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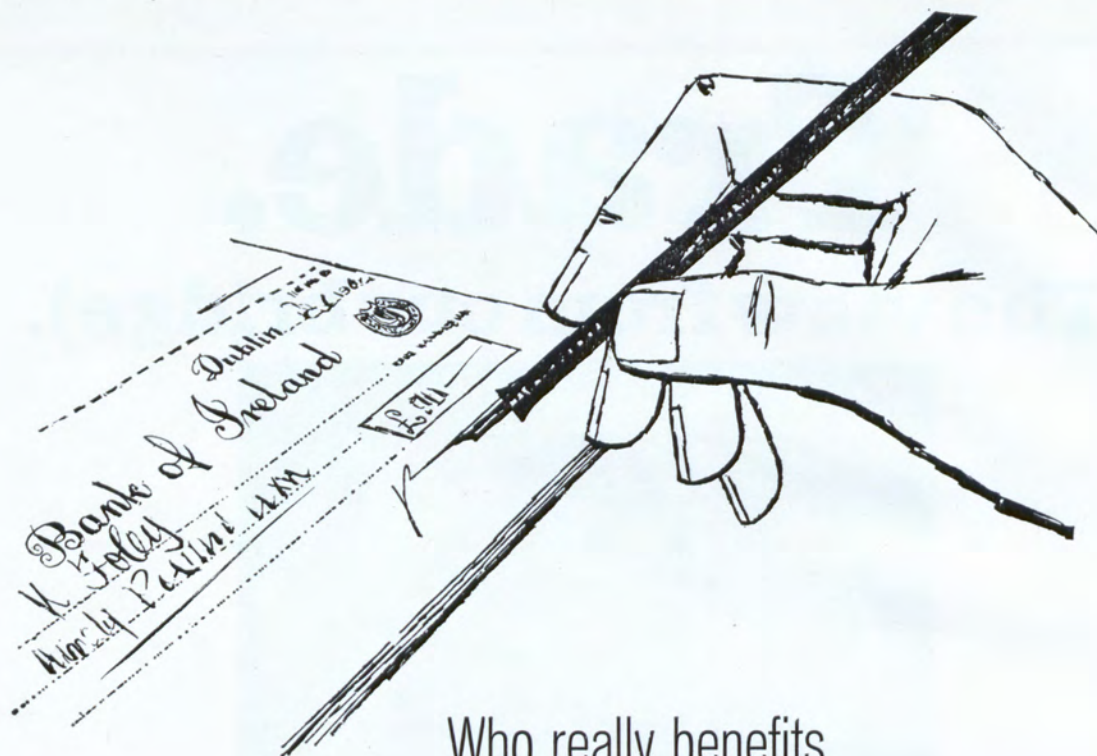


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PORT RATES AND CHARGES

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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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

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the tide recedes this water flows out between the Poolbeg Lighthouse and 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.

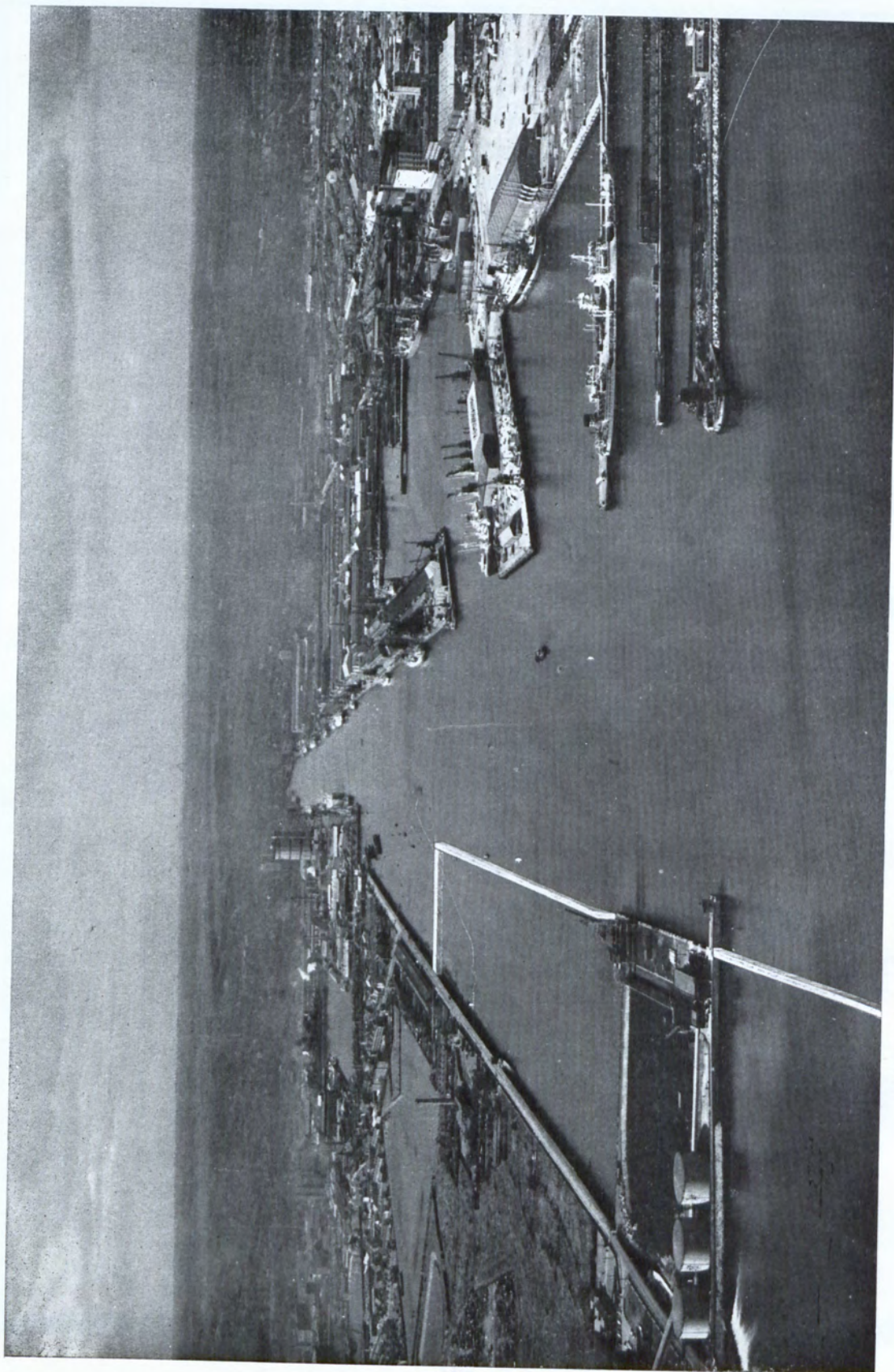
From 1810 the Corporation became responsible for the erection and maintenance of all lighthouses on the coasts of Ireland, but in 1867 this responsibility was transferred by Act of Parliament to a new body which was given the title of "Commissioners of Irish Lights", while the Dublin Harbour Authority 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; due to the postponement of Local Authority elections in 1965, however, the members of the present Board will retire in 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.



GENERAL VIEW OF DEEPWATER SECTION OF THE PORT OF DUBLIN

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

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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 includes 1,226,000 square feet in the Port area with a further 185,000 square feet in the City area. 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 passenger, 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 George's Quay is used mainly as additional accommodation for the Bristol steamers, while Messrs. Guinness also use the next section of quayside at City Quay which however is mainly used for discharge of coal cargoes. Coastal vessels engaged in bringing scrap-iron from Dublin to

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the 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 the most westerly section is allocated to the British and Irish Steampacket Company (who are the Dublin Agents) for Coast Lines steamers on the Dublin, Cardiff, Swansea and London trade. The berth is also used during the summer holiday season by the Isle of Man passenger steamers.

The remainder of Sir John Rogerson's Quay 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.

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:

TRANSIT SHEDS	PILOTAGE
WAREHOUSES	TOWAGE
CRANES & MECHANICAL HANDLING EQUIPMENT	OIL BUNKERING BARGE
COMMON USER OILPIPE SYSTEM	GRAVING DOCKS
OIL ZONE	SHIP REPAIRING
PNEUMATIC GRAIN DISCHARGE PLANT	ROLL-ON/ROLL-OFF RAMP
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Shipbuilding and Ship-repairing

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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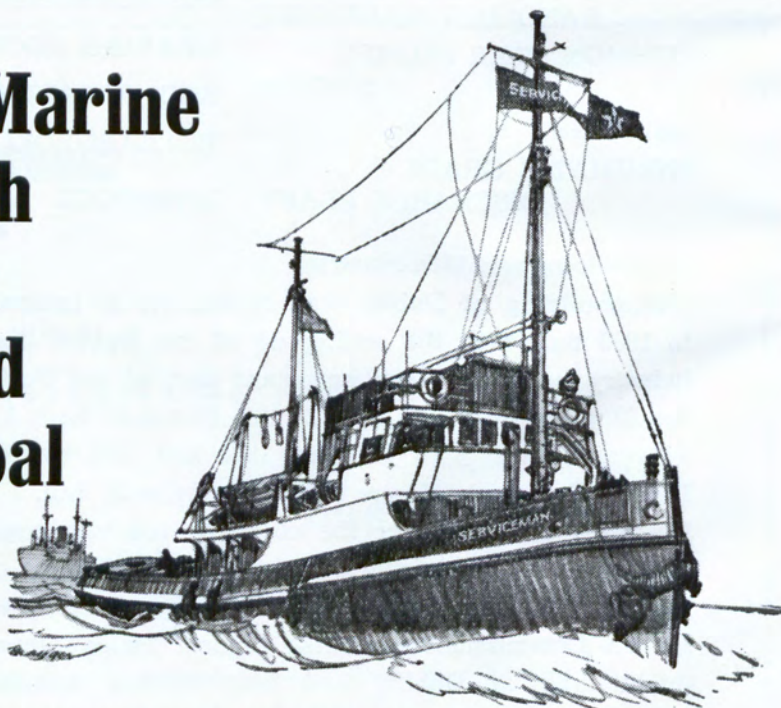
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THE FUTURE PORT

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).

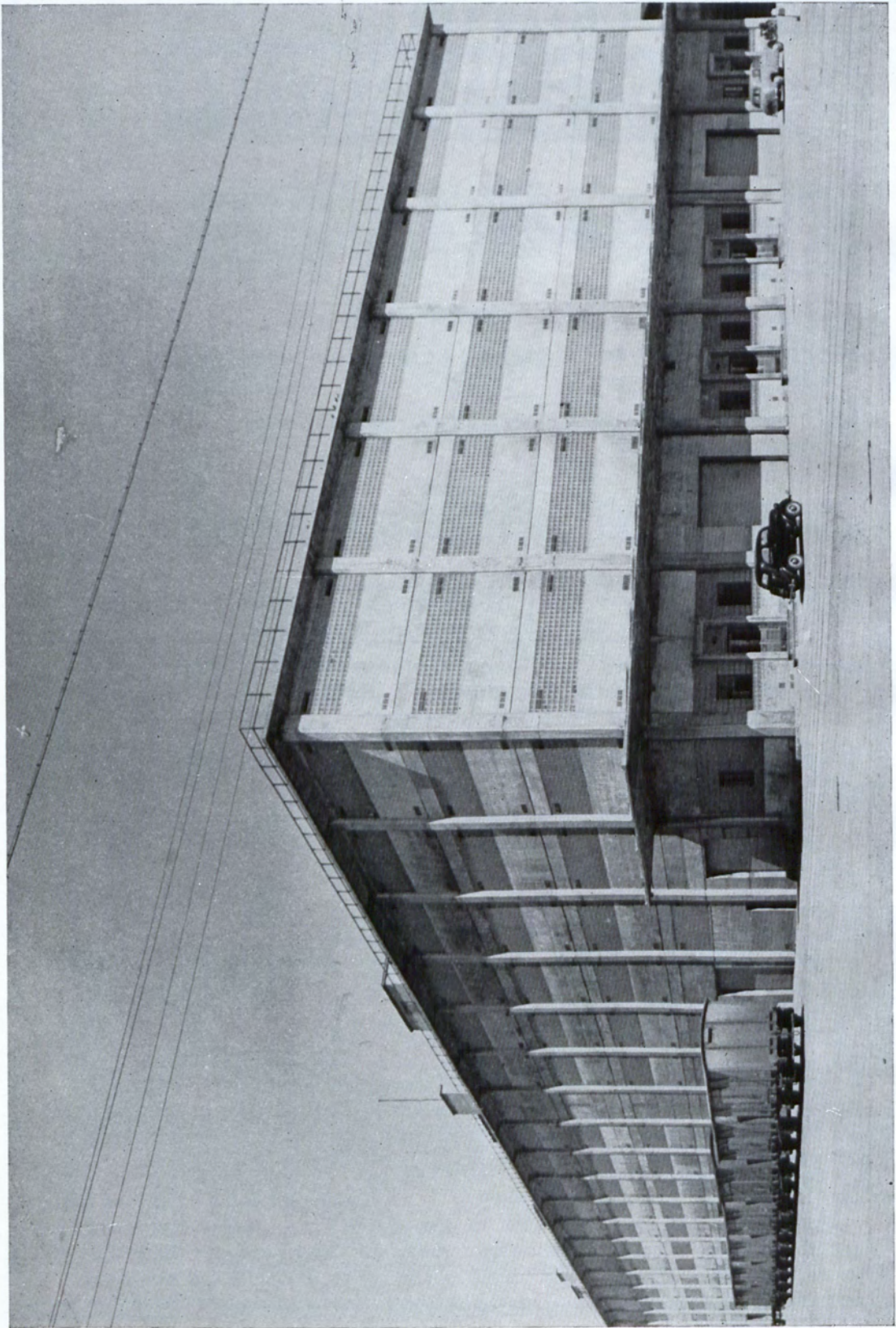
Already a new jetty has been constructed for the discharge of bulk fertilizer, including liquid sulphur. The works for which contracts have now been placed include :

- (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.
- (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.

The reclamation 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.

On the northern side of the channel 100 acres will be reclaimed adjoining the existing Industrial zone in the Tolka Quay/Alexandra Road area, and this land will be made available for industries which, of their nature, require to be situated in the port area.

Further contracts will be placed in due course for ancillary equipment facilities 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.



STACK "D" WAREHOUSE

Chairman's Annual Review of the Port, at the Annual Meeting of the Board, 13th October, 1966

IT is usual for the Chairman to avail of this occasion to give the Board some statistical information regarding the trade of the Port during the past year and to indicate the current trend of trade.

I must first of all, however, refer to the death, during the year, of our late and highly-esteemed Chairman, Mr. Teddie Betson. I feel not only a sense of deep personal loss, but also an awareness of how much he did for the Board, not only during his term of office, but also during his long period of membership.

The tonnage of vessels which entered the Port in the year 1965 was 5,219,000, which was the highest on record. It represented an increase of 3% over the year 1964, and an increase of nearly 30% over the year 1960.

The quantity of goods imported in the year 1965 was 3,818,000 tons, an increase of 422,000 on the year 1964.

Exports in 1965, excluding livestock, amounted to 688,000 tons, an increase of 23,000 tons on the year 1964. Cattle exported amounted to 405,000 head, a decrease of 128,000 on 1964.

The picture for the year 1966 is not, however, so bright. As might be expected, labour stoppages resulted in a reduction of trade at the Port. In the first 9 months of this year the tonnage of vessels entering the Port was down by 336,000 tons, a reduction of 8% on the first 9 months of 1965. There were corresponding reductions in the quantities of goods imported and exported, and in cattle exports.

Shipping at the Port was affected by strikes this year for a total period of about 13 weeks. First there was the strike of the Dublin deep sea dockers for 5 weeks, then the strike of British seamen for 6½ weeks, and then the strike of the Board's own employees for 10 days.

Strikes may take place under the misapprehension that the trade is merely delayed and will be made up later. This unfortunately does not appear to be the position. This year, current traffic in September and October is not keeping pace with that in the corresponding periods of last year, not to speak of making up the shortfall of the strike periods.

When we consider how lasting are the effects of labour stoppages at the Port, and how serious are the losses suffered by everyone concerned, including the strikers, we must join our voices with all those who are demanding that a less injurious and more just method of settling industrial disputes be formulated at an early date.

Notwithstanding the present recession the Board is proceeding with its developments on the assumption that the growth of Port traffic will be resumed. Decisions to carry out new port works must always be made a few years in advance of requirements because of the very nature of the works themselves. We are satisfied that by the time the new works are ready for use the trade of the Port will have expanded correspondingly.

You have recently had before you the details of these works when you decided to place the contracts amounting to a total of £1,940,000.

Some doubt has been expressed recently in the newspapers as to whether there is adequate consultation between the Dublin Corporation and the Board regarding future Port developments. I can assure everybody that we are, and will continue to be, in constant touch with the Corporation in these matters, not alone through the Corporation Representatives on this Board, but also through the two bodies' officials and consultants.

In conclusion I would like to thank you for the assistance you have given me as Chairman of the Board. I should also like to express my appreciation of the assistance which I have received from the staff of the Board.

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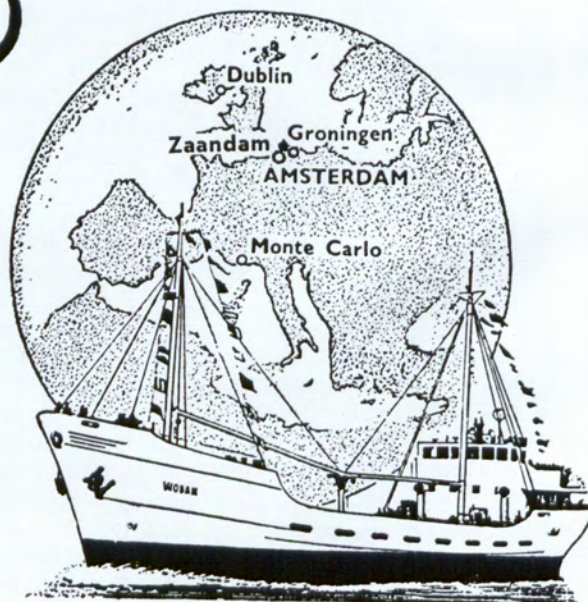
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TRADE STATISTICS

NUMBER OF VESSELS WHICH ENTERED THE PORT

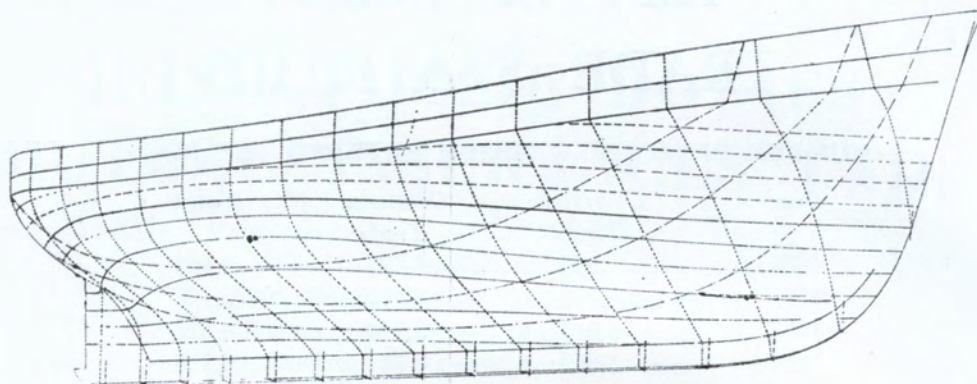
<i>Year</i>	<i>Overseas Trade</i>	<i>Coastwise Trade</i>	<i>Total</i>
1938	580	4,875	5,455
1955	958	4,170	5,128
1956	1,047	3,776	4,823
1957	1,059	3,647	4,706
1958	1,157	3,392	4,549
1959	1,302	3,180	4,482
1960	1,266	3,521	4,787
1961	1,445	3,945	5,390
1962	1,419	3,743	5,162
1963	1,421	4,191	5,612
1964	1,701	4,278	5,979
1965	1,858	4,283	6,141

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
1955	1,541,849	2,444,782	18,761	4,005,392
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

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
1955	1,142,998	1,819,033	2,962,031
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



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TRADE STATISTICS—continued

EXPORTS (tons)

Year	Overseas Trade	Cross Channel and Coastwise	Total
1938	27,864	272,511	300,375
1955	39,242	433,298	472,540
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

LIVESTOCK EXPORTS

Year	Cattle	Sheep	Pigs	Horses
1938	394,489	209,528	10,268	5,320
1955	361,900	59,340	202	17,357
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

PRINCIPAL IMPORTS AND EXPORTS

The principal commodities imported and exported through the port, with the relevant figures for 1965 are:—

Imports	Tons	Exports	Tons
Motor Spirit, Petroleum and other oils	1,282,699	Meals, all kinds	44,175
Coal	646,885	Bran and Pollard	40,522
Liquid Gas	22,548	Fruit, Fresh	64,558
Asphalt, Tar and Bitumen	93,319	Do. Preserved	10,666
Iron and Steel	118,108	Do. Dried	8,212
Artificial Manures	89,629	Tea	10,002
Phosphate Rock	59,737		
Pyrites	18,742	Exports	Tons
Silver Sand	32,503	Livestock	
Soda Ash	12,657	(as detailed above)	
Glass	14,402	Stout	192,818
Cement	10,092	Fresh Meat	86,180
Machinery	52,173	Butter and Cheese	17,336
Aluminium and Copper	11,799	Confectionery	
Electrical Goods	11,420	and Chocolate	16,218
Timber (loads)	121,287	Groceries	5,674
Hardwoods	11,642	Peat Moss	8,439
Plywood	9,234	Wool	9,300
Paper Pulp and Wood Pulp	29,772	Paper	11,116
Paper	56,806	Mill Boards	8,929
Mill Boards	20,383	Plaster Boards	7,489
Salt	15,641	Machinery	8,937
Chemicals and Drugs	51,829	Electrical Goods	6,358
Cocoa Fibre and Sisal	10,163	Scrap Iron	31,660
Wheat	186,018	Coke	45,603
Indian Corn	109,475	Burnt Ore	3,156
Oats	18,861	Artificial Manures	6,101
Barley	33,173	Aluminium and Copper	5,294
		Bagging and Sacking	5,886

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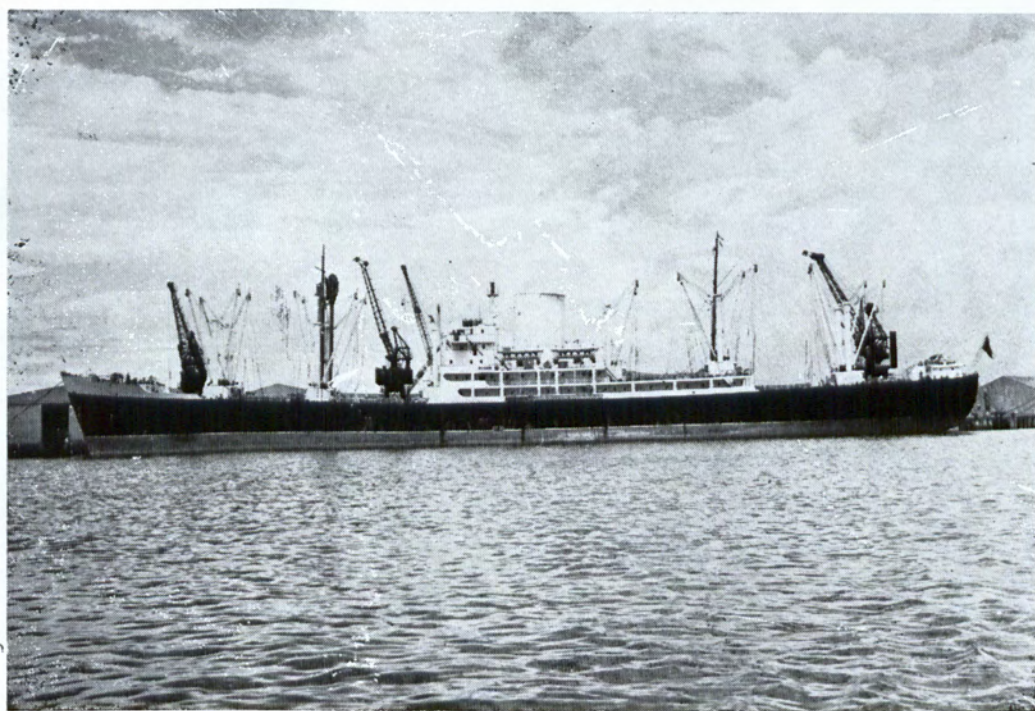
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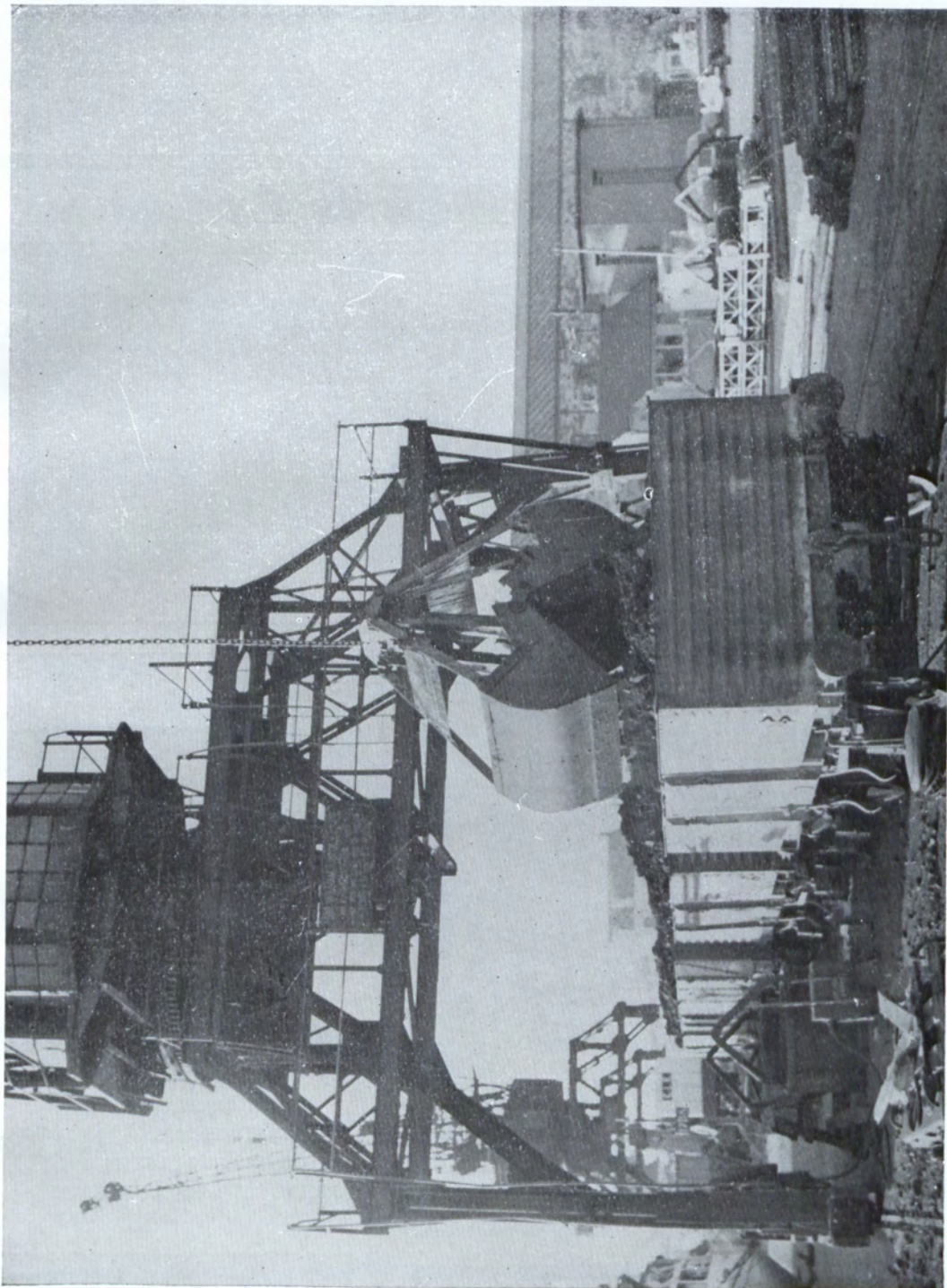
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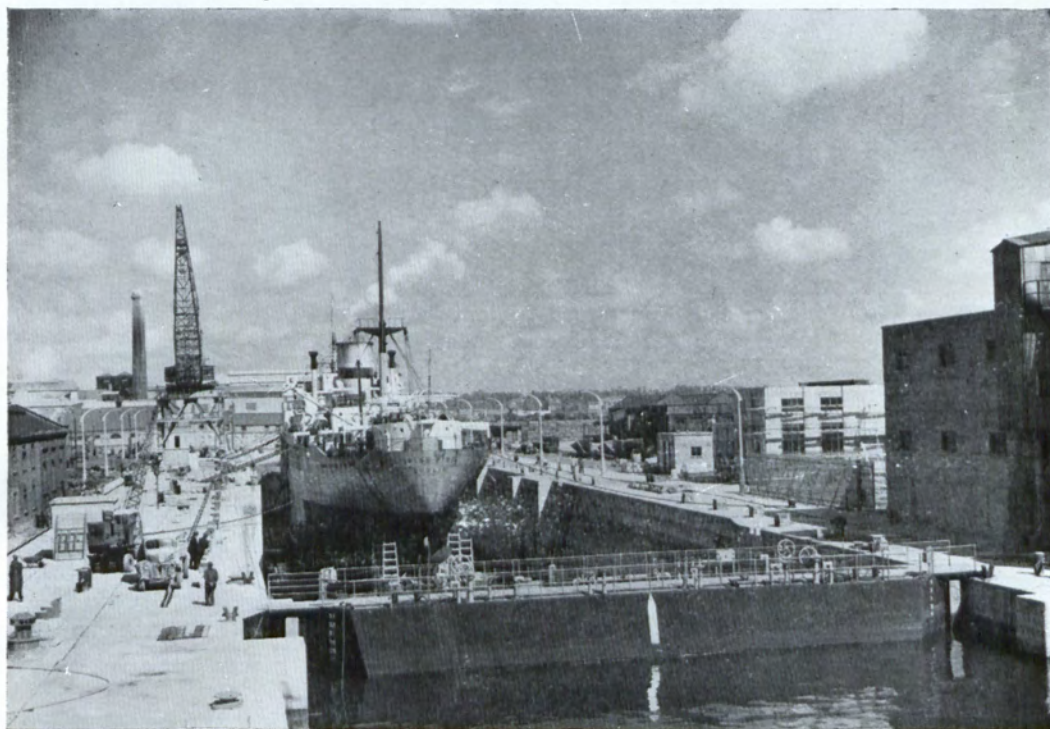
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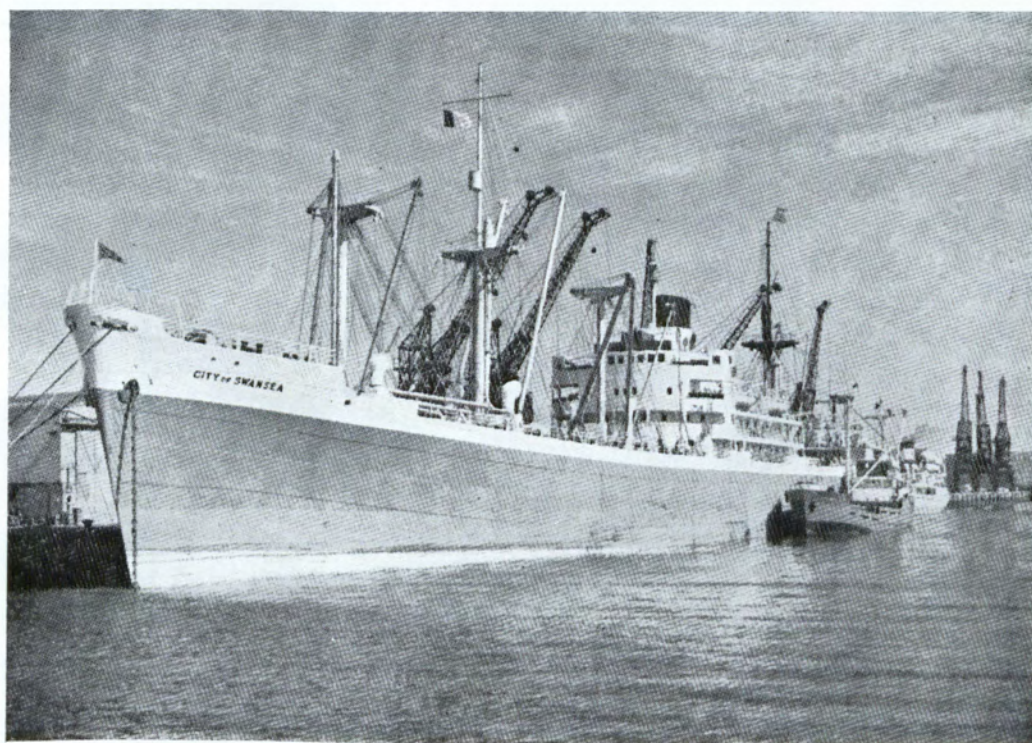
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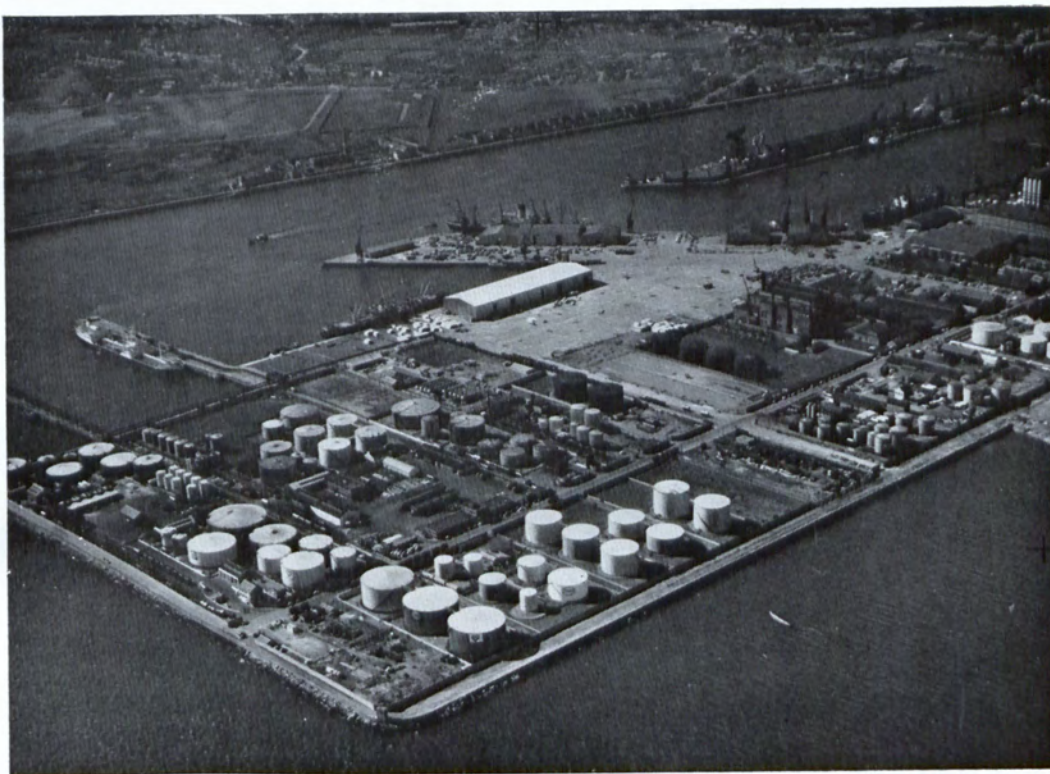
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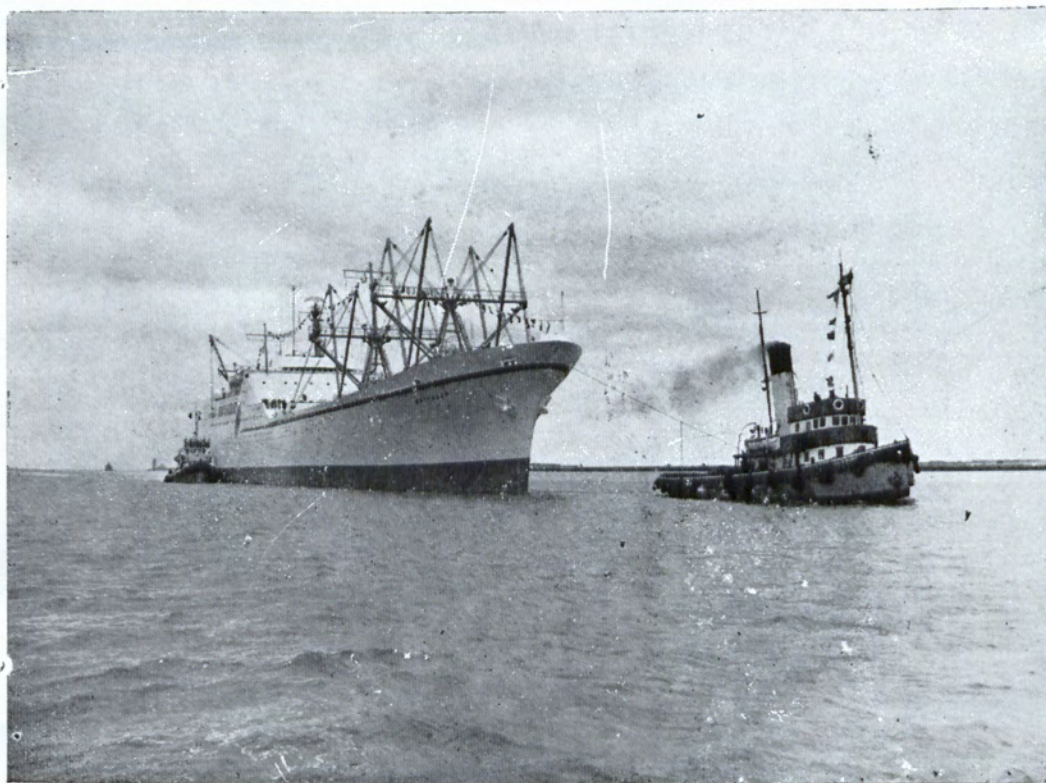
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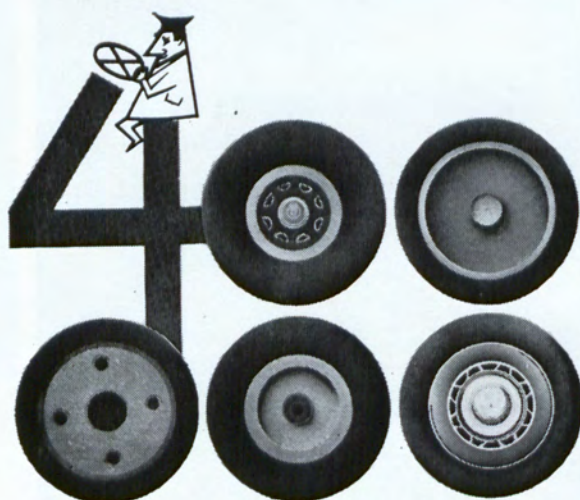
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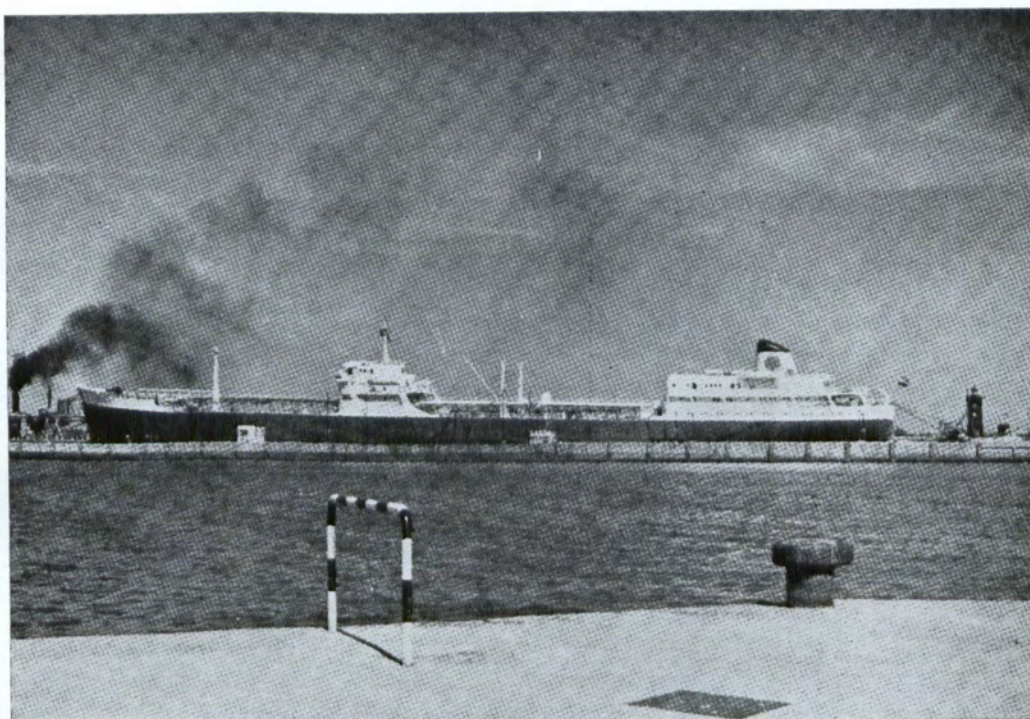
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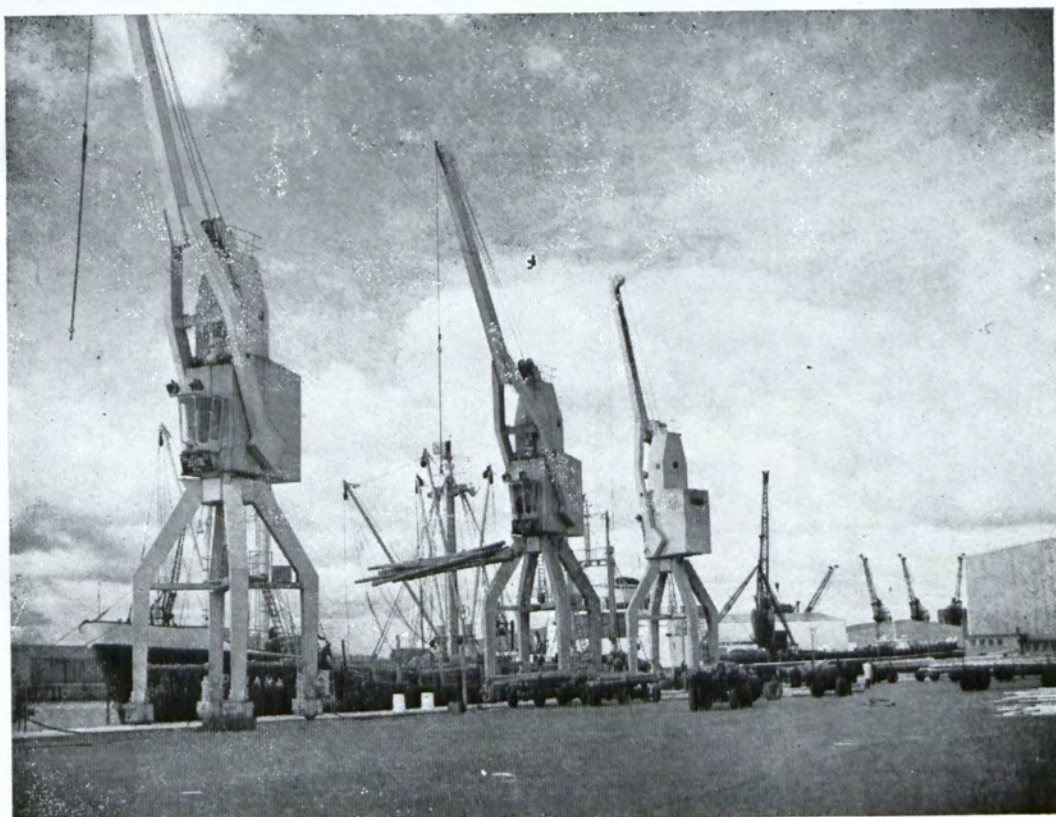
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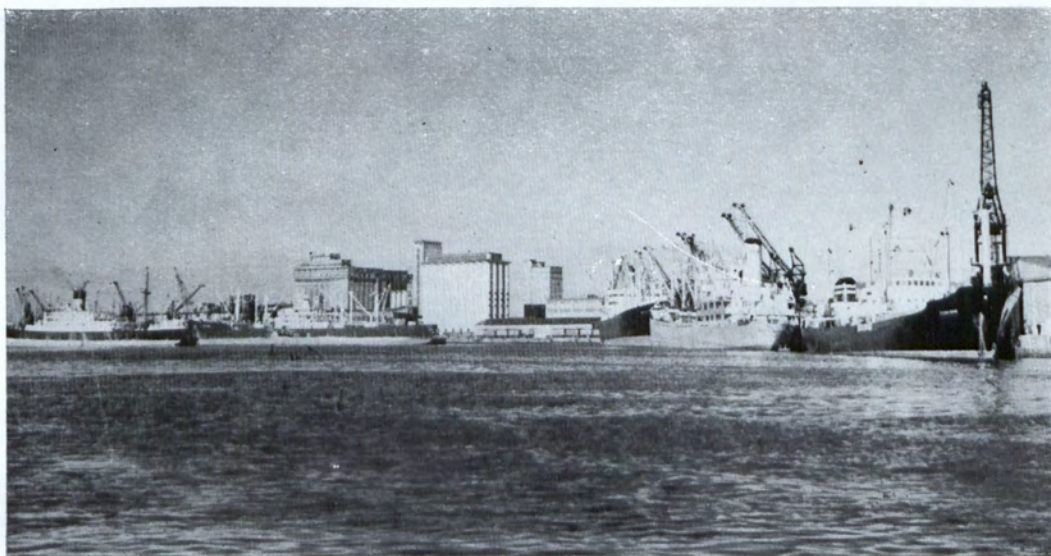


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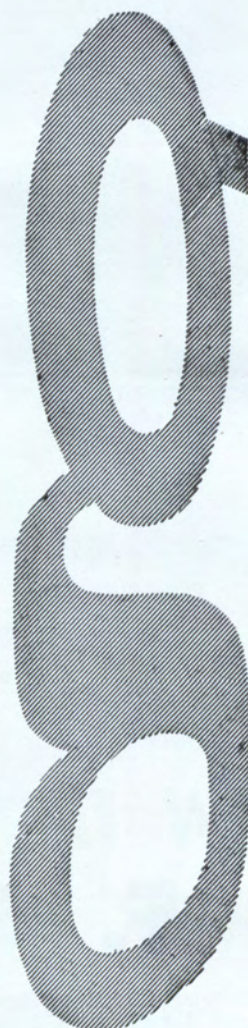
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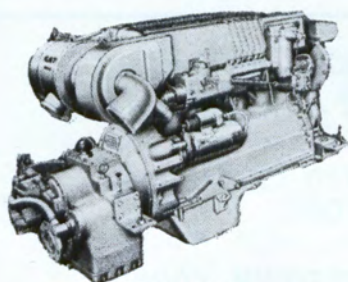
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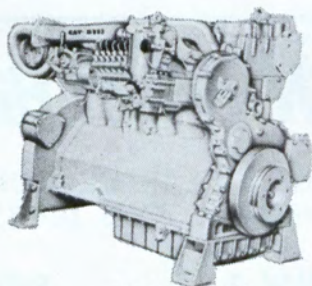


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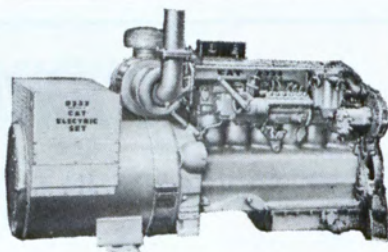
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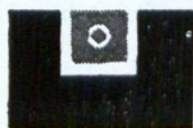
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CALENDAR 1967

JANUARY

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	

FEBRUARY

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

MARCH

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	

APRIL

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	

MAY

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	

JUNE

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	

JULY

S.	—	2	9	16	23	30
M.	—	3	10	17	24	31
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	

AUGUST

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
F.	4	11	18	25	
Sat.	5	12	19	26	

SEPTEMBER

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

OCTOBER

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	

NOVEMBER

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	
Sat.	4	11	18	25	

DECEMBER

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	

[illegible]

DECEMBER 1967

HIGH WATER

at H. H.
at 10

WEDNESDAY, DECEMBER 27

at H. H.
at 10

at H. H.
at 10

at H. H.
at 10

at H. H.
at 10

at H. H.
at 10



