. whilst on a voyage from Callao to Veracruz. 26.12.1977: Refloated but grounded again S. of Veracruz after dragging her anchors and subsequently in 1973 sold to Ahumada Dias and broken up at Veracruz.

**17. IRISH WILLOW (2) (1948 — 1954)**

ON. 174591. 1923g, 850n, 2210d, 303'8" × 44'4" × 17'5½"

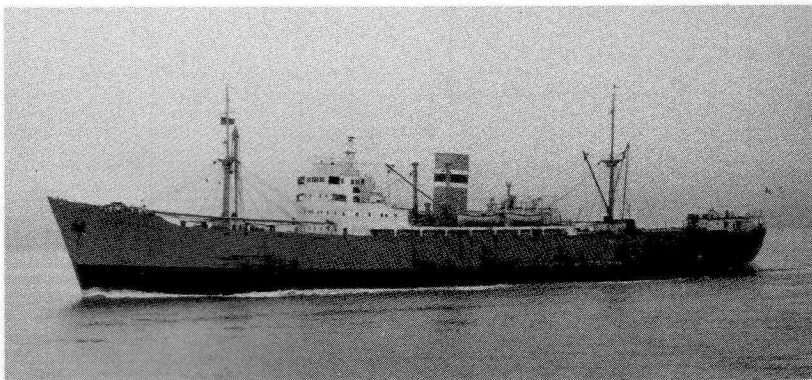
T. 3-cyl. by Central Marine Engine Works, West Hartlepool. 11½k

27.10.1948: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1223) for Irish Shipping Ltd. 2.9.1954: Sold to Finska Angfartygs A/B, Finland and renamed JUNO. 1966: Sold to Fouad A. Khayat and Co., Lebanon and renamed AMIRA K. 19.1.1969: Ran aground during heavy weather 11 miles S. of Varna in position 42.58N, 27.55E whilst on a voyage from Yarmca to Constantza and declared a constructive total loss.



**IRISH WILLOW**

*Brownell Collection*



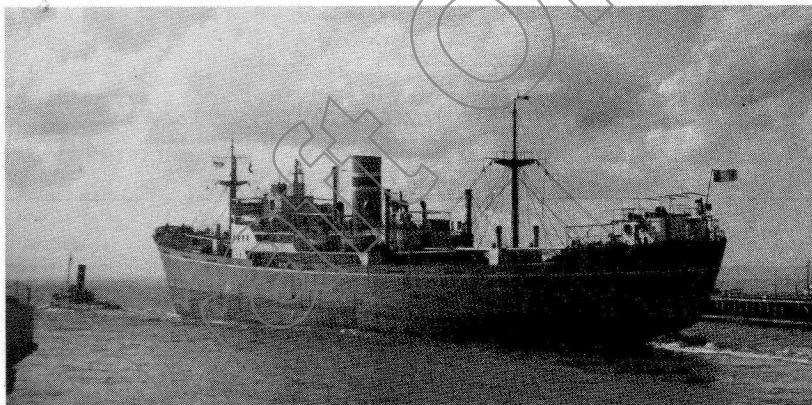
**IRISH PINE** with grey hull and radar mast

*W.S.P.L.*

**18. IRISH PINE (2) (1948 — 1965)**

ON. 174592. 5048g, 2740n, 7575d, 436'0" × 56'1" × 24'4"

T. 3-cyl. with low pressure turbine by the Shipbuilders. Replaced in 4.1960 with a 4-cyl. 2S C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 12k  
 18.12.1948: Completed by J. Readhead and Sons Ltd., South Shields (Yard No. 560) for Irish Shipping Ltd. 8.1965: Sold to Cia. Acarnania de Nav. S.A., Greece and renamed AMAZON, 1976: Sold to Pro-Unit Shipping S.A., Greece and renamed ARAMON. 1979: Whilst on a voyage from Piraeus to Port Sudan her cargo of bitumen solidified in the holds. 22.5.1979: Arrived at Kaohsiung to be broken up by Taiwan Ship Scrap Co. Ltd. still with her cargo on board.



**IRISH CEDAR** 11th/May 1957

*R. Hoare*

**19. IRISH CEDAR (2) (1949-1959)**

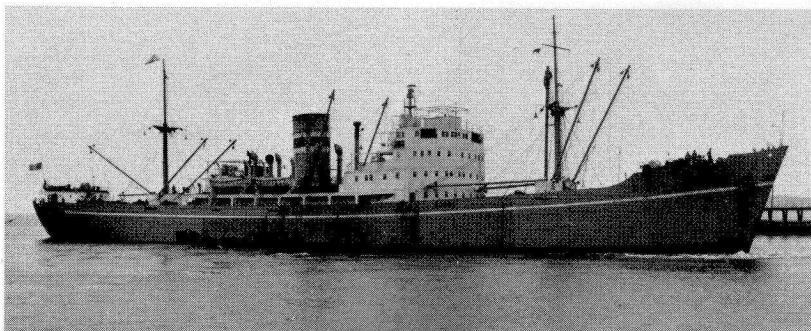
ON. 174593. 5627g, 3065n, 8700d, 446'2" × 57'7" × 25'0½"

T. 3-cyl. with low pressure turbine by Central Marine Engine Works, West Hartlepool. 12k  
 2.2.1949: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1219) for Irish Shipping Ltd. 4.1958: Laid up at Dublin because of unsuitability for conversion to a motorship. 1.7.1959: Sold to Gulf Steamers Ltd., (later Gulf Steamships Ltd) Pakistan and renamed MUSTANSIR. 1970: Sold to Gulf Shipping Corporation Ltd., Pakistan. 15.1.1971: Millwala & Sons Ltd., began demolition at Karachi.

**20. IRISH OAK (2) (1949 — 1967)**

ON. 174596. 5077g, 2808n, 7575d, 436'0" × 56'1" × 24'4"

T. 3-cyl. with low pressure turbine by the Shipbuilders. Replaced in 10.1959 with a 4-cyl 2S C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 12k  
 6.7.1949: Completed by J. Readhead and Sons Ltd., South Shields (Yard No. 562) for Irish Shipping Ltd. 6.1967: Sold to Cia. Alcyonia de Nav. S.A., Greece and renamed ALKYON. 1976: Sold to Proverde Shipping Co. S.A., Greece and renamed VEGAS. 13.8.1979: Ran aground near Jeddah in a position 21.46N, 38.48E, whilst on a voyage from Piraeus to Vietnam. 28.10.1979: Refloated and sold to Hadji Abdul Karim and Co. for breaking up at Gadani where she arrived 29.1.1980.



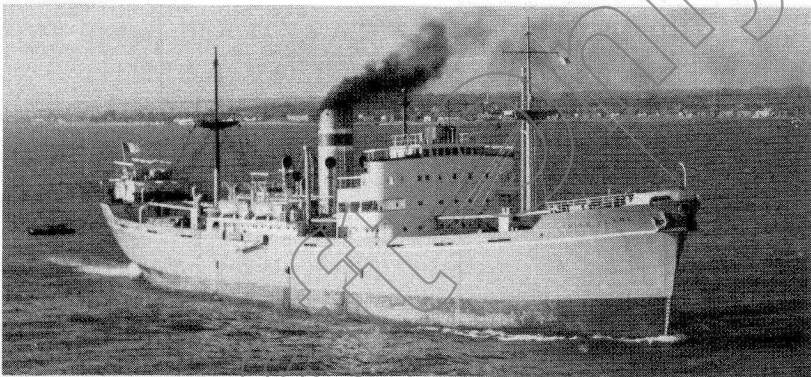
**IRISH OAK**

*W.S.P.L.*

**21. IRISH PLANE (2) (1949 — 1960)**

ON. 174600. 5368g, 2988n, 8870d, 446'2" × 57'7" × 25'11"

T. 3-cyl. with low pressure turbine by Central Marine Engine Works, West Hartlepool. 12k  
 22.12.1949: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1232) for Irish  
 Shipping Ltd. 12.1.1960: Sold to Chittagong S.S. Corp. Ltd., Pakistan and renamed DACCA  
 CITY. 25.3.1971: Arrived at Karachi to be broken up by Ganchi Rerolling Mills.



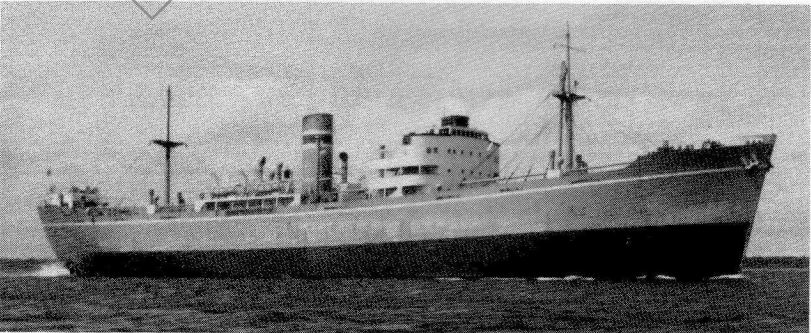
**IRISH PLANE**

*T. Rayner*

**22. IRISH HAZEL (2) (1950 — 1960)**

ON. 174603. 5366g, 2987n, 8840d, 446'2" × 57'7" × 25'11"

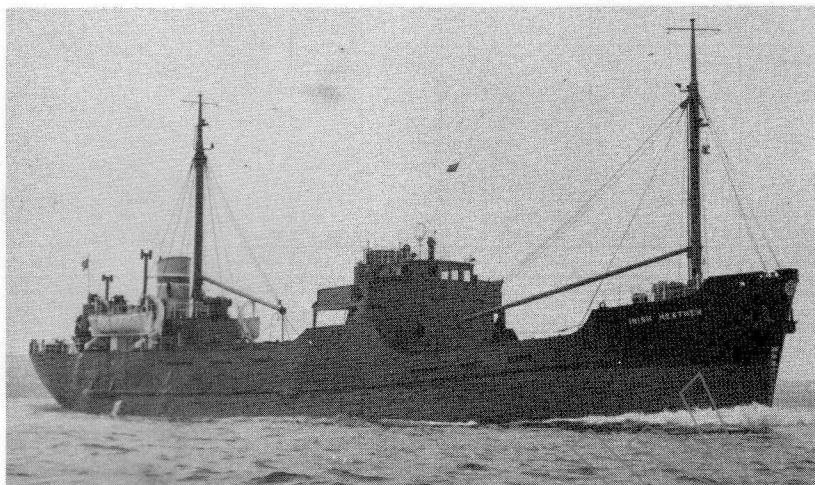
T. 3-cyl. with low pressure turbine by Central Marine Engine Works, West Hartlepool. 12k  
 13.3.1950: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1233) for Irish  
 Shipping Ltd. 30.5.1960: Sold to Atlantska Plovidba, Yugoslavia and renamed KONAVLI. 1966:  
 Sold to Slobodna Plovidba, Yugoslavia, 1972: Sold to Elektrofer Celik Sanayii A.S., Darica who  
 commenced demolition 24.7.1972.



**IRISH HAZEL**

*R. J. Scott*



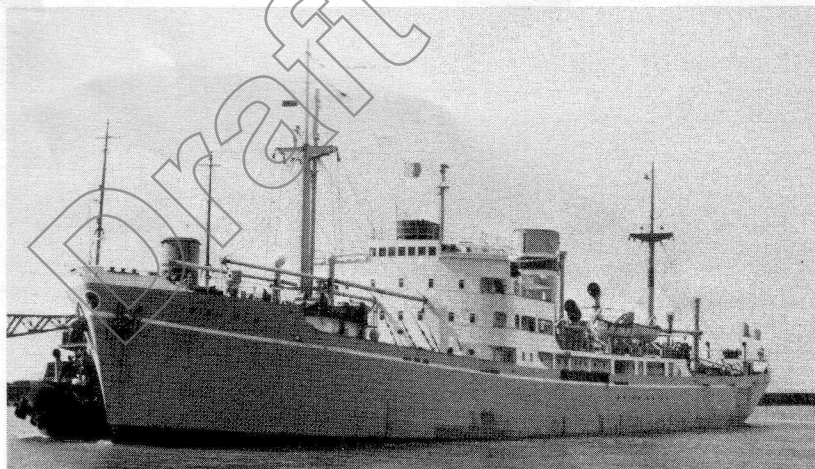


**IRISH HEATHER** — original appearance

A. Duncan

**23. IRISH HEATHER (1952 — 1964)**

ON. 400014. 1057g, 527n, 1398d, 216'11" × 35'2" × 13'10 $\frac{1}{4}$ "  
 6-cyl. 2 S.C.S.A. oil engine by British Polar Engines Ltd., Glasgow. 11k  
 28.8.1952: Completed by Goole Shipbuilding and Repairing Co. Ltd., Goole (Yard No. 484) for Irish Shipping Ltd. 8.1964: Sold to Hargreaves Coal and Shipping Ltd., (Comben Longstaff and Co. Ltd., managers), London and renamed HARGLEN. 1968: Sold to Thorn Line Finance Ltd., (S. William Coe and Co. Ltd., managers), Liverpool and renamed HAWTHORN. 1973: Sold to Booker Line Ltd., Liverpool. 1974: Sold to Hellenic Shipping and Trading Co. Ltd., Republic of Ireland and renamed HOWTH TRADER. 1975: Sold to Arcepey Shipping Co., S.A. Panama and renamed AL AKBER. Still in service.

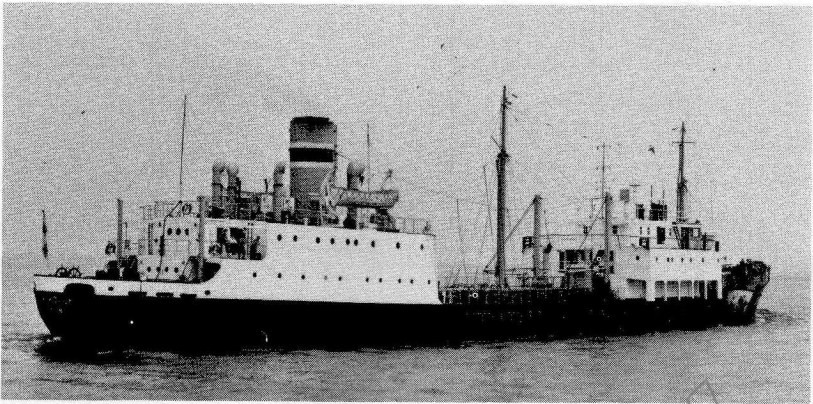


**IRISH ELM**

W.S.P.L.

**24. IRISH ELM (2) (1953 — 1963)**

ON. 400098. 5828g, 3209n, 8920d, 435'10" × 58'2" × 25'11 $\frac{1}{4}$ "  
 T.3-cyl. with low pressure turbine by Central Marine Engine Works, West Hartlepool. 12k  
 18.12.1953: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1261) for Irish Shipping Ltd., 8.1963: Sold to Mullion and Co. Ltd., Hong Kong and renamed ARDROSSMORE. 1968: Sold to Meadow Court Shipping Co. Ltd., Gibraltar and renamed MEADOW COURT. 1970: Sold to Ardee Investments Ltd., Gibraltar and renamed GLENDALOUGH. 1972: Sold to the Spanish shipbreakers Jose Eres, San Juan de Nieva and arrived at Aviles 18.3.1972 in tow from Bantry Bay where she had been laid up since 28.12.1971.



**IRISH HOLLY**

W.S.P.L.

**25. IRISH HOLLY (1954 — 1967) Tanker**

ON. 400105. 2940g, 1381n, 3350d, 330'1" × 46'2" × 17'3 $\frac{1}{2}$ "

T. 3-cyl. by Smith's Dock Co. Ltd., Middlesbrough. 11k

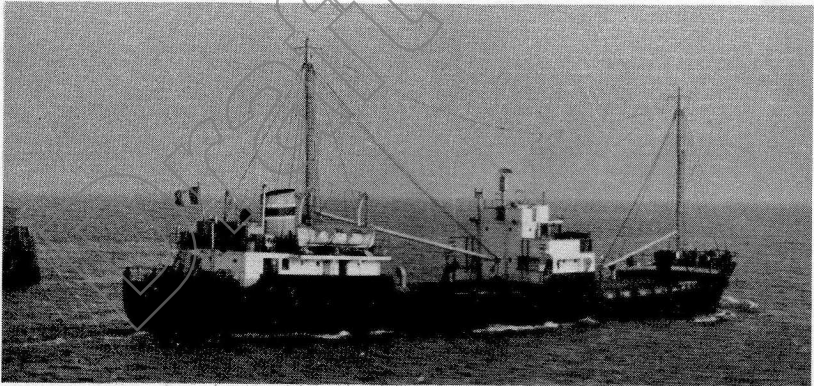
6.5.1954: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1279) for Irish Shipping Ltd. 7.1967: Sold to A.N.A.P.O. Cia. de Nav. Bunkeraggi S.p.A., Italy and renamed ETNEA. 7.1.1968: Driven aground near Vibo Valentia during a storm and abandoned 10.1.1968. 22.4.1968: Refloated and towed to Vibo Valentia but found to be beyond economical repair, 12.6.1968: Arrived in tow at Spezia to be broken up by Cantieri Navale Santa Maria.

**26. IRISH FERN (1954 — 1964)**

ON. 400118. 1113g, 522n, 1374d, 218'0" × 35'2" × 14'2 $\frac{1}{4}$ "

6-cyl. 2 S.C.S.A. oil engine by British Polar Engines Ltd., Glasgow. 10k

3.12.1954: Completed by Liffey Dockyard Ltd., Dublin (Yard No. 172) for Irish Shipping Ltd. 10.1964: Sold to John Stewart and Co. Shipping Ltd., Glasgow and renamed YEWTREE. 1974: Sold to Arcepey Shipping Co S.A. Panama and renamed AL HASSAN. 1976: Sold to Laconia Marine Co. Ltd., Cyprus and renamed ANDREAS A. Still in service.



**IRISH FERN**

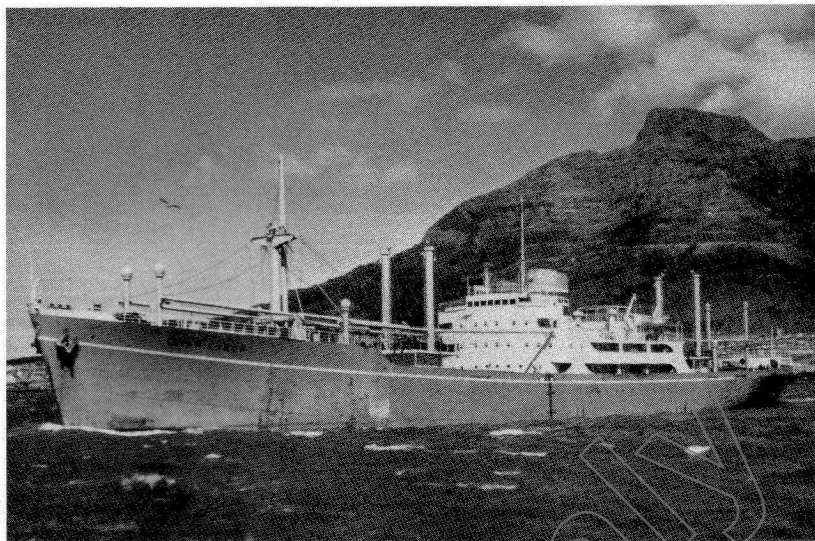
W.S.P.L.

**27. IRISH ROSE (3) (1956 — 1969)**

ON. 400141. 1749g, 782n, 2003d, 258'11" × 39'0" × 15'9"

9-cyl. 2 S.C.S.A. oil engine by British Polar Engines Ltd., Glasgow. 11 $\frac{1}{2}$ k

22.2.1956: Completed by Ailsa Shipbuilding Co. Ltd., Troon (Yard No. 492) for Irish Shipping Ltd. 1.1969: Sold to Spyridon Rossolimos and Saint Eirene Maritime Co. Ltd., Greece and renamed ST. SOPHIA. 1974: Sold to Venmis Compania Naviera S.A. (Tetras Compania Naviera S.A. managers), Greece and renamed AGIA SOPHIA. 1976: Sold to Vesta Navigation Co. S.A., Greece. 1977: Renamed TEMA. 1977: Renamed SPRING. 30.10.1978: Extensively damaged after colliding with the Greek motorship KARYATIS 2767/57 in a position 36.46N, 00.56W, 31.10.1978: Arrived at Cartagena in tow of the British tug WINCHMAN 885/76 but found to be damaged beyond economical repair. Sold to Francisco Jimenez Ballester who commenced demolition at Cartagena in 3.1979.



**IRISH LARCH**

*A. Duncan*

**28. IRISH LARCH (2) (1956 — 1968)**

ON. 400093. 8283g, 4646n, 10693d, 475' 11" × 61' 3" × 26' 0 $\frac{1}{2}$ "  
 5-cyl. 2 S.C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 15k  
 17.10.1956: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1275) for Irish Shipping Ltd. 10.1968: Sold to Aliakmon Maritime Corp., Greece and renamed ALIAKMON PROGRESS. 28.11.1979: Arrived at Inchon, to be broken up by Inchon Iron and Steel Ltd., who commenced demolition 5.12.1979.

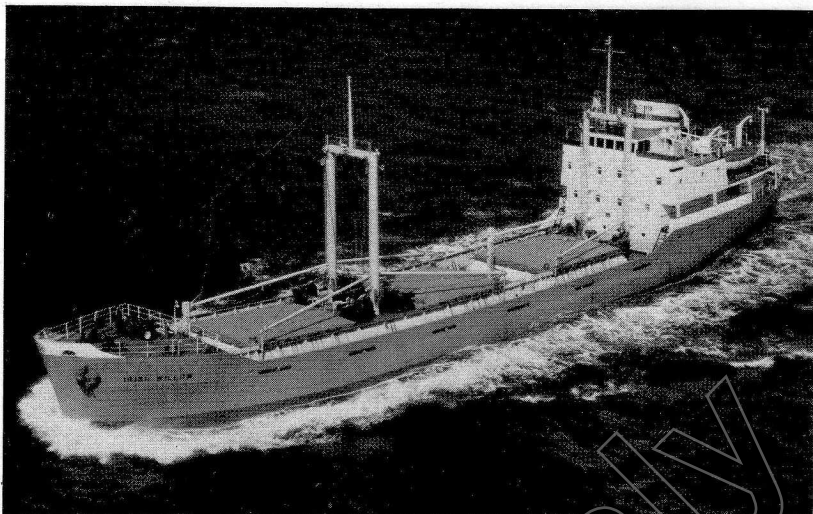


**IRISH POPLAR**

*F. R. Sherlock*

**29. IRISH POPLAR (2) (1956 — 1972)**

ON. 400072. 8023g, 4576n, 9452d, 449'0" × 62'3" × 27'7"  
 Two steam turbines D.R. geared to a single shaft by the Shipbuilders. 16k  
 3.12.1956: Completed by Cammell Laird and Co. (S.B. and Eng.) Ltd., Birkenhead (Yard No. 1255) for Irish Shipping Ltd. 12.1972: Sold to Tower Shipping Co. Ltd., Cyprus and renamed POLAMARY. 1973: Sold to Golden Glory Shipping Co. (Panama) S.A., Panama and renamed GOLDEN LION. 1977: Sold to Char Hsing Marine Co. Ltd., Taiwan. 24.5.1979: Sold to Tung Hsing Steel and Iron Co. and arrived at Kaohsiung prior to 15.6.1979 to be broken up.



**IRISH WILLOW**

*Skyfotos Ltd*

**30. IRISH WILLOW (3) (1956 — 1969)**

ON. 400047. 1743g, 746n, 1971d, 258'11" × 39'0" × 15'9½"

9-cyl. 2 S.C.S.A. oil engine by British Polar Engines Ltd., Glasgow, 12k

29.12.1956: Completed by Ailsa Shipbuilding Co. Ltd, Troon (Yard No. 494) for Irish Shipping Ltd, 10.1969: Sold to Anel Shipping Co. S.A., Panama and renamed SPARTA. 1977: Sold to Gariterry Cia. Naviera S.A., Panama and renamed KLIQ. 1980: Sold to Sueloscon S.A., Panama and renamed MANDI. Still in service.



**IRISH FIR**

*W.S.P.L.*

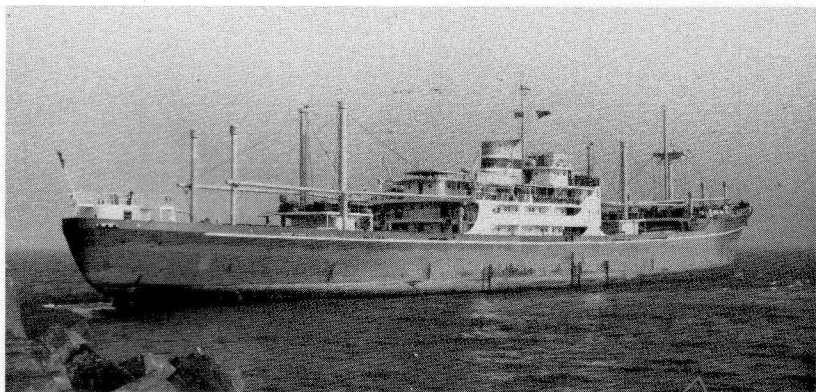
**31. IRISH FIR (2) (1956 — 1969)**

ON. 400176. 1752g, 743n, 1941d, 258'6" × 38'11" × 15'9"

9-cyl. 2 S.C.S.A. oil engine by British Polar Engines Ltd., Glasgow, 12k

31.12.1956: Completed by Liffey Dockyard Ltd., Dublin (Yard No. 177) for Irish Shipping Ltd. 1.1969: Sold to Arta Shipping S.A., Liberia and renamed ARTA. 1972: Sold to Edelweiss Shipping Co. Ltd., Cyprus. 1977: Sold to Edelweiss Compania Naviera S.A. (Ippocampos Maritime (Hellas) Ltd., managers), Greece and renamed KOTRONAS SKY. 1.1.1978: Arrived at Cartagena in tow after sustaining engine damage and found to be beyond economical repair. Sold to D. Jose Navarro Frances who commenced demolition at Cartagena during 6.1978.





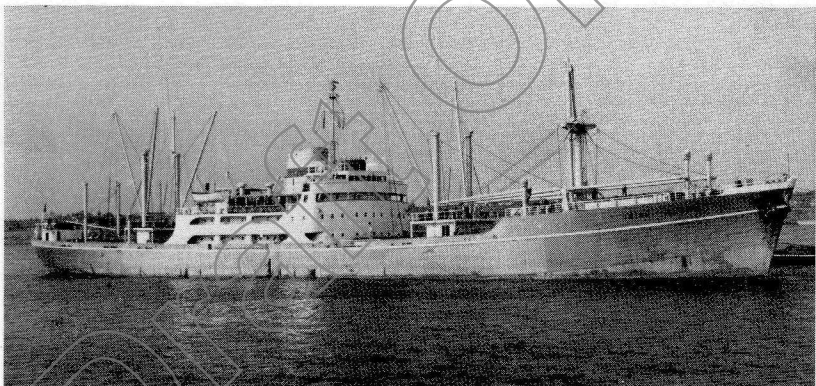
**IRISH MAPLE**

*W.S.P.L.*

**32. IRISH MAPLE (1) (1957 — 1968)**

ON. 400053. 8288g, 4649n, 10693d, 475'11" × 61'3" × 26'0 $\frac{1}{4}$ "  
5-cyl. 2 S.C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 15k

24.2.1957: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1276) for Irish Shipping Ltd. 6.1968: Sold to Aliakmon Maritime Corp., Greece and renamed ALIAKMON PIONEER. 1979: Sold to Gryphon Maritime Inc., Panama and renamed ANNOOR. 1981: Sold to Pakistan shipbreakers and arrived at Karachi 24.10.1981 for demolition.



**IRISH ALDER**

*Brownell Collection*

**33. IRISH ALDER (2) (1957 — 1970)**

ON. 400094. 8226g, 4625n, 10735d, 475'11" × 61'3" × 26'0 $\frac{1}{4}$ "  
5-Cyl. 2 S.C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 15k

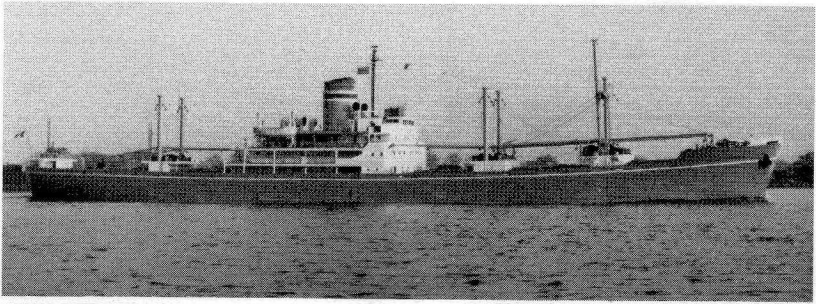
20.9.1957: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1286) for Irish Shipping Ltd. 12.1970: Sold to Aliakmon Maritime Corp., Greece and renamed ALIAKMON PILOT. 1972: Transferred to Aliakmon Marine Enterprises Corp., Greece. 1977: Sold to Chelone Maritime Inc. (Dissotis Shipping Corp. managers), Greece and renamed ATTICAN UNITY, 25.8.1977: Beached in Flushing Roads after fire had broken out in her cargo whilst outward bound from Antwerp to Durban. 21.10.1977: Refloated and towed to Flushing where the burnt out wreck was subsequently taken over by the Dutch Government, 22.3.1978: Arrived in tow at Bremen to be broken up by Klockner Rohstoff-Handel.

**34. IRISH SPRUCE (2) (1957 — 1972)**

ON. 400155. 8014g, 4572n, 9710d, 449'0" × 62'3" × 27'7"

Two steam turbines D.R. geared to a single shaft by the Shipbuilders. 16k

30.10.1957: Completed by Cammell Laird and Co. (S. B. and Eng.) Ltd., Birkenhead (Yard No. 1256) for Irish Shipping Ltd. 27.1.1972: Grounded on Quita Sueno Bank in a position 14.25N, 81.00W, whilst on a voyage from Callao to New Orleans. Subsequently broke her back and abandoned as a total loss.



**IRISH SPRUCE**

*Brownell Collection*

**35. IRISH ASH (2) (1958 — 1970)**

ON. 400215. 8269g, 4627n, 10650d, 475'11" × 61'3" × 27'7"

5-cyl 2 S.C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne. 15k

17.1.1958: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No. 1287) for Irish Shipping Ltd. 9.1970: Sold to Aliakmon Maritime Corp., Greece and renamed ALIAKMON POWER. 1972: Transferred to Aliakmon Marine Enterprises Corp., Greece, 20.6.1979: Arrived at Ulsan and broken up by Hyundai Heavy Industries Co. Ltd. on behalf of Kyung IL Industry Co. Ltd.



**IRISH ASH**

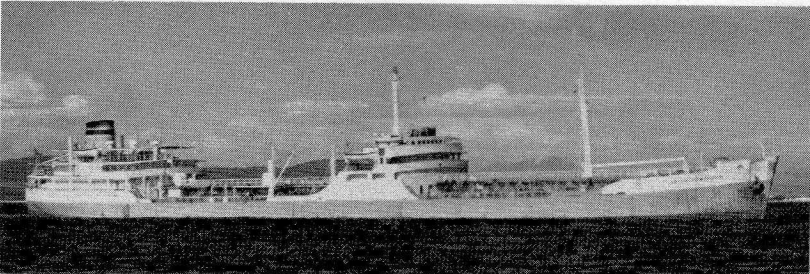
*A. Duncan*

**36. IRISH HAWTHORN (1958 — 1965) Tanker.**

ON. 400193. 12168g, 7025n, 17980d, 555'9" × 69'7" × 29'9"

Two steam turbines D.R. geared to a single shaft by the Shipbuilders. 14½k.

26.2.1958: Completed by Fairfield S.B. and Eng. Co. Ltd., Glasgow (Yard No. 781) for Irish Shipping Ltd. 8.1965: Sold to Cia. Argolia de Nav. S.A., Greece and renamed ESPERIS. 1973: Sold to Astron Trading Ltd., Greece and renamed GLOBAL UNITY. 13.3.1976: Sold to Katimetzoglou Yard for demolition at Perama. 1979: Resold to Spanish shipbreakers. 5.10.1979: Sailed from Piraeus, where she had been laid up since 20.1.1976, and arrived in tow at Valencia 12.10.1979.



**IRISH HAWTHORN**

*W.S.P.L.*



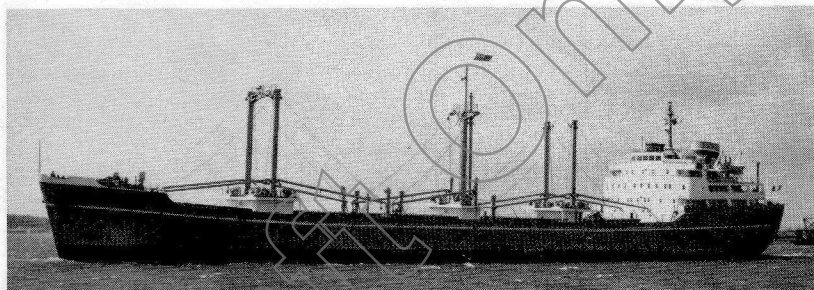
**IRISH BLACKTHORN**

*A. Duncan*

**37. IRISH BLACKTHORN (1959 — 1965) Tanker**

ON. 400235, 12168g, 7025n, 18050d, 555'9" × 69'7" × 29'9 $\frac{1}{2}$ "

Two steam turbines D.R. geared to a single shaft by the Shipbuilders. 14 $\frac{1}{2}$ k  
 3.6.1959: Completed by Fairfield S.B. and Eng. Co. Ltd., Glasgow (Yard No. 786) for Irish Shipping Ltd. 8.1965: Sold to Mohawk Cia. Nav. S.A., Liberia and renamed PROFITIS ELIAS. 1968: Sold to Comanche Cia. Nav. S.A., Liberia and renamed GOLDEN PIPER. 1969: Sold to Mohegan Cia. Nav. S.A., Liberia and renamed CAPTAIN ELIAS. 10.3.1969: Grounded in 18.41N, 65.24W. near Cape Engano, Dominican Republic whilst on a voyage from New York to Aruba. 17.3.1969: Refloated but found to be damaged beyond economical repair. Sold to Desguaces Maritimas S.A. and arrived at Castellon 30.9.1969 for demolition.



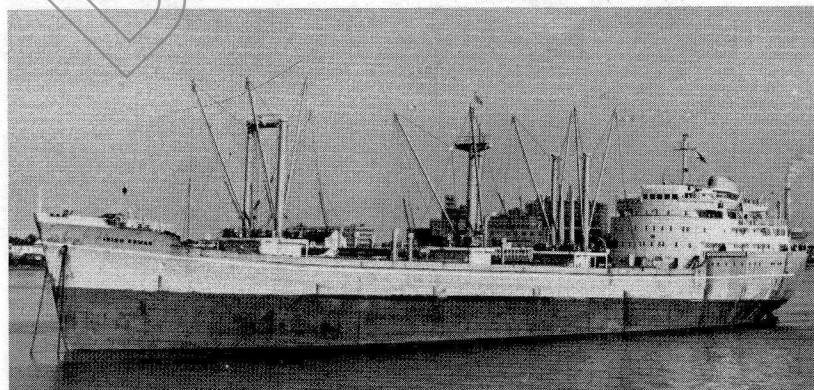
**IRISH SYCAMORE**

*Brownell Collection*

**38. IRISH SYCAMORE (1961 — 1973)**

ON. 400296, 10560g, 5740n, 14950d, 499'6" × 67'3" × 29'11 $\frac{3}{4}$ "

6-cyl. 2 S.C.S.A. Doford oil engine by Central Marine Engine Works, West Hartlepool. 14 $\frac{1}{2}$ k  
 19.5.1961: Completed by Wm. Gray and Co. Ltd., West Hartlepool (Yard No 1302) for Irish Shipping Ltd. 9.1973: Sold to Gies Shipping Co. S.A., Greece and renamed MARIA. 1978: Sold to Eukta Shipping Corp., Panama and renamed ELIANE. 1980: Sold to Maldives Shipping Ltd., Maldivé Islands and renamed MALDIVE NOBLE. Still in service.



**IRISH ROWAN**

*A. Duncan*



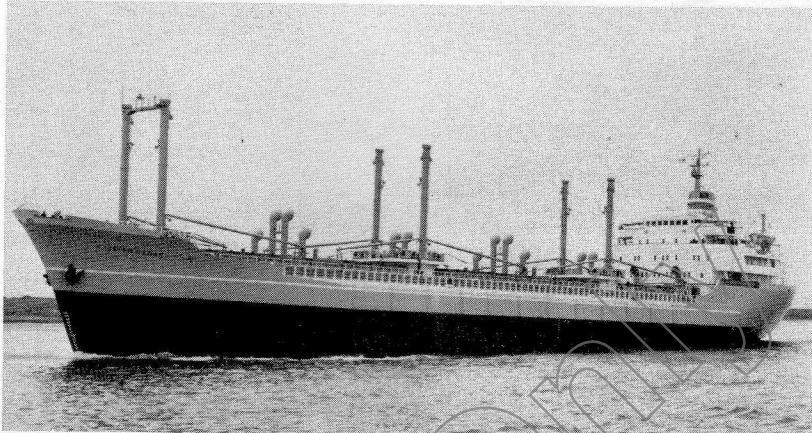
**39. IRISH ROWAN (1) (1962 — 1973)**

ON. 400268, 10533g, 5684n, 14950d, 499'6" × 67'5" × 30'0"

6cyl. 2 S.C.S.A. Doxford oil engine by Hawthorn Leslie (Engineers) Ltd., Newcastle upon Tyne.

14½k

26.6.1962: Completed by Verolme Cork Dockyard Ltd., Cork (Yard No. 645) for Irish Shipping Ltd., 10.1973: Sold to Mornos Shipping Co., Greece and renamed AVRA. 1977: Sold to Enes Shipping Co. Ltd., Greece. 1979: Sold to Dolphin Investment Trust Inc., Greece and renamed PANTAVRA. Still in service.



**IRISH CEDAR**

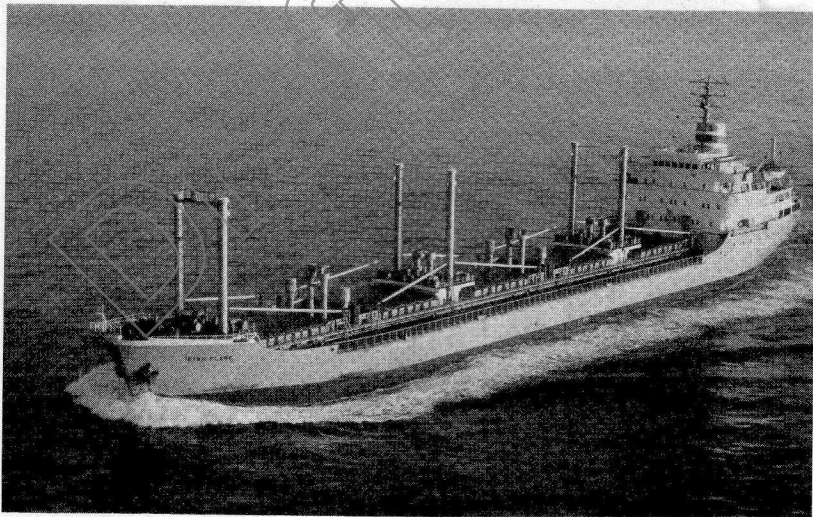
*Verolme Shipyard, Heusden*

**40. IRISH CEDAR (3) (1962 — 1976) Bulk Carrier**

ON. 400269, 10477g, 6053n, 15123d, 504'3" × 67'7" × 28'7½"

8-cyl. 2 S.C.S.A. M.A.N. oil engine by Verolme Machinefabriek, IJsselmonde. 15k

24.8.1962: Completed by Verolme Scheepswerf, Heusden (Yard No. 665) for Irish Shipping Ltd. 1.1976: Sold to Lezina Shipping Co, S.A., Panama and renamed PARALOS. Still in service.



**IRISH PLANE**

*Owners' picture*

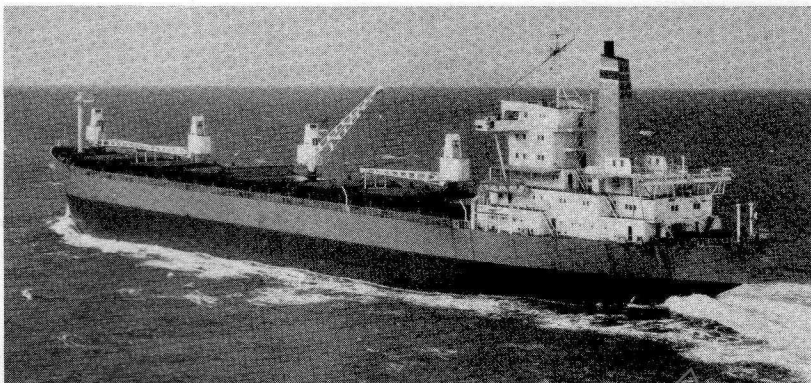
**41. IRISH PLANE (3) (1963 — 1976) Bulk Carrier**

ON. 400358, 10449g, 6045n, 15670d, 504'3" × 67'7" × 28'7¾"

8-cyl. 2 S.C.S.A. M.A.N. oil engine by Verolme Machinefabriek, IJsselmonde. 15k

18.4.1963: Completed by Verolme Scheepswerf, Heusden (Yard No. 669) for Irish Shipping Ltd., 6.1976: Sold to Sealanes Navigation Corp., Greece and renamed SALAMIS. 1977: Renamed CANADIAN FARMER. 1980: Renamed SALAMIS. Still in service





**IRISH ELM**

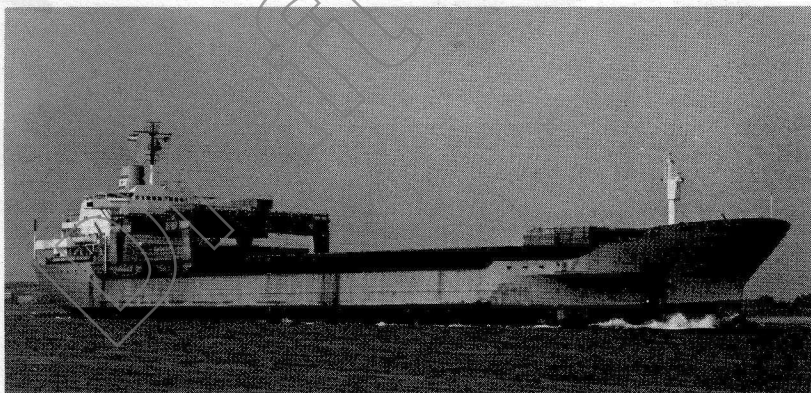
*Owners' picture*

**42. IRISH ELM (3) (1968 — 1979) Bulk Carrier**

ON. 400577. 22186g, 14517n, 37774d, 632'1" (incl. B.B.) × 92'2" × 37'4"  
 6-cyl. 2 S.C.S.A. M.A.N. oil engine by Verolme Machinefabriek. IJsselmonde. 15k  
 18.1.1968: Completed by Verolme Cork Dockyard Ltd., Cork (Yard No. 746) for Irish Shipping Ltd. 1979: Sold to Alassia Steamship Co. Ltd., Greece and renamed PELORIDAS. 1979: Sold to Paphos Corp. Ltd., Greece. 1981: Sold to China Ocean Shipping Co., China and renamed MIN YUN HAI. Still in service.

**43. IRISH STARDUST (1970 — 1976) Bulk Carrier**

ON. 400855. 19192g, 11146n, 29030d, 564'0" (incl. B.B.) × 85'8" × 35'4"  
 Two 12-cyl. 4 S.C.S.A. oil engines geared to a single shaft by Masch. Augsburg - Nurnberg, Augsburg. 15½k  
 26.5.1970: Completed by Verolme Cork Dockyard Ltd., Cork (Yard No. 814) for Irish Shipping Ltd. 6.1976: Sold to A/S Billabong (Star Shipping A/S managers), Norway and renamed STAR AMALFI. 1978: Sold to Orbit Maritime Co. S.A., Greece and renamed STAR DORIAN, 1980: Sold to Botelho Shipping Corp., Philippines and renamed STAR PHILIPPINES. Still in service.



**IRISH STAR** in Star Bulk colours

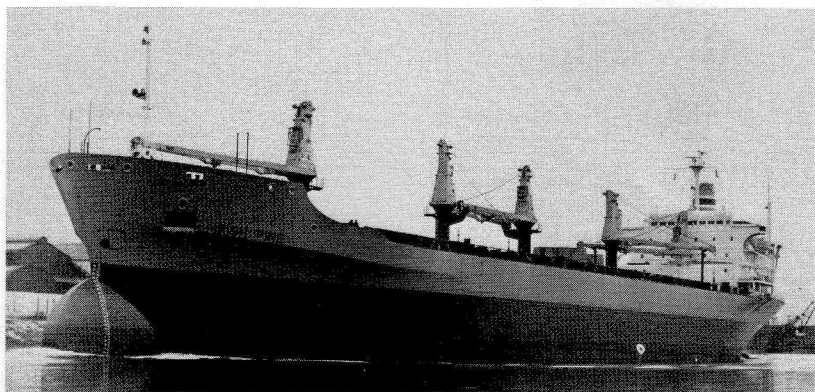
*L. C. Heijboer*

**44. IRISH STAR (1970 — 1978) Bulk Carrier**

ON. 400766. 19199g, 11143n, 29020d, 564'0" (incl. B.B.) × 85'6" × 35'4"  
 Two 12-cyl. 4 S.C.S.A. oil engines geared to a single shaft by Vickers Ltd., Barrow. 15½k  
 30.6.1970: Completed by Cammell Laird and Co. (S.B. and Eng.) Ltd., Birkenhead (Yard No. 1334) for Irish Shipping Ltd. 1978: Sold to Lancer Maritime Co. S.A., Greece and renamed STAR DELPHIAN. 1980: Sold to Botelho Shipping Corp., Philippines and renamed STAR SINGAPORE. Still in service.

**45. IRISH PINE (3) (1973 — ) Bulk Carrier**

ON. 401214. 16704g, 11361n, 26091d, 574'6" (incl. B.B.) × 84'0" × 32'6"  
 6-cyl 2 S.C.S.A. Burmeister and Wain oil engine by J. G. Kincaid and Co. Ltd., Greenock. 15k  
 7.2.1973: Completed by Upper Clyde Shipbuilders Ltd., Govan (Yard No. 126) for Irish Shipping Ltd. In the present fleet.

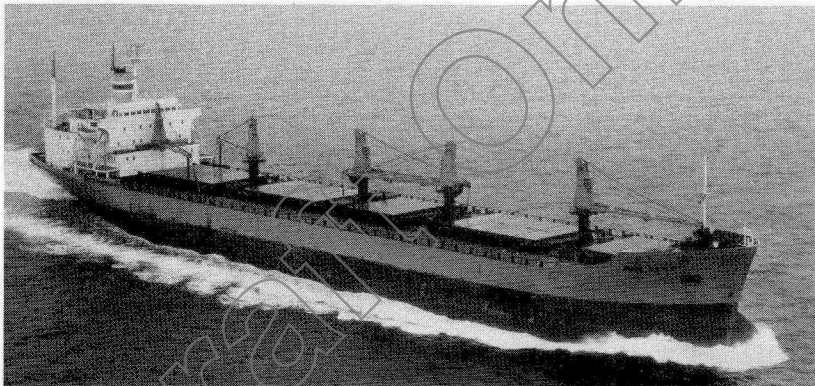


**IRISH PINE** 22nd January 1973

*Govan Shipbuilders Ltd*

**46. IRISH MAPLE (2) (1973 — ) Bulk Carrier.**

ON. 401218. 16704g. 11361n, 25679d, 574'6" (incl. B.B.) 84'0" × 32'6"  
6-cyl. 2 S.C.S.A. Burmeister and Wain oil engine by J.G. Kincaid and Co. Ltd., Greenock, 15k  
28.3.1973: Completed by Govan Shipbuilders Ltd., Govan (Yard No. 127) for Irish Shipping Ltd.  
In the present fleet.

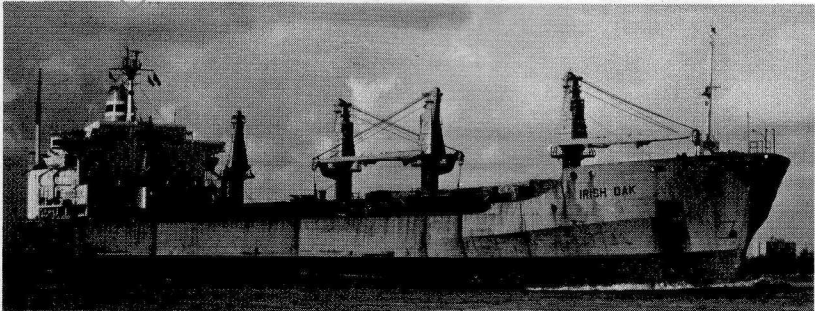


**IRISH MAPLE**

*Skyfotos Ltd*

**47. IRISH OAK (3) (1973 — ) Bulk Carrier**

ON. 401220. 16704g, 11361n, 25649d, 574'6" (incl. B.B.) × 84'0" × 32'6"  
6-cyl. 2 S.C.S.A. Burmeister and Wain oil engine by J. G. Kincaid and Co. Ltd., Greenock 15k  
23.5.1973: Completed by Govan Shipbuilders Ltd., Govan (Yard No. 131) for Irish Shipping Ltd.  
In the present fleet.



**IRISH OAK**

*L. C. Heijboer*



**IRISH LARCH**

*Airfoto, Malacca*

48. IRISH LARCH (3) (1973 — ) Bulk Carrier  
ON. 401232. 16704g, 11361n, 25707d, 574'6" (incl. B.B.) × 84'0" × 32'6"  
6-cyl. 2 S.C.S.A. Burmeister and Wain oil engine by J. G. Kincaid and Co. Ltd., Greenock. 15k  
11.7.1973: Completed by Govan Shipbuilders Ltd., Govan (Yard No. 132) for Irish Shipping Ltd.  
In the present fleet.



**IRISH ROWAN**

*Airfoto, Malacca*

**49. IRISH ROWAN (2) (1976 — ) Bulk Carrier**

ON. 401559. 17324g, 11245n, 27532d, 176.89 (incl. B.B.) × 25.07 × 10.338 metres.

6-cyl 2 S.C.S.A. Burmeister and Wain oil engine by Mitsui Zosen, Tamano. 15k

10.1976: Completed by Hayashikane Zosen, Shimonoseki (Yard No. 1199) for Irish Shipping Ltd. In the present fleet.



**IRISH CEDAR**

*Airfoto, Malacca*

**50. IRISH CEDAR (4) (1977 — ) Bulk Carrier**

ON. 401609. 17324g, 11245n, 27573d, 176.89 (incl. B.B.) × 25.07 × 10.338 metres.

6-cyl. 2 S.C.S.A. Burmeister and Wain oil engine by Mitsui Zosen, Tamano. 15k

7.1977: Completed by Hayashikane Zosen, Shimonoseki (Yard No. 1200) for Irish Shipping Ltd. In the present fleet.

**51. "Panamax" type Bulk Carrier**

72000d, 225.6 × 32.3 × 14.3 metres.

6-cyl. Mak oil engine type 6M 601 of 15000 b.h.p. 14½k.

Ordered from Verolme Cork Dockyard Ltd 16.2.1981 and due for delivery late 1982/early 1983.



## IRISH CONTINENTAL LINE LTD



**SAINT PATRICK** in later colours

*Skyfotos Ltd*

### **ICL1. SAINT PATRICK (1973 — 1982)**

ON. 401084. 5285g, 2934n, 1288d, 117.9 × 18.19 × 4.954 metres

Passenger berths: 550. Car space: 200 cars.

Two 12-cyl 4 S.C.S.A oil engines by Blohm & Voß AG Hamburg driving twin screws. 22k

1973: Completed by Schichau Unterweser AG Bremerhaven (Yard No. 485) for Irish Shipping Ltd. and others (Irish Continental Line Ltd., managers). 1982: Transferred to Belfast Car Ferries Ltd. and renamed SAINT COLUMB—(q.v.)

### **ICL2. SAINT KILLIAN (1978 — 1982)/SAINT KILLIAN II (1982 — )**

ON. 401745. 1972 — 1981: 7125g, 3851n, 1471d, 124.75 × 19.54 × 5.119 metres.

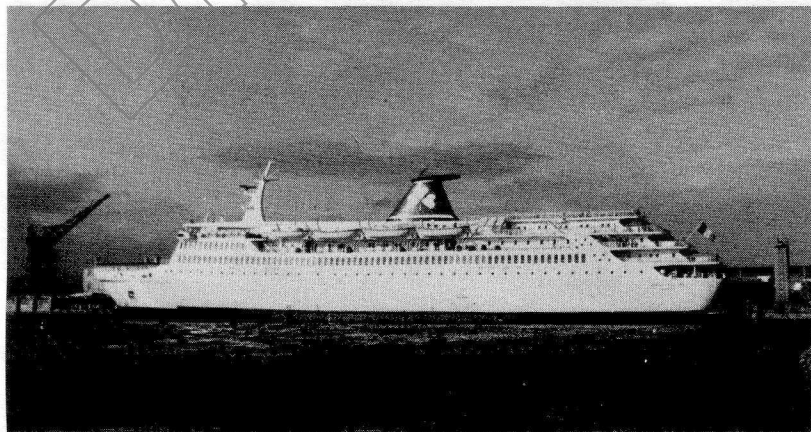
Passenger berths: 850. Car space: 280 cars.

1982-on: 10,256g. 156.85 × 19.54 × 5.20 metres

Passenger berths: 1400. Car space: 378 cars.

Two 18-cyl 4 S.C.S.A Pielstick oil engines by Lindholmens Motor Akt, Gothenburg driving twin screws. 21½k

1972: Completed by Brodogradiliste "Titovo" Kraljevica, (Yard No 400) as STENA SCANDINAVICA for Stena Line A/B Sweden. 1978: Purchased by Irish Shipping Ltd and others (Irish Continental Line Ltd managers) and renamed SAINT KILLIAN. 2.1982: Returned to owners by Amsterdamsche Droogdok Maatschappij after being lengthened 32 metres and refitted at a cost of £7,500,000. Renamed SAINT KILLIAN II. In the present fleet.



**SAINT KILLIAN**, original appearance

*Miles Cowsill*



**SAINT KILLIAN II**, after lengthening. Note that the white bands no longer appear on the funnel

*Courtesy Don Hall Public Relations Ltd*

**ICL 3 SAINT PATRICK II (1982- )**

7210g, 3234n, 1923d. 125.63 (incl B.B.) × 21.65 × 5.265 metres.

Two vee 16-cyl. 4S.C.S.A. oil engines by Stork-Werkspoor Diesel N.V. Amsterdam, driving twin screws. 23k.

Passenger berths (In SF line service) 328 and 1172 deck passengers.

6.1973: Completed by J. J. Sietas Schiffswerft, Hamburg (Yard No. 702) as AURELLA for SF Line A/B, Finland. 1982: Purchased by Irish Continental Line Ltd and renamed SAINT PATRICK II. Prior to entry into service berth passenger capacity to be increased by 450. In the present fleet.



**AURELLA**, now registered at Dublin, lying at Rosslare in February 1982

*Courtesy Don Hall Public Relations Ltd*

# BELFAST CAR FERRIES LTD

BCF1 SAINT COLUMB (1982— )  
—see SAINT PATRICK ICL1



**SAINT COLUMB** refitting in Brocklebank Dry Dock, Liverpool in March 1982 prior to her entry into service

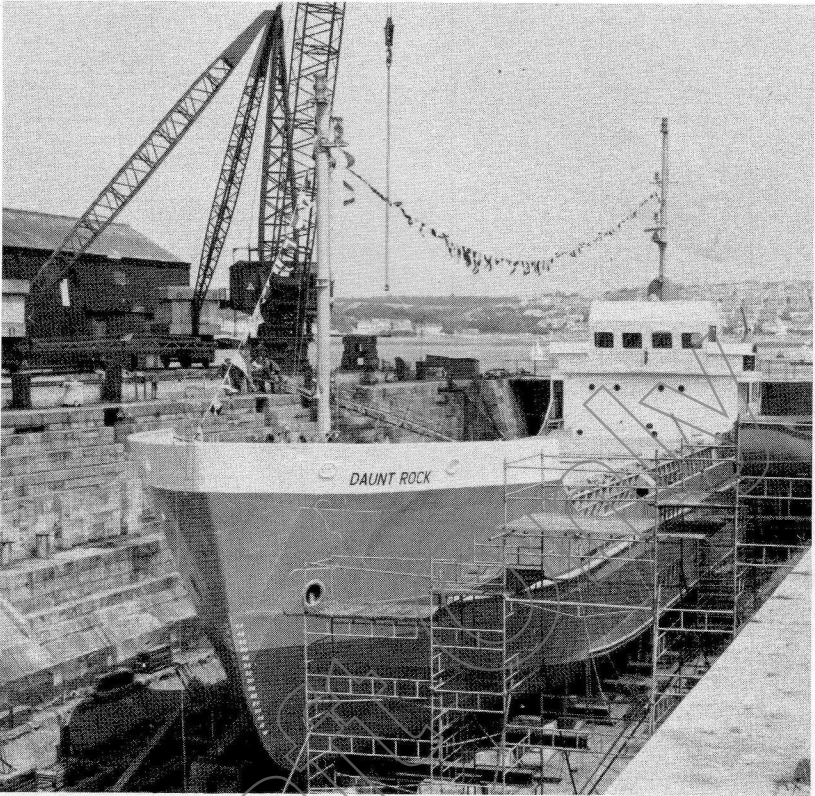
*D. Crolley*



**SAINT COLUMB** in Canada No. 3 South Dock, Liverpool on 1st April 1982 while refitting prior to her entry into service

*D. Crolley*

**Latest information 24/4/82 Saint Patrick has now had her name changed to Saint Colum-I**



**DAUNT ROCK**

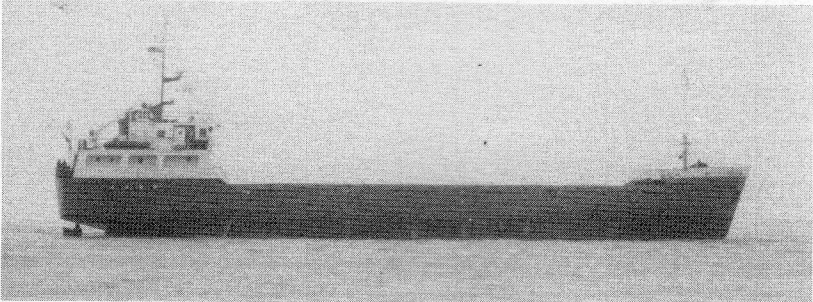
*'Western Telegraph', courtesy E. Goddard*

**R.H.1. DAUNT ROCK (1976 — )**

ON. 401492. 797g, 510n, 1255d, 64.01 × 10.75 × 3.810 metres.  
8-cyl. 4 S.C.S.A. oil engine by Mirrlees Blackstone Ltd., Stamford 11k  
12.1976: Completed by Hancocks S.B. Co. Ltd., Pembroke Dock (Yard No. R.H. 1.) for R. and H. Hall Ltd. (Irish Shipping Ltd. managers). In the present fleet.

**R.H.2 SKELLIG ROCK (1978 — )**

ON. 401831. 797g, 510n, 1240d, 64.01 × 10.75 × 3.736 metres  
8-cyl. 4 S.C.S.A. oil engine by Mirrlees Blackstone Ltd., Stamford 11k  
5.1978: Completed by Hancocks S.B. Co. Ltd., Pembroke Dock (Yard No. R.H.2) for R. and H. Hall Ltd. (Irish Shipping Ltd. managers). In the present fleet.

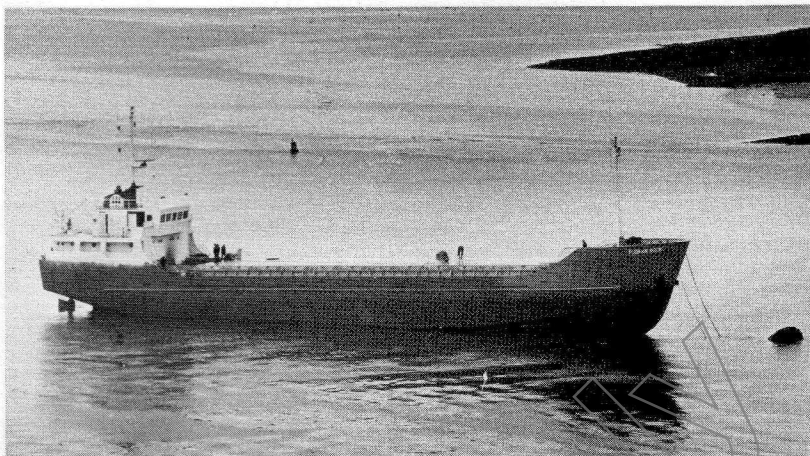


**SKELLIG ROCK**

*W. J. Harvey*



## COAL DISTRIBUTORS LTD



**TUSKAR ROCK**

*'Western Telegraph', courtesy E. Goddard*

**C.D.1 TUSKAR ROCK (1978 — )**

1159g, 720n, 1720d, 68.03 × 11.59 × 4.277 metres.

12-cyl 4 S.C.S.A. oil engine by Mirreles Blackstone Ltd., Stamford. 11k

4.1978: Completed by Hancocks S.B. Co. Ltd., Pembroke Dock (Yard No. C.D.1) for Coal Distributors Ltd. (Irish Shipping Ltd. managers). In the present fleet.

**C.D.2 FASTNET ROCK (1979 - )**

ON. 401866. 1159g, 720n, 1720d, 68.00 × 11.84 × 4.306 metres.

12-cyl. 4 S.C.S.A. oil engine by Mirreles Blackstone Ltd., Stamford. 11k

4.1979: Completed by Hancocks S.B. Co. Ltd., Pembroke Dock (Yard No. C.D.2) for Coal Distributors Ltd. (Irish Shipping Ltd. managers). In the present fleet.



**FASTNET ROCK**

*D. I. Harmsworth*

NATIONAL SCIENCE COUNCIL  
COISTE AN ASGARD



LOUGH BELTRA

*Owners' picture*

**NSI. LOUGH BELTRA (1976 — ) Stern Trawler**

180g, 22.86 × 6.05 metres

Oil engine 425 bhp by Caterpillar Tractor Co., Peoria, Illinois.

1973: Completed by Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V., Monnickendam (Yard No. 230) for Howth Fisheries Ltd., Dublin. 1976: Purchased by the National Science Council and 1.6.1976 placed under the management of Irish Shipping Ltd. In the present fleet.

**DD1 ASGARD II (1981- ) Sail training vessel**

93g, 50n, 104'0" (oa) length.

3.1981: Completed by J. Tyrrell, Arklow, for Coiste An Asgard and placed under the management of Irish Shipping Ltd.

**FLEET LIST NOTES**

The notation '1', '2' etc in brackets after a ship's name indicates that she is the first, second, etc. ship of that name in the fleet. The dates following the name are those of entering and leaving the fleet, or coming under and leaving Irish Shipping Ltd. management.

Ships are dry cargo carriers unless otherwise noted. On the first line is given the ship's official No. (O.N.) in the British/Irish registry, followed by her tonnages gross ('g') nett ('n') and, where recorded, deadweight ('d'). These are followed by her dimensions — registered length × beam × depth in feet and tenths for ships numbered 1–15, and overall length × beam × draught at summer deadweight for remaining ships, ('Incl B.B.' overall length including bulbous bow). These are given in feet and inches (Ships 16–48) and metres (the remainder).

On the second line is given the type of engines and the name of the engine builders, C.2-cyl = Compound 2-cylinder and T.3-cyl. = Triple Expansion steam engines. For motor vessels, the number of cylinders in the engine is given and whether they are two stroke cycle (2 SC) or four stroke cycle (4SC), single acting (S.A.) or double acting (D.A.)

The ships' histories are corrected to March 1982.

## THE FIRST FIFTEEN

During World War II Irish Shipping Ltd. inspected 167 ships with a view to purchase. Due to the difficulty in establishing title, obtaining ship warrant, high prices or poor condition only 15 were purchased or chartered.

Of the ships purchased all required repairs, some extensive, and one did not sail commercially for the company until after the end of hostilities.

Tribute should be paid to the seamen and engineers (from both Ireland and Great Britain) who kept this obsolete collection of ships at sea from 1941-1945. The following is a summary of how, when and where the 15 came from and what happened to them, in particular during the war years.

1. **IRISH POPLAR** ex VASSILIOS DESTOUNIS, purchased 9/4/41 (agreed 10/3/41) from P. E. Panas of Greece for £142,000. She had been found abandoned off the coast of Spain after bombing by German aircraft. Taken to Aviles by Spanish fishermen who received £80,000 for salvage. Delivered to ISL 9/4/41 but sailed to Lisbon by Spanish crew arriving 21/8/41 and drydocked. Mast collapsed while loading. 1/10/41 sailed for Dublin, arriving 8/10/41, drydocked at Dublin, ship in poor condition. 20/12/41 first voyage Dublin to St. John, New Brunswick, to load grain, tobacco and generals. Managed by Limerick SS Co. Ltd. 29/10/49 sold to Turkish owners and renamed TASKOPRU.

2. **IRISH ELM** ex LEDA, purchased 3/5/41 for £200,000. Taken over at Brooklyn. 11/7/41 sailed New York to Halifax, arriving 15/7/41. Sailed 25/7/41 for Sydney, Cape Breton for bunkers but put back for minor repairs. 10/8/41 joined convoy SC40 and arrived Dublin 31/8/41. Name changed to IRISH ELM on arrival at Dublin. Laid up until 10/3/42 for repairs. Traded Dublin to St. John, NB for most of the war. Managed by Palgrave Murphy Ltd. 29/10/49 sold to Turkish owners and renamed SADIKLAR.



**IRISH BEECH** 27th March 1943 in 43.35N 62.22W

*W.S.P.L. courtesy Canadian Forces*

3. **IRISH BEECH** ex CETVRTI, purchased 14/5/41 for £58,000. As Yugoslavian CETVRTI attacked by German aircraft while on passage Faroe Islands to Bilbao. Found abandoned off Irish coast and was boarded by crew of Irish Marine Service vessel FORT RANNOCK. Towed to Valentia harbour, Co Kerry and later sailed to Dublin for repairs costing £38,000. 15/10/41 sailed for Halifax to load grain for Dublin, arriving 20/12/41. First ISL vessel to complete a round voyage. Managed by Palgrave Murphy Ltd. 19/1/48 sold for scrapping at Dublin.

4. **IRISH HAZEL** ex NOEMIJULIA, purchased 17/6/41 for £67,500 from Cia Mar de Panama Ultramar. She was being negotiated for sale for scrap to Hammond Lane Foundry, Dublin. On inspection 70% of the vessel was condemned including all decks. 13/1/42 sailed for Newport, Mon. to be repaired by Baileys Drydock Co. Almost completely rebuilt. 11/43 requisitioned by M.O.W.T. (renamed EMPIRE DON) in exchange for ship warrant to operate IRISH CEDAR. 5/9/45 handed back to ISL at Sunderland. Managed by Wexford SS Co. Ltd. 17/5/49 sold to Turkish buyers, handed over at Dublin and renamed UMAN.

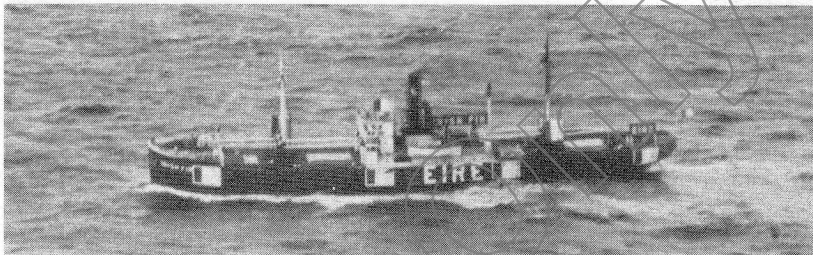
5. **IRISH LARCH** ex HAIFA TRADER, purchased 28/7/41 for £85,000. 26/8/41 sailed for St. John, NB, put back after losing anchor, and 3/9/41 sailed again, put into Reykjavik 22/9/41 for repairs, 26/12/41 arrived Dublin. Laid up until 1/5/42. First ship to be drydocked at Rushbrooke (Cork Drydock) for repair. Managed by Wexford SS Co. Ltd. 23/7/49 sold to Turkish owners renamed SABAH.

6. **IRISH PLANE** ex ARENA, purchased 23/9/41 for £345,950. Agreement to purchase was reached during 7/41 while the vessel was lying at Durban. 10/7/41 sailed for Philadelphia USA. 23/9/41 taken over by ISL. 28/11/41 sailed for Dublin arriving 28/12/41. Renamed IRISH PLANE, repaired at Dublin. 14/3/42 grounded Tor Point, Co Antrim, 1/4/42 refloated, 2/4/42 arrived Dublin and drydocked until end of June 1942. May 1943 rescued crew of IRISH OAK. April 1944 to May 1945 overhauled and new furnaces fitted at Dublin. Managed by Palgrave Murphy Ltd. 1/2/47 ashore at Ballycotton Bay Co. Cork — total loss.

7. **IRISH PINE** ex WEST HEMATITE chartered for £3,251 per month. 8/9/41 taken over by ISL at New Orleans, 23/10/41 sailed for St. John, NB and loaded a cargo of wheat for Dublin arriving 11/12/41. Between December 1941 and October 1942 completed several voyages Dublin to Canada and return. 29/10/42 sailed Dublin for Boston (for repairs) and Tampa to load phosphate rock. Sunk at 00.14 hours Central European Time on 16/11/42 (23.14 GMT on 15/11/42) by U608 commanded by Kapitänleutnant Rolf Struckmeir position 42° 45N 58° 00W. No survivors. Managed by Limerick SS Co. Ltd.

8. **IRISH OAK** ex WEST NERIS chartered for £3,245 per month. Taken over at New Orleans by ISL. 30/9/41 sailed from New Orleans for St. John, NB to load grain. 1/11/41 sailed St. John, assisted back to St. John with serious engine trouble. After discussions which included a proposal by ISL to tow the ship to Dublin was vetoed by US Govt. she was towed to Boston on 23/4/42 for repair by Bethlehem Steel Corp. 16/6/42 sailed from Boston but returned for further repairs 20/6/42 sailed again and arrived Dublin 6/7/42. Made subsequent voyages to Canada and United States until 25/4/43 sailed Tampa for Dublin. 15/5/43 Torpedoed and sunk by U607 (Oberleutnant zur See Wolf Jeschonnek) position 47° 51N, 23° 53W. Two torpedoes struck the ship which sank at 10.00 A.M. survivors picked up by IRISH PLANE and landed at Cobh. Managed by Limerick SS Co. Ltd.

9. **IRISH WILLOW** ex OTTO, chartered 3/10/41 for duration of the war plus three months. The vessel which was on passage Canada to Cork during July 1940, when Russia over-ran Estonia and incorporated it into the USSR, arrived at Cork where the crew refused to sail her to Estonia. She lay at Cobh until chartered by ISL and renamed IRISH WILLOW. Moved to Dublin 22/10/41 and underwent extensive repairs. Sailed 7/12/41 to St. John, NB to load grain. Managed by Palgrave Murphy Ltd. 6/5/46 Delivered to Egon Jurgensen, Panama, renamed VERAGUAS.



**IRISH FIR** 15th March 1944 in 40.00N, 60.00W

*W.S.P.L. courtesy Canadian Forces*

10. **IRISH FIR** ex MARGARA, negotiations commenced April 1941 while the vessel was lying in a Chilean port. Due to difficulties affecting purchase she was moved to Norfolk Va. 14/10/41 purchased for £82,000. 16/10/41 sailed for Limerick as MARGARA. After putting back for repairs she sailed again but on 17th and 19/11/41 suffered more trouble and put into Halifax Nova Scotia for further repairs on 23/11/41. 2/2/42 sailed for Limerick via Galway and arrived 28/2/42. She was not suitable for the North Atlantic trade due to her small bunker capacity and it was decided to use her for short voyages to the west coast of Great Britain. After only one voyage she again broke down and was towed to Milford Haven for examination. She returned to Dublin discharged her cargo and from 16/4/42 to 15/7/42 was under repair and conversion at Rushbrooke to make her suitable for the Atlantic trade. 15/7/42 sailed for Lisbon via Port Talbot to load grain for Dublin. Managed by Limerick SS Co. Ltd. 23/3/49 sold to Irish owners and renamed DELGANY.

11. **IRISH ROSE** ex MALL, chartered 12/1/42 and delivered to ISL at Dublin, repaired by Ringsend dockyard Dublin and sailed 16/5/42 for Barry, Glam. To have new propeller fitted and then Cardiff to be wiped for protection against magnetic mines. 26/5/42 sailed for St. John, NB, to load grain for Waterford. Managed by Wexford SS Co. Ltd. 17/5/46 handed back at Cork, renamed FLAMENCO (Panama flag).

12. **IRISH ALDER** ex PIRET chartered 12/1/42 for a lump sum of £7,500 plus £945 per month. Handed over at Dublin, found to be in need of extensive repairs, February 1942 to January 1944 repaired by Liffey Dockyard, Dublin. She had blown up and sunk during 1918 and was in bad condition. After voyage Dublin to Port Talbot she was again repaired at Cork and sailed 17/2/44 for St. John, NB, to load wheat and generals. Managed 1944-1945 by Wexford SS Co. Ltd. 7/8/46 handed back at Cork and renamed TREBOL.

13. **IRISH SPRUCE** ex VICIA, purchased 20/4/42, negotiations commenced during July 1941. September 1941 lying at Quebec, October 1941 sailed for Dublin. Purchased for £85,000. May 1942 arrived at Rushbrooke for repairs expected to take 6 to 7 months, due to shortage of steel and engine spares did not sail until April 1945 for St. John, NB, to load for Limerick. Managed by Wexford SS. Co. Ltd. 2/9/49 sold to Turkish owners and renamed OSMAN.

14. **IRISH ASH** ex MATHILDE MAERSK, purchased 27/8/42, lying at Limerick since 1940 (owing to German invasion of Denmark); taken over at Limerick by ISL on 28/9/42. Moved to Rushbrooke for repairs. 21/1/43 sailed to Port Talbot for bunkers, broke down and returned to Rushbrooke. 31/1/43 sailed for St. John, NB to load wheat and generals. Managed by Wexford SS Co. Ltd. 8/12/49 handed over to Swedish owners at Limerick and renamed SCANIA (last of the wartime fleet to be disposed of).

15. **IRISH CEDAR** ex CATERINA GEROLIMICH, chartered 19/6/43, she had been lying at Dublin since 1940. Extensive repairs carried out. Managed by Wexford SS Co. Ltd. 8/12/45 handed back to Italian Govt. and sailed with a cargo of relief supplies for Italy.



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