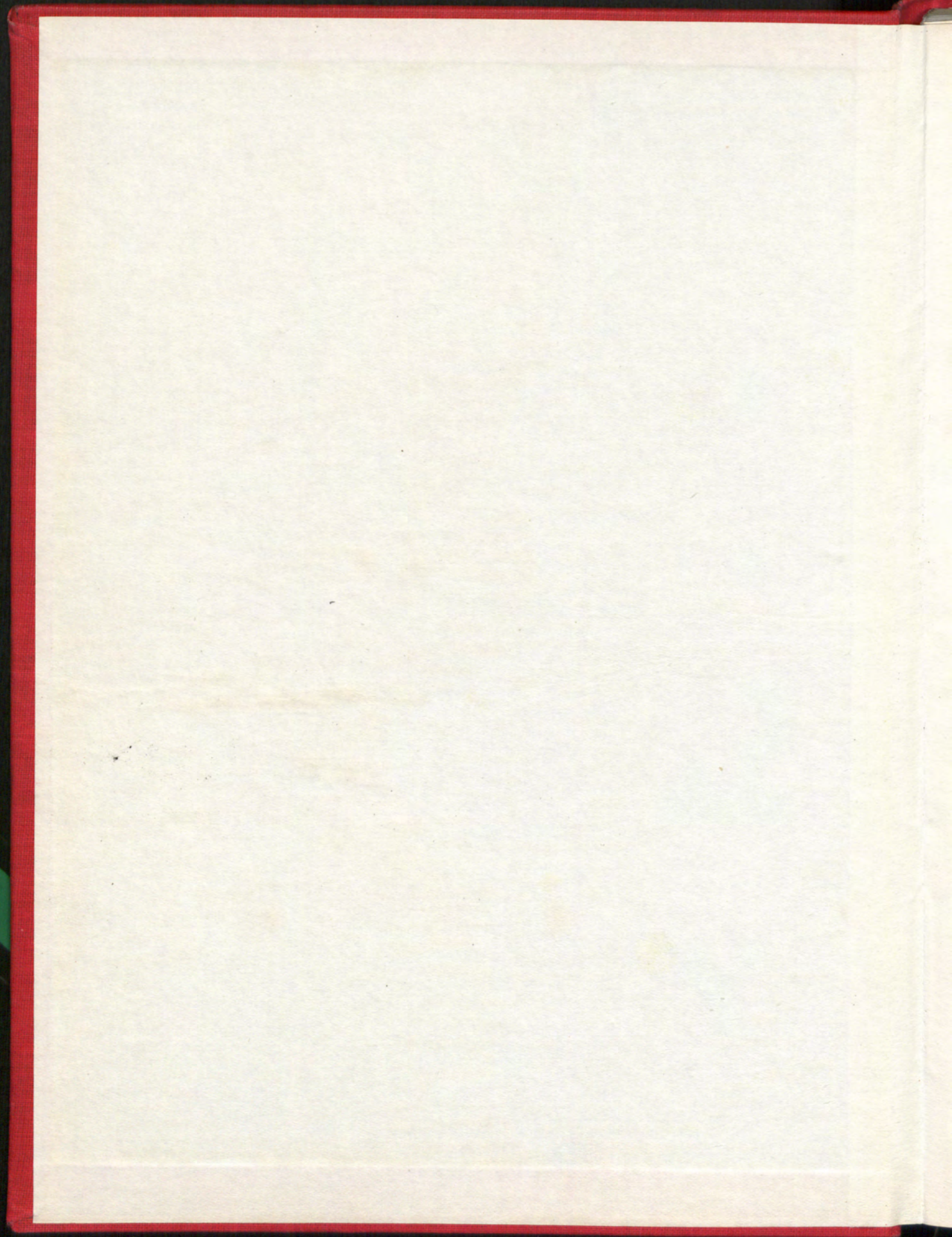


**DUBLIN PORT AND
DOCKS BOARD**

YEAR BOOK 1968

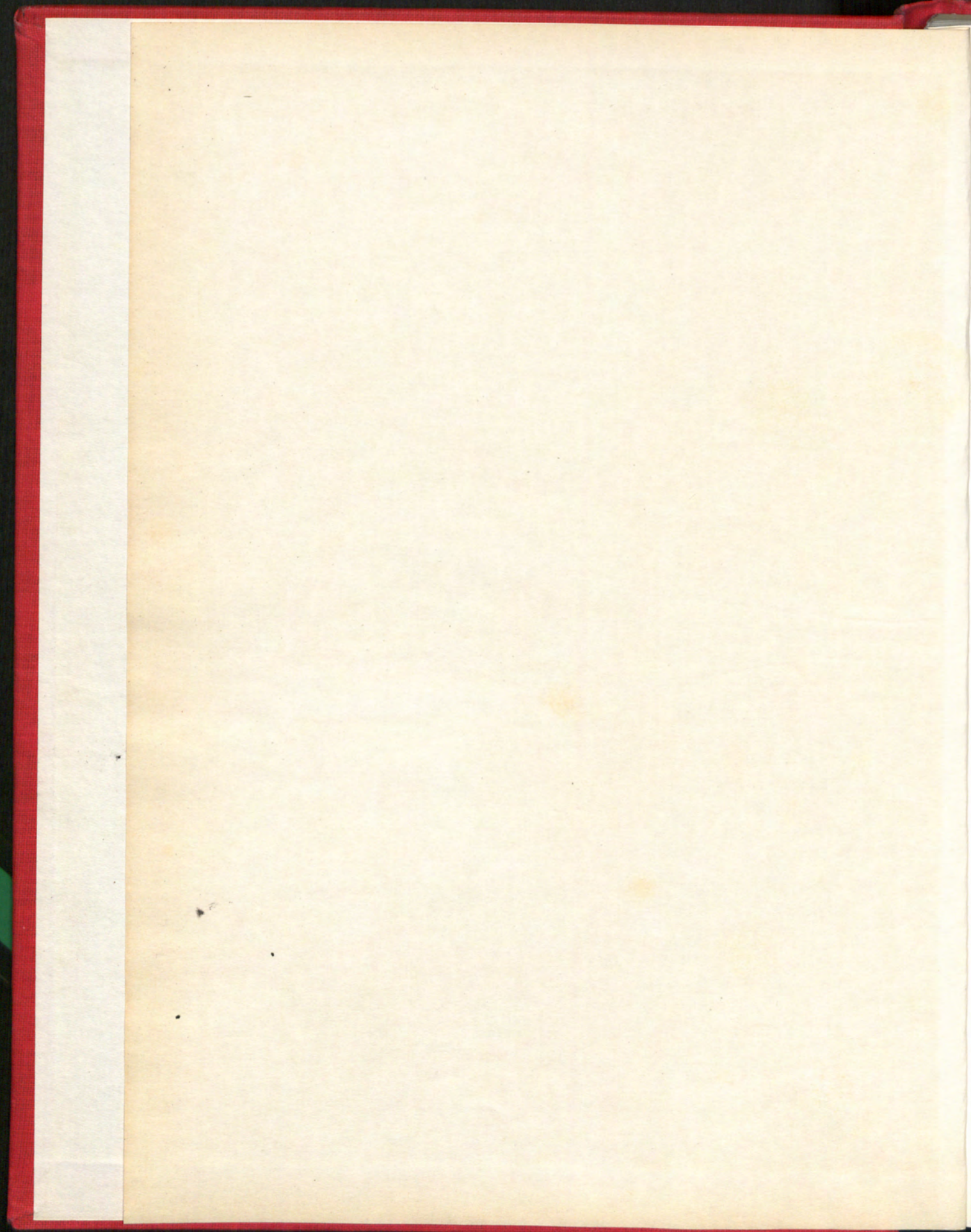




DUBLIN PORT AND
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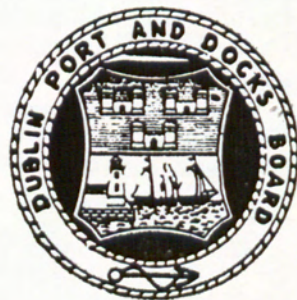




DUBLIN PORT AND DOCKS BOARD

YEAR BOOK 1968

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PORT RATES AND CHARGES

The Board's revenue is derived mainly from dues levied on vessels using the Port and their cargoes. A copy of the Schedule of Tonnage and Goods Rates is included in pocket of inside back cover, together with copies of schedules of Charges for Cranage and Towage. Copies of the Bye-Laws and Charges for the Board's Graving Docks and Graving Slips and Bye-Laws for the Regulation of goods on Quays and in Transit Sheds are also included.

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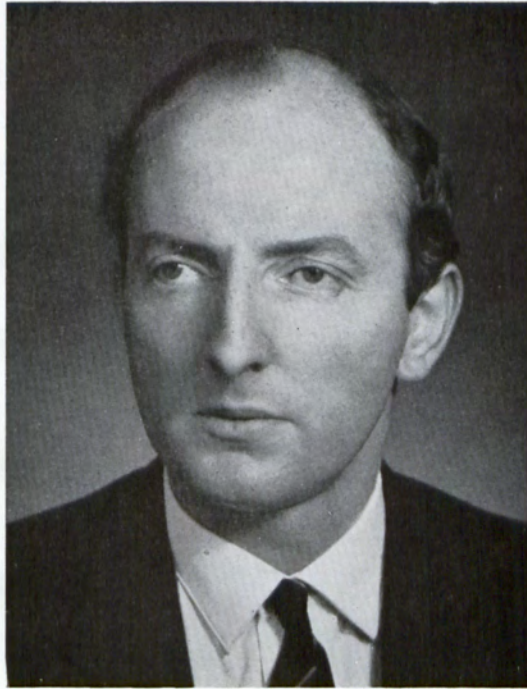
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THE EARLY PORT

The estuary of the River Liffey has been associated with the commerce of this island for very many centuries, and there is evidence that over 3,500 years ago gold and copper from the Wicklow Mountains were shipped to Britain and the Continent from landing places in Dublin Bay.

The development of shipping down the centuries brought problems in its train for the merchants and traders of Dublin whose ships required deeper water and better landing facilities than those which sufficed for the early traders. The difficulties were aggravated by the increasing danger to shipping using the estuary as a result of continuous silting and shoaling in the approaches. At the end of the 17th century there was no well-defined channel leading up to the city; instead the waters of the Liffey divided into various channels and mingled with those of the Dodder and the Tolka and the action of wind and tide set up ever-changing bars and shoals, forming a serious hindrance to the navigation of the river.

The only berthage at that time was at Merchants Quay and Wood Quay. Access by shipping further westwards was impeded by the only bridge across the river at that time which connected Church Street on the North bank with Bridge Street on the South. It was the practice of the City Corporation to make grants or leases of portions of the river bank on condition that the grantees or lessees built and maintained quay walls. Such persons in turn exacted compensation from shipping using the quay walls for the purpose of mooring and landing goods thereon.

In 1708 a Committee of the Dublin Corporation was entrusted by Parliament with the responsibility of establishing a Ballast Office, and the duty of maintaining and developing the Port was vested in this Committee. The Committee (which was known as the Ballast Board) with the object of containing the river in a well-defined deep channel had, by 1786, constructed a large portion of the Great South Wall which runs from a point west of where O'Connell Bridge now stands to the Poolbeg Lighthouse, a distance of about 5½ miles. The Ballast Board was succeeded in 1786 by the Corporation for Preserving and Improving the Port of Dublin and this Corporation functioned until 1867. The works carried out by this Corporation included the completion of the Great South Wall, and the construction of what is known as the North Bull Wall so as to impound a great volume of water at high tide. As the tide recedes this water flows out between the Poolbeg Lighthouse and



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the North Bull Lighthouse, scouring a passage through the bar. This scour cut its own channel and the water at the bar was deepened thereby over the years from 6 to 16 feet. Other works carried out were the building of the North and South Quays, and of the old Graving Dock and the Graving Slips.

From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights," while the Dublin Harbour Authority was reconstituted as the Dublin Port and Docks Board. Under the new Board the North and South Quays were rebuilt with deeper foundations; this provided greater depths of water alongside, so as to allow vessels to lie afloat at low water, and by 1913 all the old quays, with the exception of Custom House Quay, had been replaced or reconstructed. In addition to the work of reconstruction, the Port Board was fully aware of the need to extend and expand accommodation for the rapidly increasing size of vessels using the Port, and the construction of the North Wall Extension between 1871 and 1884 provided berthage for overseas vessels with a depth of 23-ft. to 26-ft. on its northern side. The construction of Alexandra Quay between 1922 and 1935, and subsequently of the Ocean Pier, has with the North Wall Extension provided a deepwater tidal basin known as Alexandra Basin with 5,000 feet of berthage ranging from 23-ft. to 32-ft. at low water. Later Port developments are described in the section headed "The Modern Port."

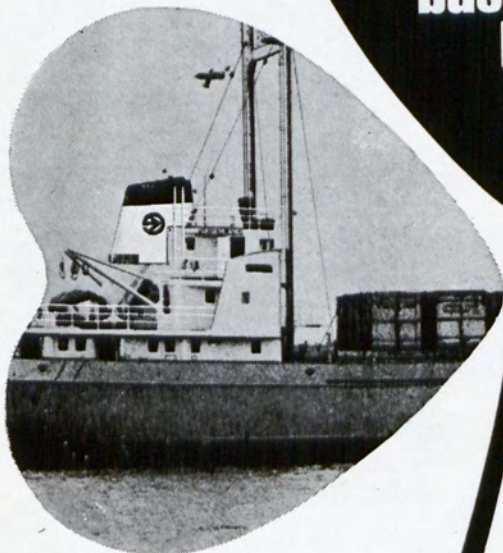
In common with other Harbour Authorities in the State, the Board was re-constituted under the Harbours Act, 1946. It now consists of 23 members, as follows :—

Five members elected by the Corporation of Dublin ; four members elected by the Dublin Chamber of Commerce ; two members elected by the National Executive of the Irish Livestock Trade ; two members elected by the Federation of Irish Manufacturers ; two members elected by the Dublin Council of Trade Unions ; four members elected by owners of vessels registered in the State; four members nominated by the Minister for Transport and Power.

Members normally hold office for 5 years; the present Board took office in October, 1967.

The Chairman is elected at the Annual Meeting which takes place in October each year, and he holds office for 12 months, unless re-elected.

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THE MODERN PORT

The modern Port of Dublin extends from a bridge known as Rory O'More Bridge which crosses the River Liffey towards the western side of the city to a line drawn from Sutton on the north side of Dublin Bay to Dalkey on the south, and includes all harbours, piers, and creeks within those limits with the exception of the harbour of Dun Laoghaire.

In contrast to the shallow and dangerous approaches of the early port, the depth on the Bar is now 23 ft. at low water and the approach channel to the quays and docks is well lighted and buoyed. It is proposed to deepen the Bar by a further 3 ft. within the next few years.

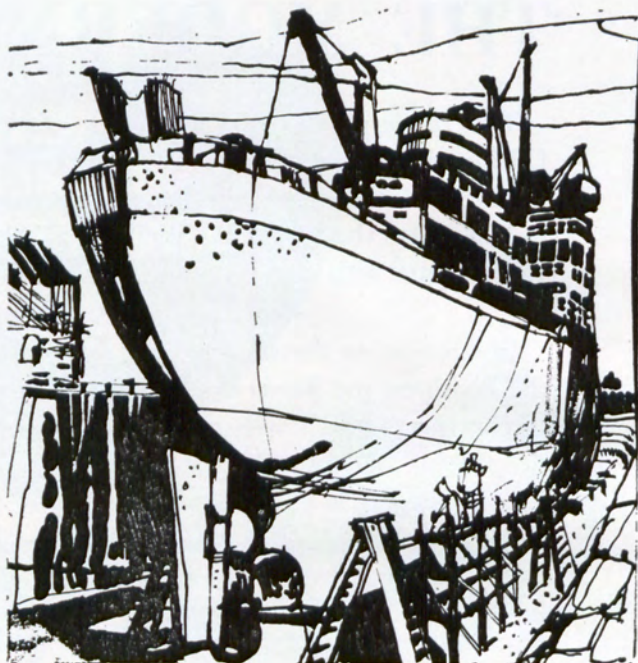
The inner approach formed by the almost straight channel of the River Liffey, from the entrance between the Poolbeg and North Bull Lighthouses, is 800 ft. wide for its greater part as far west as the entrance to Alexandra Basin and a depth of 24 ft. at low water is maintained.

The North Wall Extension, Alexandra Quay West, Alexandra Quay East and Ocean Pier provide the main deepwater berthage of the Port totalling 6,100 feet with depths alongside ranging from 23 ft. to 32 ft. at low water. In the north-west corner of Alexandra Basin are situated the Board's Graving Docks and Graving Slips and the Liffey Dockyard Company's Ship-building and Ship-repairing Yards.

To the east of Ocean Pier is Alexandra Basin Extension in which are situated the oil jetties at which 2,200 ft. of deep-water berthage for tankers is available. The land to the north of Alexandra Basin and Alexandra Basin Extension, consisting of about 180 acres, has been reclaimed mainly by dumping within the retaining walls spoil dredged from the river channel and bar, and on this area are located oil storage installations, grain silos, warehouses, fertiliser works, timber storage yards, motor car assembly works and other industries. On the south side of the river are situated the Pigeon House and Ringsend generating stations of the Electricity Supply Board, the national electricity undertaking. The Ringsend Station, which can use either oil or coal as fuel, is situated beside a deep-water quay known as South Bank Quay which with a depth alongside of 28 ft. at low water enables tankers to discharge direct into the Station's storage tanks. Overhead conveyors are also provided for the discharge of coal for the Station.

Westwards of the entrance to Alexandra Basin on the North side of the river, and the confluence of the river Dodder with the Liffey on the south side, the channel is quayed and navigable by seagoing vessels for nearly two miles to Butt Bridge in the heart of the city. There are

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entrances from the river channel to the three wet dock systems (i.e. Custom House Docks, Spencer Dock and Grand Canal Docks).

The total length of quays available for shipping at the Port is 24,000 ft., of which 13,100 ft. is served by transit sheds. These sheds provide 775,000 sq. ft. of covered transit storage, including a new transit shed at Alexandra Quay East, which has a floor area of 63,000 sq. ft. Open storage space on the quays amounts to nearly 500,000 sq. ft.

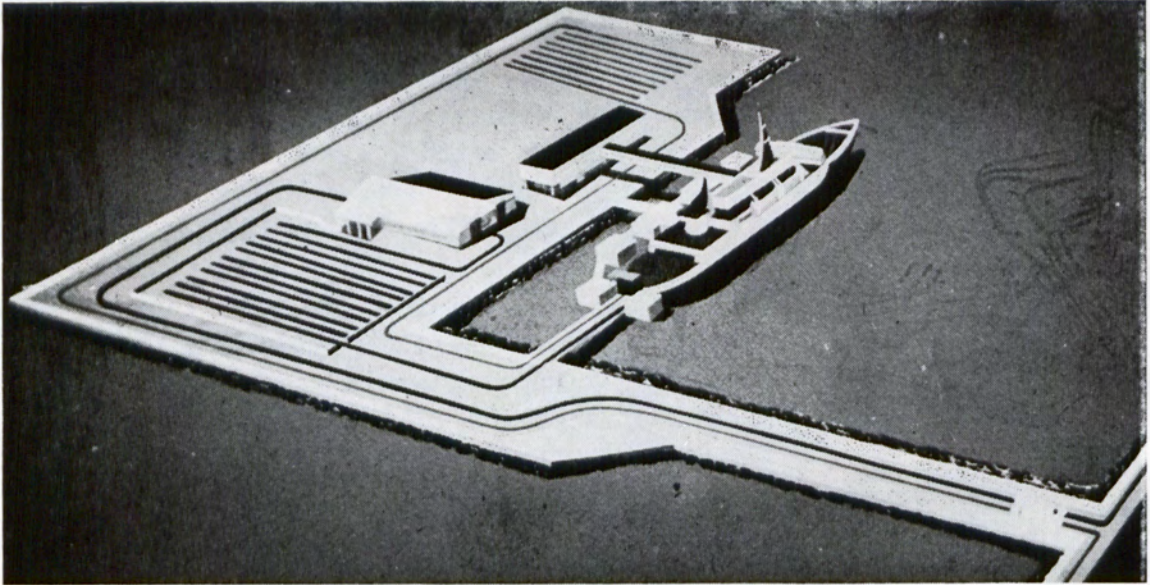
Warehousing accommodation provided by the Board at the Custom House Docks and Alexandra Quay amounts to 1,226,000 square feet. Commercially owned warehousing companies can provide storage space for 94,000 tons of grain and cold storage space of 850,000 cu. ft.

The berthage from Butt Bridge to North Wall Extension on the north side of the river and to the Grand Canal Dock entrance on the south side is used mainly by coastal shipping, and a number of the berths are allocated to the regular cross-channel passenger and cargo services.

Looking eastwards from Butt Bridge, the first berth opposite the Custom House on the north side of the river is used by Messrs. Arthur Guinness for the loading and discharging of their own vessels engaged in the transport of stout and beer to Liverpool and Manchester. Further eastwards, two berths have been reconstructed east and west of the entrance to the Custom House Docks, providing berthage and transit shed accommodation for coastwise general cargo traffic, including regular services between Dublin and Bristol operated by the Bristol Steam Navigation Company. The British and Irish Steam Packet Company occupy the next section of the North Wall as far as the entrance to Spencer Dock, and from here the Liverpool passenger and cargo steamers sail and also the general cargo and livestock services to Liverpool, Manchester and Preston. East of the entrance to the Spencer Dock are the berths and transit sheds allocated to British Railways for their general cargo and livestock steamers to Holyhead. Traffic to Scotland is catered for by the Burns and Laird Lines whose general cargo and livestock steamers use the next section of the North Wall Quay. Between the Burns and Laird berth and the North Wall Extension is 1,000 ft. of open quayside which is used for container traffic and other cargoes.

All berthage on the North Quays, east of Spencer Dock, is served by railway connections enabling direct discharge of cargo from ship to railway wagon.

On the south side of the river the open quayside berthage at City Quay is used mainly by Messrs. Guinness but is also used for discharge of coal



Artist's impression of the new car-ferry terminal at Dublin Port.

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cargoes. Coastal vessels engaged in bringing scrap-iron from Dublin to Haulbowline foundries near Cork, and returning with steel, are also accommodated at City Quay.

The remainder of the South Quay is known as Sir John Rogerson's Quay and is used for various kinds of traffic, both coastwise and foreign.

Berthage in the wet docks is used mainly for discharge of coal cargoes at wharves allocated to various coal importers.

Passenger Ferry Terminal

A new car-ferry terminal is under construction adjacent to the Eastern Breakwater and is expected to be in operation in May, 1968. The terminal has been so sited that it can be developed for general cargo and container traffic.

Deepwater Berthage and General Port Facilities

Details of the deepwater berthage at the Port, including Alexandra Quay East, Alexandra Quay West, Ocean Pier, North Wall Extension and the Oil Jetties are included in a separate summary in the back cover of this Year Book. This summary contains details also of the following Port facilities.

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Shipbuilding at Dublin was carried on in intermittent fashion prior to 1900 but, with the setting up of the Dublin Dockyard in 1901, the industry became a very important part of the Port's activities, and in the 20 years from 1901 to 1921 this Company built 112 ships. A further 57 vessels were built between 1924 and 1937 by the successors to the Dublin Dockyard, Messrs. Vickers (Ireland) Ltd. In 1940, the Liffey Dockyard Co. took over the Dockyard and was engaged mainly in the business of ship-repairing during the first 10 years of its existence. In 1952, the launching by the Liffey Dockyard Company of a new tender for the Commissioners of Irish Lights, "Isolda," marked the re-birth of shipbuilding at Dublin, and nine further vessels have since been launched by this Company; among these was the m.v. "Meath," a 1,400 ton livestock and general cargo vessel for the British and Irish Steam Packet Co. Ltd.



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THE FUTURE PORT

As part of its plans for the development of the Port of Dublin over the next 25/30 years contracts totalling £1.9 million have been placed by the Board for dredging, reclamation and constructional works.

These works form part of the first phase of the Board's long-term plans. This phase covers the period 1966/'70, and will involve expenditure of the order of £4 million. The Board's immediate objectives might be summarised as,

- (a) Optimum utilization of existing facilities.
- (b) Specialised berthage and facilities for particular traffic, e.g., bulk coal and fertilizer cargoes.
- (c) Provision of additional berthage for short-sea trades (cross-channel and continental).

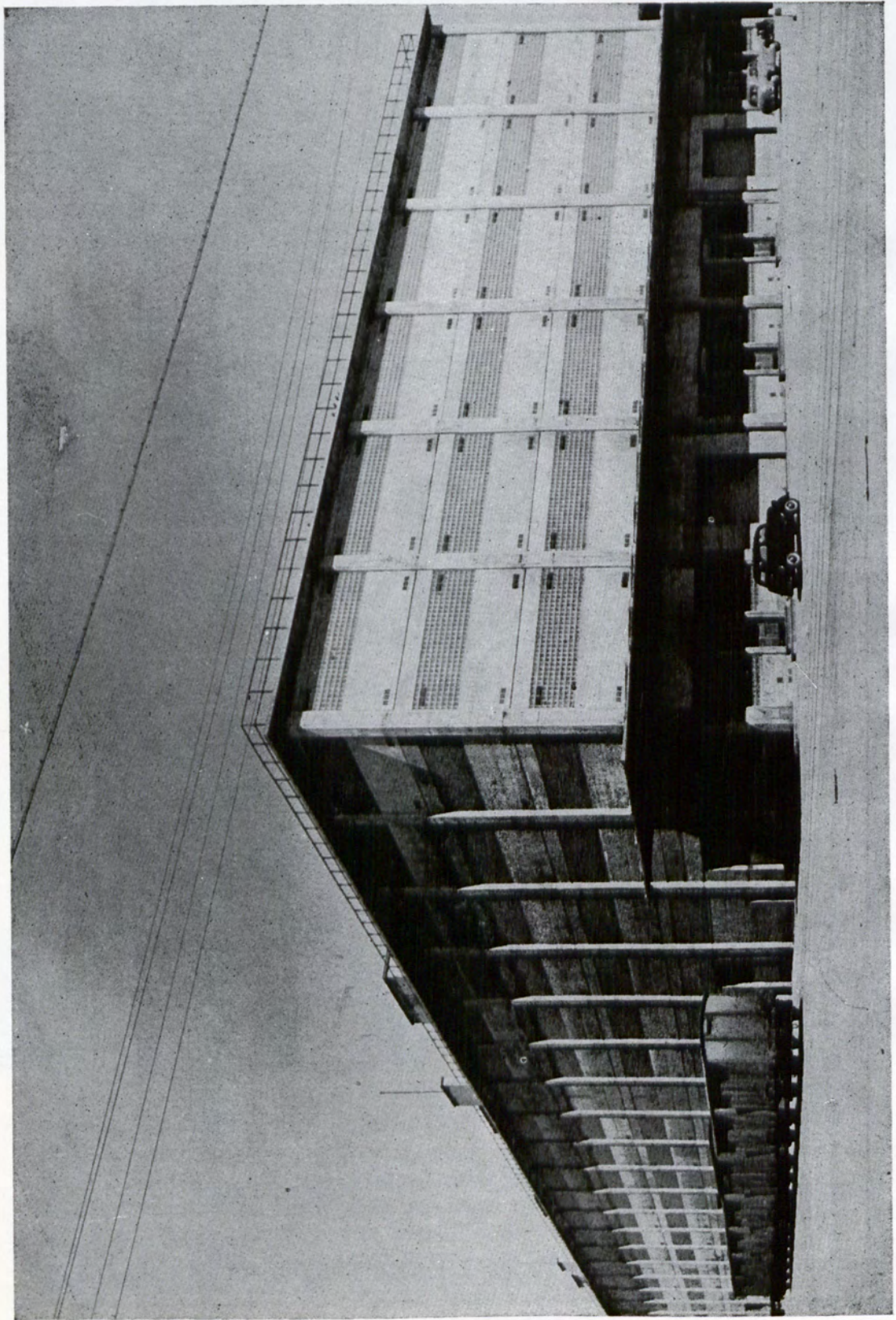
Already a new jetty has been constructed in Alexandra Basin for the discharge of bulk fertilizer, including liquid sulphur. The works for which contracts have now been placed include :

- (1) Construction of 2,500 feet of quays with a berth depth of 25' at low water on the south side of the river below Ringsend; work on this contract commenced early in 1967.
- (2) Construction of 1,170 feet of quays with a berth depth of 37½ feet at low water for the discharge of large bulk cargo vessels, mainly coal, to be located to the east of the E.S.B. Ringsend power station.
- (3) Deepening of the bar by about 3½ feet and the widening of the approach channel to the port.
- (4) Reclamation by dredging of about 100 acres on the north side of the river and about 88 acres on the south side.
- (5) New car-ferry terminal.

The reclamation at the south side will provide over 50 acres of transit space and "back-up" areas for the new quays. A further 36 acres will be reclaimed for the national electricity undertaking, the Electricity Supply Board, for their proposed new power station which will have an output equal to that of all their existing stations.

Further contracts will be placed in due course for ancillary equipment and services, both for the new quays and the transit and "back-up" areas, including quay surfacing, transit sheds, water drainage and electrical services, electric cranes, etc. These additional items will cost in the region of £1.4 million.

On the northern side of the channel 100 acres will be reclaimed adjoining the existing industrial zone in the Tolka Quay/Alexandra Road area. Land thus reclaimed on both sides of the river will be made available for industries which, of their nature, require to be situated in the port area.



Stack "D" Warehouse

CENTENARY OF

DUBLIN PORT AND DOCKS BOARD

1867 — 1967

IN September, 1967, the Board celebrated the centenary of the re-constitution in 1867 of the port authority for Dublin under the name Dublin Port and Docks Board.

In the course of his address at a formal function held to mark the occasion, the Chairman, Mr. F. D. Martin, referred to the achievements of the Board over the past century, and of its predecessors under different titles in earlier years.

He went on :

“ Although the Port facilities have been increased tremendously, they provided no more than what the increasing trade required. In the 100 years, when the total berthage was being increased by about 100%, the tonnage, which entered the Port, increased by over 300%. In the past 60 years the quantity of goods discharged, per annum, has increased by over 80%, and exports have increased by 55% in the same period.

I can say that this tendency is continuing. The year 1965 was a record year in the tonnage of ships and quantity of goods into the Port, and while there was a slight set back in 1966, due to strikes and other abnormal conditions, I am happy to note that the quantity of goods passing through the Port in the first seven months of this year is up by 5% on the corresponding period in 1965, the record year.

Transport is becoming more and more complex every day. In fact the principles of mass production have been applied to transport. For this purpose cargo is being made up in standard units and the whole operation converted into a flow system from producer to consumer.

This change is dramatic and far reaching in its effects, moreover the change is fundamental in ship, shipping routes, in ports, in rail and road services, and on the extent to which this change can be successfully made here in Ireland, will depend to a very large extent the growth of our Country's national trade, and the expansion of our economy.

Our approach to this new age of shipping, into which we are now entering, will have to be very different from that of the past when each operation in the transport chain could be independent of the other. The flow system of transport requires a high degree of integration, and hence a great measure of co-ordination and co-operation between those engaged in its service, whether in shipping, port operation, port handling, customs, forwarding, consignor, or consignee.

We, in the Port, are very conscious of the part, which the Board must play in meeting the needs of Ireland's expanding economy. We have been engaged in extensive research, which involved the collection of a vast amount of information and visits to many ports throughout the world. On the basis of this information we have prepared a scheme of port improvements, providing, not only for our immediate short term needs over the next 10 years, but also projections of port development over the next 30/40 years. We are deeply conscious of the implications of this scheme in its various aspects, economic and aesthetic. We are determined that in so far as we can manage it when the Dublin Port and Docks Board comes to celebrate its second centenary in the year 2067, the City and Country will be able to look back with pride and satisfaction to another century of progress in the Port.

I can assure you that all the initiative and drive does not come from the Members themselves. The successors of those great officials of the past, like Nicholas Proud, Dr. Bindon Blood Stoney, Sir John Purser Griffith, have not only inherited their expertise and pioneering spirit, but have wholeheartedly dedicated their own special talents and energies with pride in past achievements and enthusiasm for the future. This pride in the Port, and in their association with it, is, I am happy to say, shared not only by all the Board's staff, but by the large number of dockers and workers who are employed in the Port area.”

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TRADE STATISTICS

NUMBER OF VESSELS WHICH ENTERED THE PORT

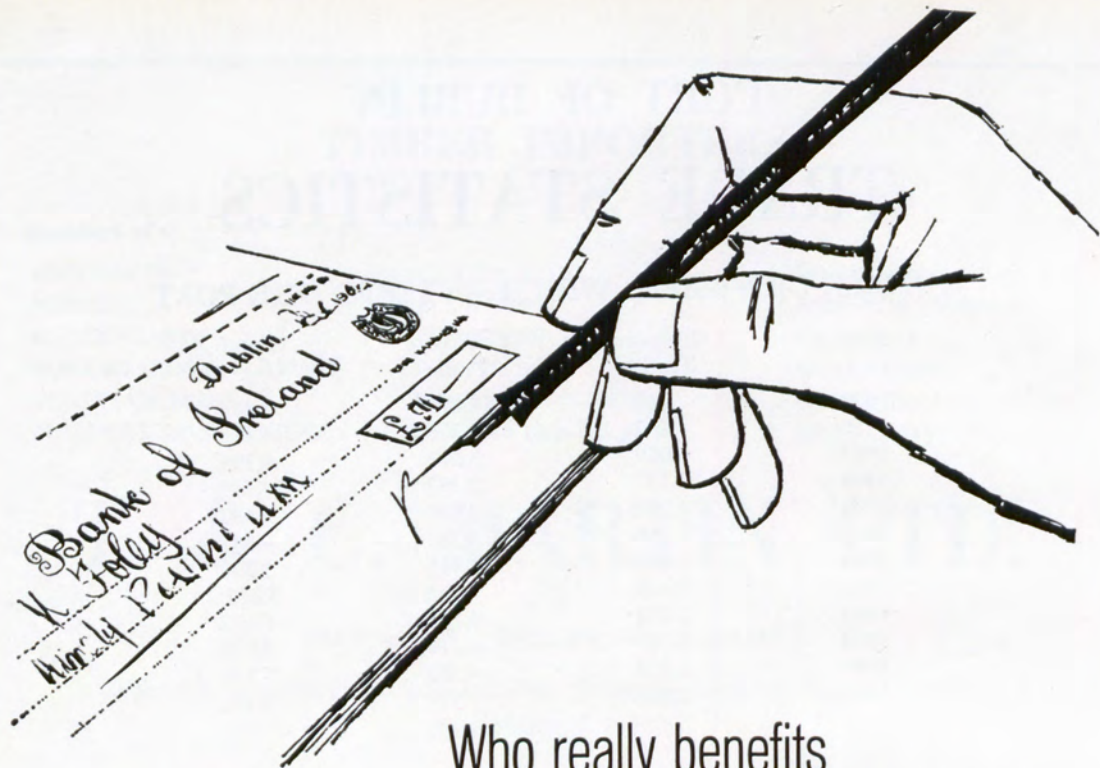
<i>Year</i>	<i>Overseas Trade</i>	<i>Coastwise Trade</i>	<i>Total</i>
1938	580	4,875	5,455
1956	1,047	3,776	4,823
1957	1,059	3,647	4,706
1958	1,157	3,392	4,549
1959	1,302	3,180	4,482
1960	1,266	3,521	4,787
1961	1,445	3,945	5,390
1962	1,419	3,743	5,162
1963	1,421	4,191	5,612
1964	1,701	4,278	5,979
1965	1,858	4,283	6,141
1966	1,603	3,888	5,491

REGISTER TONNAGE OF VESSELS WHICH ENTERED THE PORT

<i>Year</i>	<i>Overseas</i>	<i>Coastwise</i>	<i>Liners in Bay</i>	<i>Total</i>
1938	797,655	2,084,113	613,753	3,495,521
1956	1,429,050	2,251,400	18,761	3,699,211
1957	1,358,044	2,254,573	23,433	3,636,050
1958	1,503,278	2,355,323	25,110	3,883,711
1959	1,639,319	2,298,652	46,665	3,984,636
1960	1,645,031	2,355,649	40,188	4,040,868
1961	1,822,938	2,588,378	30,141	4,441,457
1962	1,923,648	2,626,110	40,188	4,589,946
1963	1,964,839	2,854,223	62,036	4,881,098
1964	2,034,422	2,981,043	40,188	5,055,653
1965	2,155,723	3,063,176	49,593	5,268,492
1966	2,126,698	2,763,375	86,201	4,976,274

IMPORTS (tons)

<i>Year</i>	<i>Overseas Trade</i>	<i>Cross Channel and Coastwise</i>	<i>Total</i>
1938	775,822	1,615,963	2,391,785
1956	1,068,650	1,564,950	2,633,600
1957	809,882	1,377,621	2,187,503
1958	1,200,353	1,271,134	2,471,487
1959	1,323,430	1,386,940	2,710,370
1960	1,118,635	1,666,013	2,784,648
1961	1,260,347	1,777,491	3,037,838
1962	1,345,681	1,717,666	3,063,347
1963	1,528,654	1,862,480	3,391,134
1964	1,416,419	1,979,561	3,395,980
1965	1,753,989	2,063,876	3,817,865
1966	1,820,179	1,930,617	3,750,796



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TRADE STATISTICS—continued

EXPORTS (tons)

Year	Overseas Trade	Cross Channel and Coastwise	Total
1938	27,864	272,511	300,375
1956	45,177	420,051	465,228
1957	63,743	396,898	460,641
1958	65,268	441,465	506,733
1959	84,186	423,916	508,102
1960	118,632	444,963	563,595
1961	165,591	503,639	669,230
1962	153,495	445,952	599,447
1963	173,942	487,461	661,403
1964	180,490	484,546	665,036
1965	180,081	507,878	687,959
1966	157,322	491,799	649,121

LIVESTOCK EXPORTS

Year	Cattle	Sheep	Pigs	Horses
1938	394,489	209,528	10,268	5,320
1956	397,804	68,633	162	15,952
1957	449,916	54,827	172	14,468
1958	379,785	79,575	116	9,927
1959	292,832	42,729	1,419	12,365
1960	353,849	74,078	5,569	11,725
1961	488,644	38,236	1,021	13,510
1962	387,352	77,231	2,503	5,302
1963	423,153	43,790	3,959	3,540
1964	531,565	47,623	3,768	4,743
1965	405,387	29,147	3,918	4,406
1966	381,603	18,563	15	3,921

PRINCIPAL IMPORTS AND EXPORTS

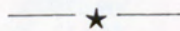
The principal commodities imported and exported through the port, with the relevant figures for 1966, are:—

Imports	Tons	Exports	Tons
Motor Spirit, Petroleum and other oils	1,308,233	Meals, all kinds	38,653
Gas Oil	19,715	Bran and Pollard	35,000
Coal	676,530	Fruit, Fresh	59,591
Liquid Gas	19,715	do. Preserved	15,158
Asphalt, Tar and Bitumen	100,018	do. Dried	8,728
Iron and Steel	88,679	Tea	11,332
Artificial Manures	63,678	Exports	Tons
Phosphate Rock	94,050	Livestock	
Liquid Sulphur	36,561	(as detailed above)	
Silver Sand	30,008	Stout	189,640
Soda Ash	12,648	Fresh Meat	87,553
Glass	14,162	Butter and Cheese	12,834
Cement	8,041	Confectionery and Chocolate	17,344
Machinery	38,334	Groceries	5,790
Aluminium and Copper	14,019	Peat Moss	4,958
Electrical Goods	8,519	Wool	6,678
Timber (loads)	100,580	Paper	6,202
Hardwoods	13,841	Mill Boards	7,528
Plywood	10,006	Plaster Boards	1,183
Paper Pulp and Wood Pulp	25,724	Machinery	7,818
Paper	77,960	Electrical Goods	8,243
Mill Boards	25,698	Scrap Iron	17,183
Salt	13,064	Coke	33,324
Chemicals and Drugs	50,179	Burnt Ore	2,479
Cocoa Fibre and Sisal	8,702	Artificial Manures	9,622
Wheat	174,022	Aluminium and Copper	6,889
Indian Corn	87,298	Bagging and Sacking	6,571
Oats	11,331	Tallow	7,888
		Sulphuric and Phosphoric Acid	7,595

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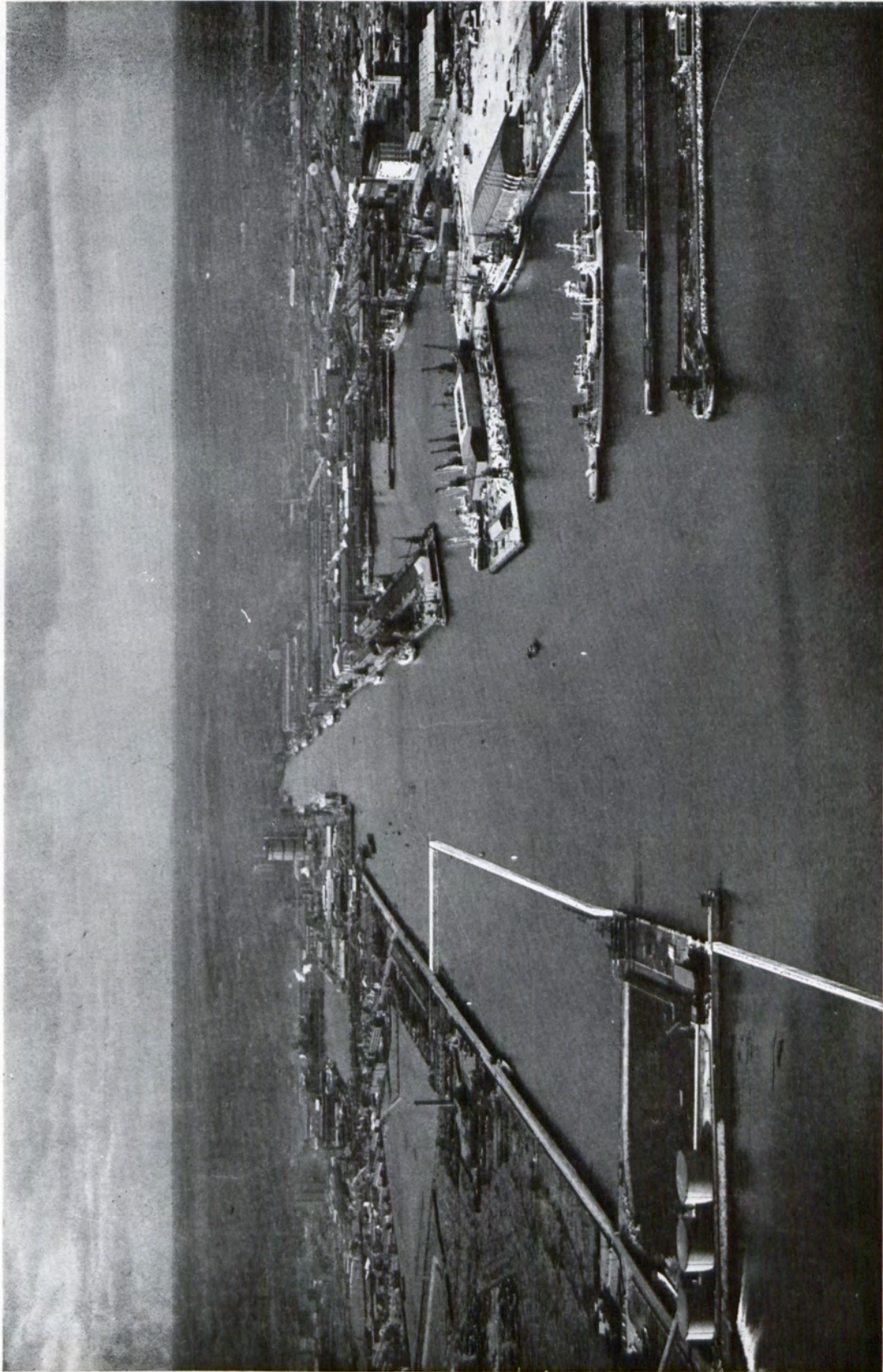
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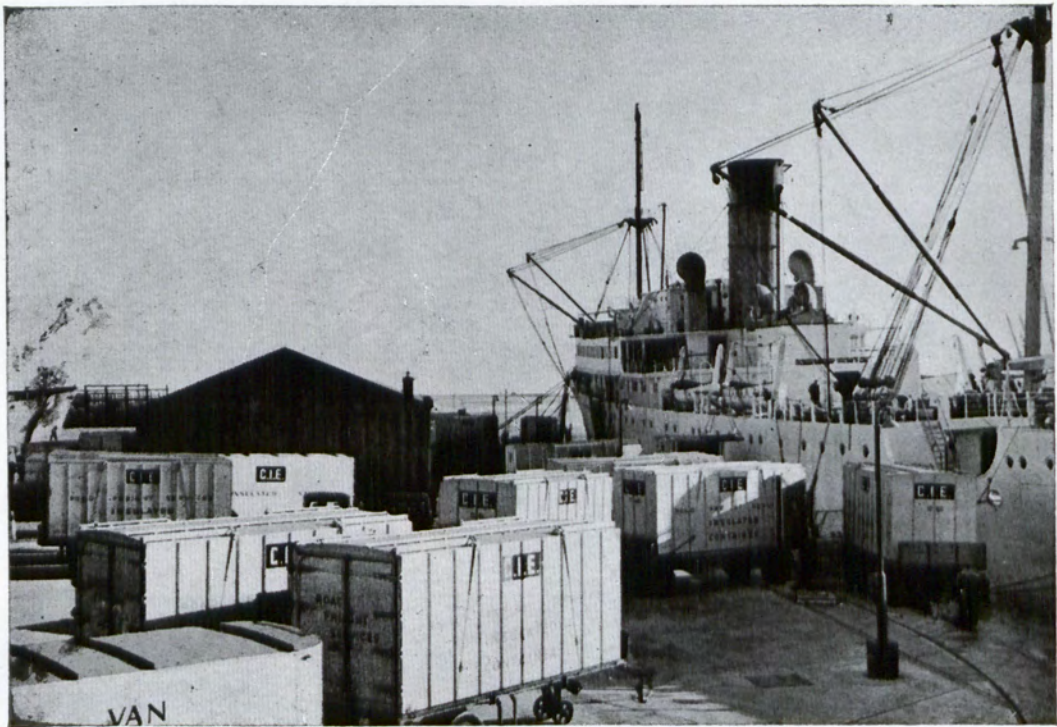
FORWARDING AGENTS



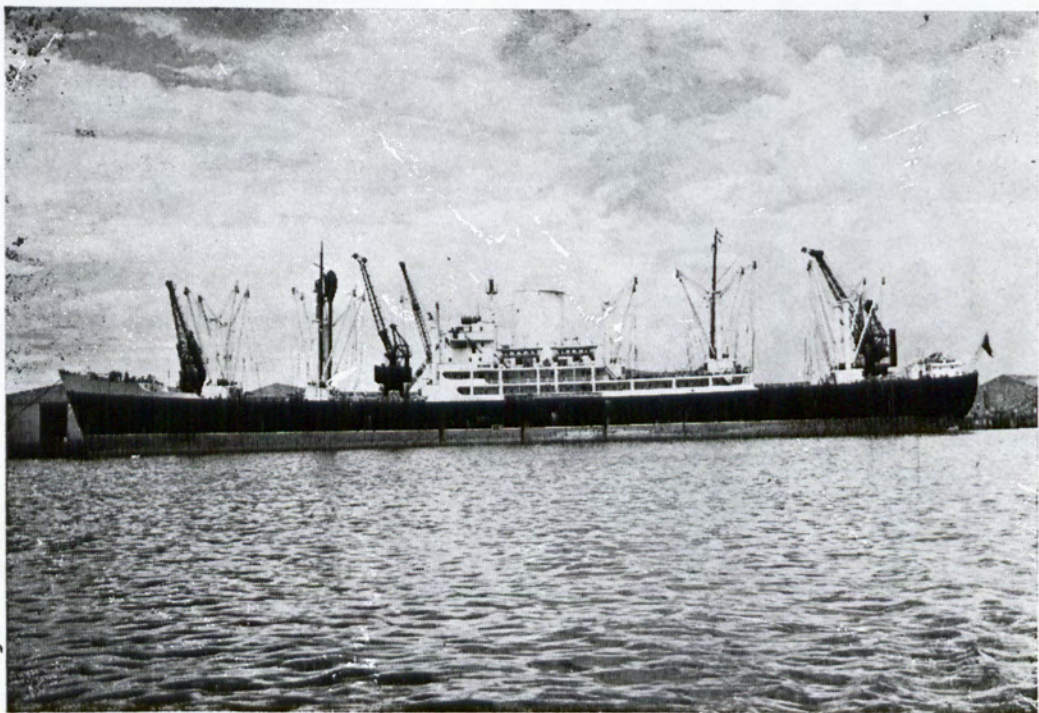
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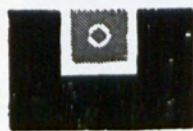
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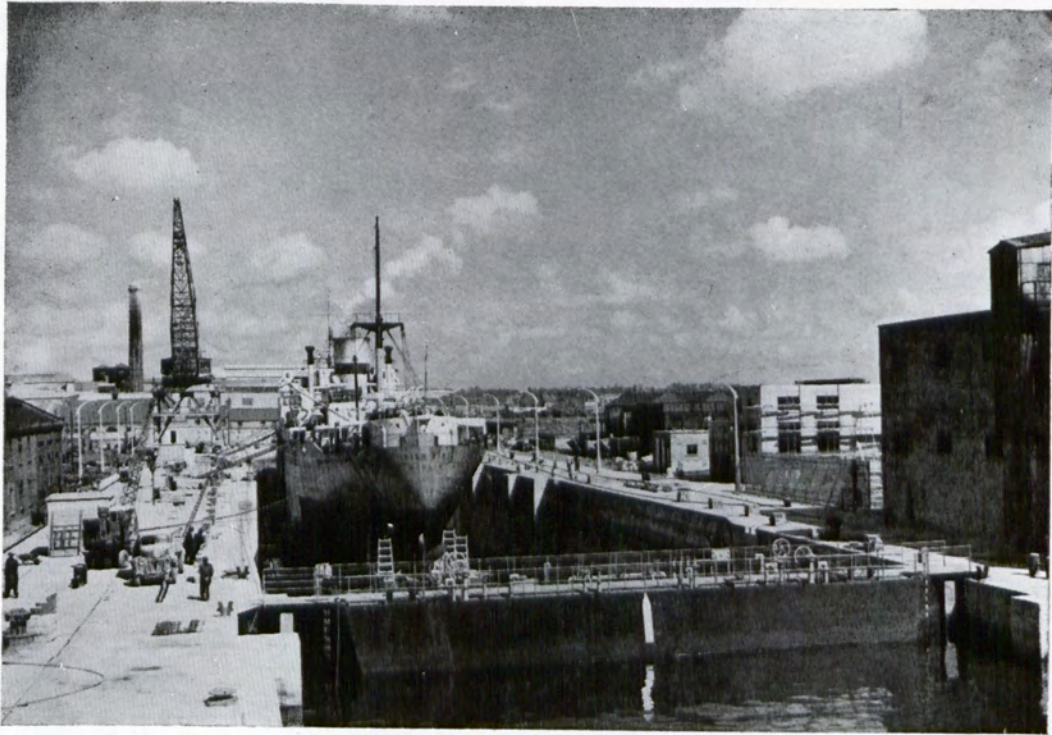
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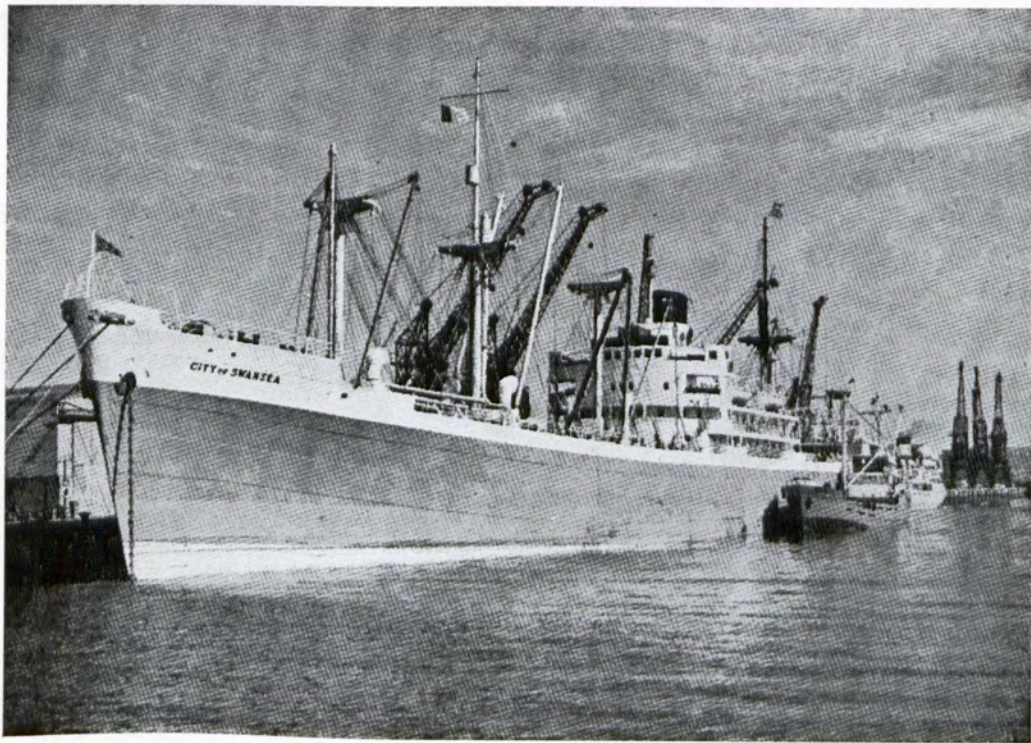
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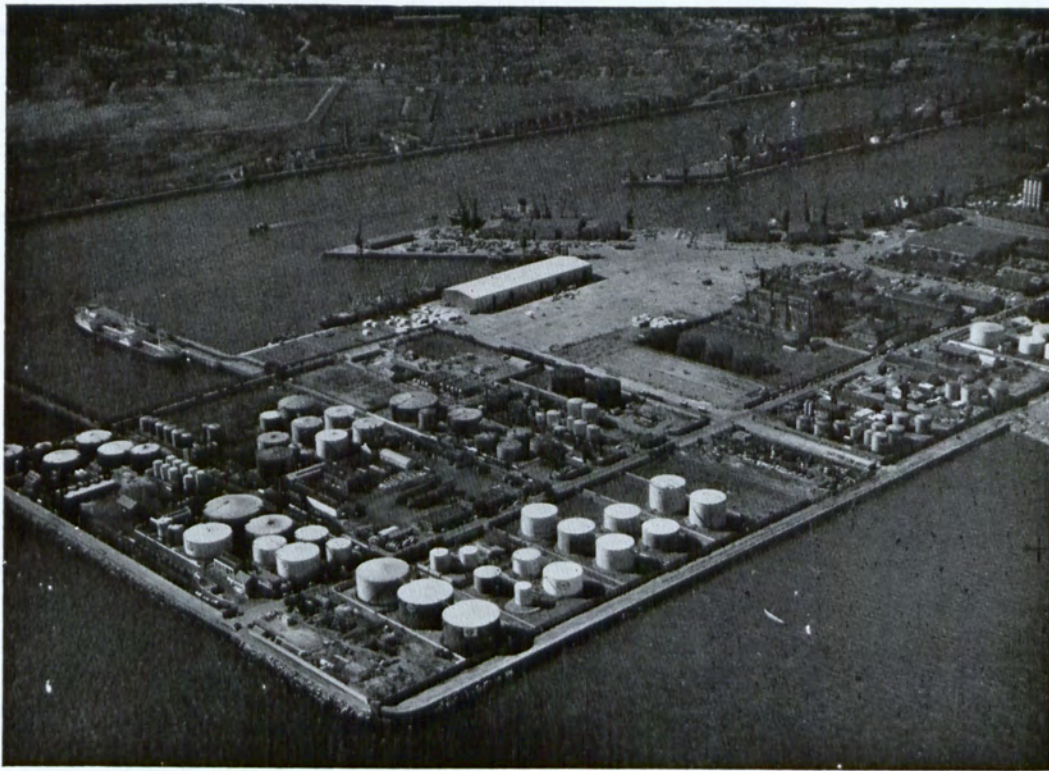
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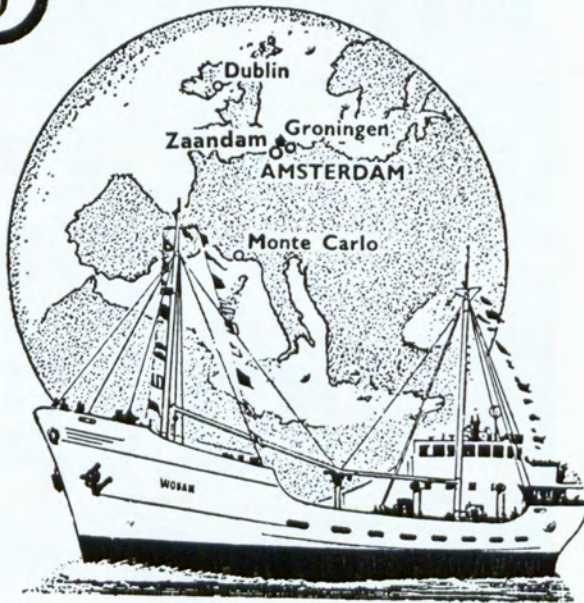
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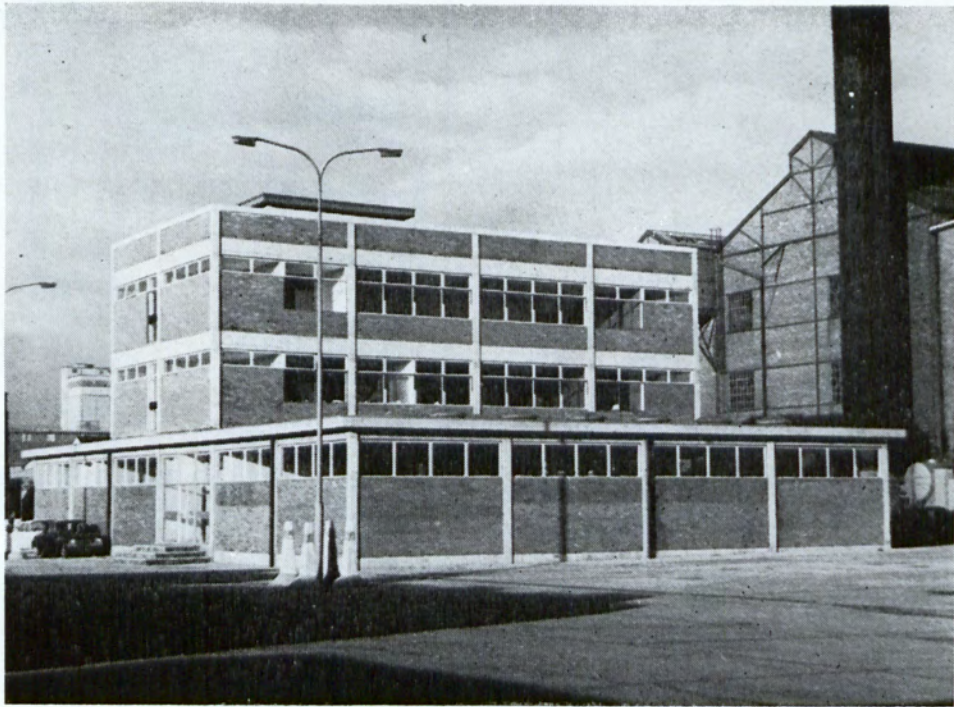
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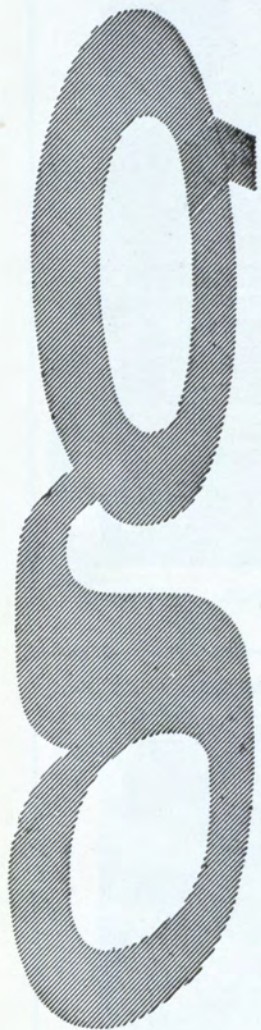
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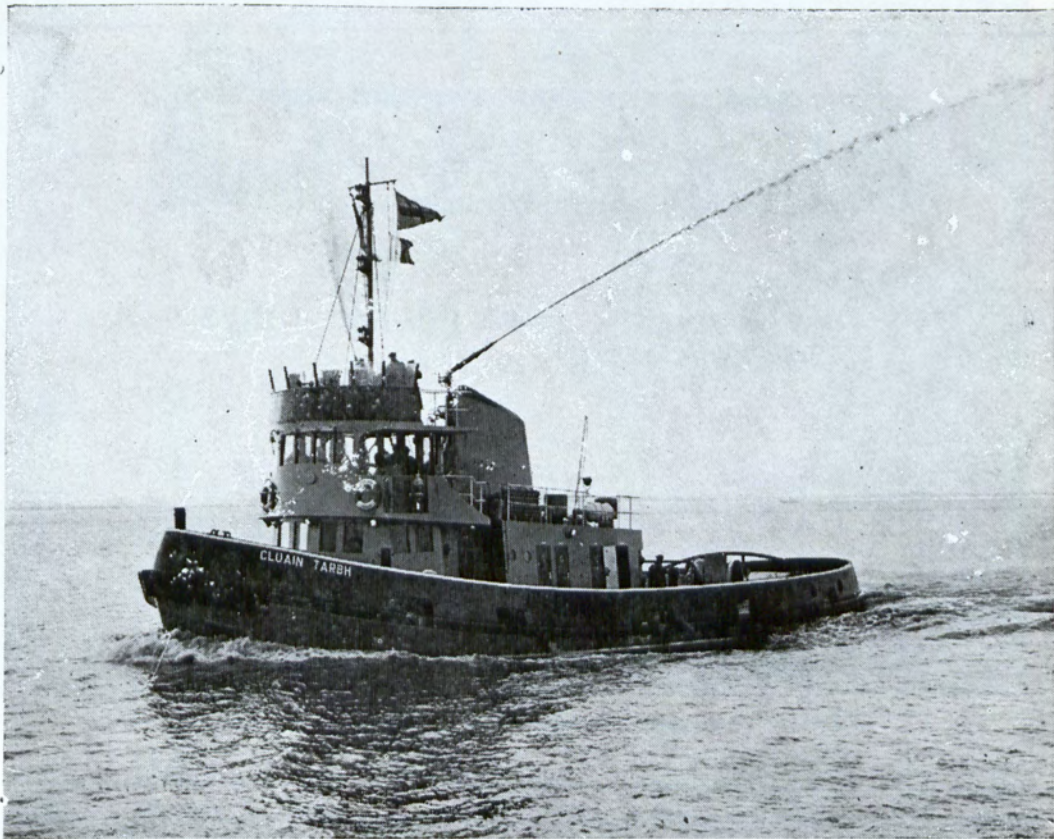
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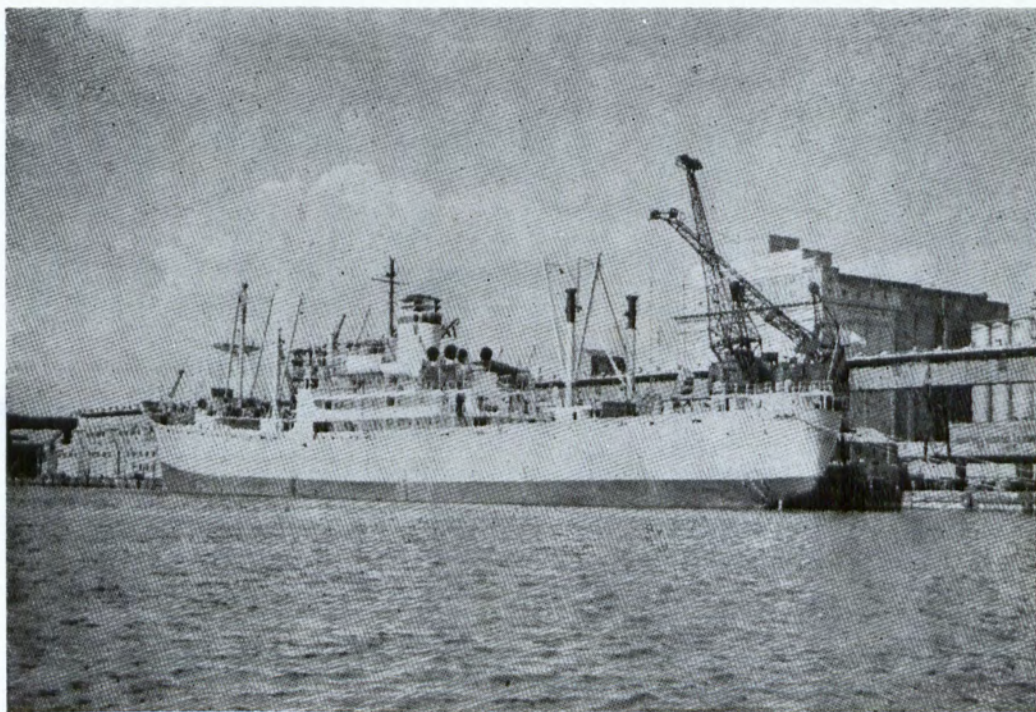
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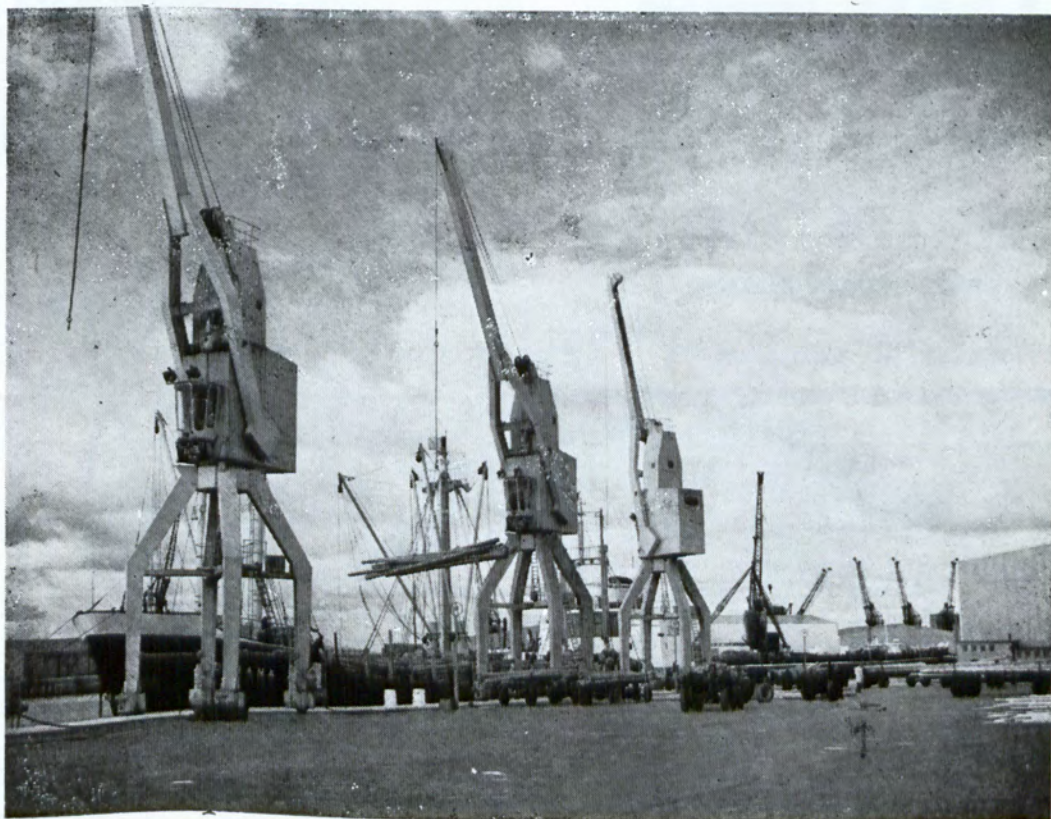
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CALENDAR 1968

JANUARY

S. — 7 14 21 28
M. 1 8 15 22 29
Tu. 2 9 16 23 30
W. 3 10 17 24 31
Th. 4 11 18 25
F. 5 12 19 26
Sat. 6 13 20 27

FEBRUARY

S. — 4 11 18 25
M. — 5 12 19 26
Tu. — 6 13 20 27
W. — 7 14 21 28
Th. 1 8 15 22 29
F. 2 9 16 23
Sat. 3 10 17 24

MARCH

S. — 3 10 17 24 31
M. — 4 11 18 25
Tu. — 5 12 19 26
W. — 6 13 20 27
Th. — 7 14 21 28
F. 1 8 15 22 29
Sat. 2 9 16 23 30

APRIL

S. — 7 14 21 28
M. 1 8 15 22 29
Tu. 2 9 16 23 30
W. 3 10 17 24
Th. 4 11 18 25
F. 5 12 19 26
Sat. 6 13 20 27

MAY

S. — 5 12 19 26
M. — 6 13 20 27
Tu. — 7 14 21 28
W. 1 8 15 22 29
Th. 2 9 16 23 30
F. 3 10 17 24 31
Sat. 4 11 18 25

JUNE

S. — 2 9 16 23 30
M. — 3 10 17 24
Tu. — 4 11 18 25
W. — 5 12 19 26
Th. — 6 13 20 27
F. — 7 14 21 28
Sat. 1 8 15 22 29

JULY

S. — 7 14 21 28
M. 1 8 15 22 29
Tu. 2 9 16 23 30
W. 3 10 17 24 31
Th. 4 11 18 25
F. 5 12 19 26
Sat. 6 13 20 27

AUGUST

S. — 4 11 18 25
M. — 5 12 19 26
Tu. — 6 13 20 27
W. — 7 14 21 28
Th. 1 8 15 22 29
F. 2 9 16 23 30
Sat. 3 10 17 24 31

SEPTEMBER

S. 1 8 15 22 29
M. 2 9 16 23 30
Tu. 3 10 17 24
W. 4 11 18 25
Th. 5 12 19 26
F. 6 13 20 27
Sat. 7 14 21 28

OCTOBER

S. — 6 13 20 27
M. — 7 14 21 28
Tu. 1 8 15 22 29
W. 2 9 16 23 30
Th. 3 10 17 24 31
Fri. 4 11 18 25
Sat. 5 12 19 26

NOVEMBER

S. — 3 10 17 24
M. — 4 11 18 25
Tu. — 5 12 19 26
W. — 6 13 20 27
Th. — 7 14 21 28
F. 1 8 15 22 29
Sat. 2 9 16 23 30

DECEMBER

S. 1 8 15 22 29
M. 2 9 16 23 30
Tu. 3 10 17 24 31
W. 4 11 18 25
Th. 5 12 19 26
F. 6 13 20 27
Sat. 7 14 21 28

DECEMBER, 1952

MONDAY, DECEMBER 15

TUESDAY, DECEMBER 16

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