

Limerick Steam

A history of the Limerick Steamship Co 1893-1970 by R. J. Scott

Late in 1970 the shipping and travel agency consortium Hibernian Transport, was placed in receivership. This sad event saw the demise of two long established and much respected shipping companies — Palgrave Murphy of Dublin and the Limerick Steamship Co.

Limerick is a city of 60,000 population situated about 55 miles upstream from Loop Head in the Shannon Estuary. Up to the early 1950s there was a limited amount of waterborne trade between the city and the outlying estuary piers. As elsewhere, this trade was originally under sail and, finally, in fully-powered craft. It succumbed to the economics of developing road transport. Some quays are now deserted — Labasheeda, Kiladysert, Glin, whilst pilotage activity and occasional coaster traffic keeps Cappa alive. The old Tarbert pier is solely a terminal for the cross-river car ferry. An odd motor coaster is still fixed for Ballyongford's Saleen Quay but the internal estuary traffic is long since gone. However, another metamorphosis has reshaped the scene with the increasing demands for berths for deepwater tonnage such as at Foynes (ore, timber, oil rig supply, etc), Tarbert Island power station (oil), Aughinish Island (alumina materials) and Money Point (coal-fired power station). The city dock at Limerick still accounts for a sizeable flow of short sea traders mainly in oil and bulk cargoes whilst a jetty at Shannon Airport serves aviation fuel needs. But the whole maritime character of the estuary appears to have undergone a very noticeable change over the past three decades. Whilst it is regrettable that the small estuary traders have disappeared from rural quays the loss of the long established, locally owned Limerick Steamship Co was the greatest blow. The vast majority of traffic in the area is now of foreign flags. The regular home controlled services to Liverpool and the continent linking up with other west coast ports of Fenit, Galway, Westport and Ballina are now but a memory as containerisation to the east coast took its toll.

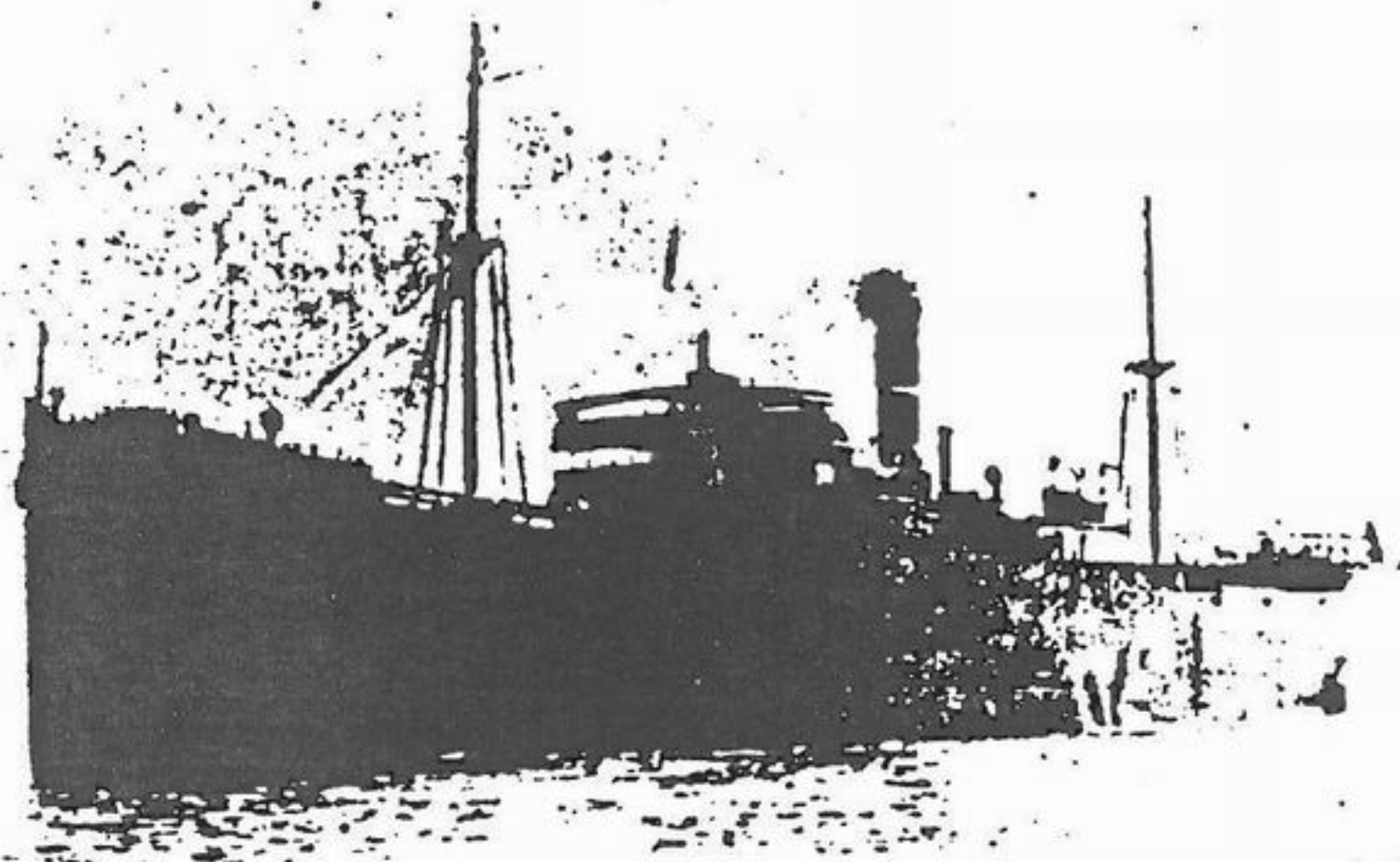
The history of Limerick S.S. Co though dating from 1893, had its roots in the Waterford-controlled London & Limerick S.S. Co formed some four decades earlier. The first vessel employed by Limerick S.S. on its service to Liverpool was Waterford steamer *Ardnamult* (1,123 gross). The acquisition of the new *Kincora* (944 gross) in 1895 saw the extension of services to Galway and smaller west coast ports and, by the turn of the century, five steamers were under the Limerick management. One of these, *Newport* (64 gross), was a small estuary trader. The first of the Company's losses occurred in August, 1901, when the *Kincora* was sunk in collision with the White Star liner *Oceanic* off the Tuskar Rock, Co. Wexford. The accident happened in fog and *Kincora* went down in minutes with the loss of seven men.

About this time trade was opened to Hamburg in which service *Ardnamult* worked until her loss in collision in 1904. The Company's interest in activity within the Shannon Estuary extended in 1907 when it took over the iron paddler *Shannon* (267 gross) on passenger work to Kiladysert, Tarbert and Cappa. This service ceased with the outbreak of war and the *Shannon* passed to Greek ownership in 1918. For a brief period in 1911-12 the Company also owned the old Clyde Shipping paddle tug *Flying Huntsman* (521 gross) which had been working the estuary since 1885.

In September 1914, the Limerick fleet numbered four seagoing steamers and two local traders. World events were soon to bring change in the Company's field of operations. Five days before the outbreak of hostilities the *Sinainn* (978 gross) under Captain W. McNamee sailed from Hamburg bound back to Limerick. She was intercepted off the Elbe entrance by a German patrol and ordered back. Despite her master's protests the ship and her crew were detained and interned for the duration of the war. The *Sinainn* was pressed into service as a German fleet coaler only to be lost on the Latvian coast in September, 1916. Captain McNamee had

Left — The 642grt Moyalla, built for Limerick SS Co in 1927, was designed to trade into Ballina. In 1932 she rescued the disabled collier Camlough after a 12-hour battle. After surviving WWII, the Moyalla was wrecked in Galway Bay in February, 1946.

Right — Laid down at Glasgow as the War Poppy, the 5,285grt Knockfierna was completed for Limerick SS Co in 1919. In 1935 she was sold to Greek owners and renamed Aegeon. She became a war loss in April, 1941.



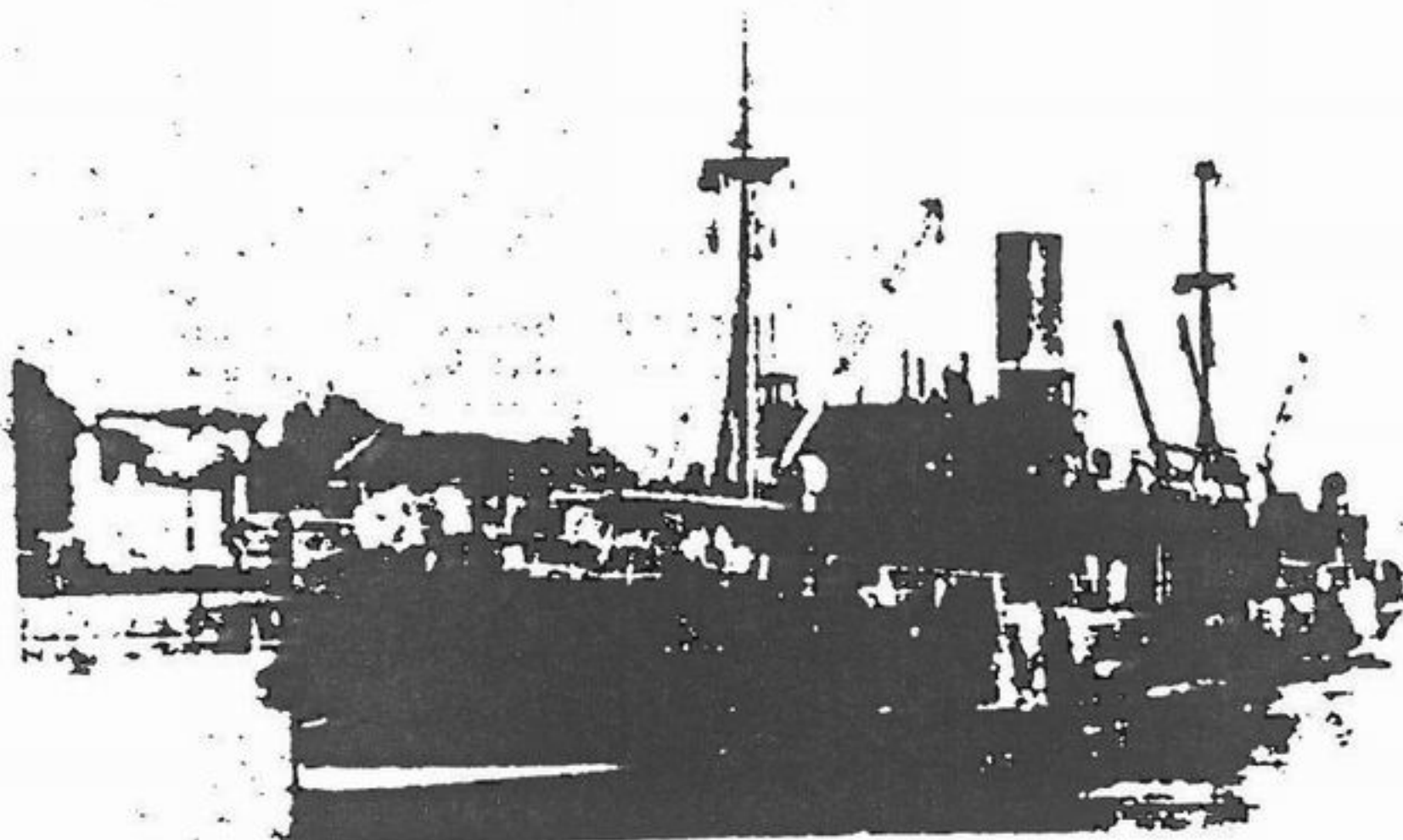
served with Limerick S.S. since the 'nineties and previously in the Waterford S.S. vessels *Dunbrody*, *Comeragh*, and *Creedan*. Fortunately, he survived the war to resume at Limerick until his retirement from the *Luimneach* in August, 1932.

No less than twelve steamers were acquired before November 1918 and, of these, four, apart from *Sinainn*, were war losses. Limerick trading had now extended to Government wartime requirements and the *Oola* (2,454 gross) was sunk by a U-Boat in October, 1916, off the North Cape whilst bound to Murmansk. The submarine towed the ship's boats within range of the Norwegian coast without loss of life. The year 1917 was disastrous with the loss of the *Coonagh* (1,412 gross) missing in the English Channel in March, the *Islandmore* (3,046 gross) sunk by a U-Boat off the Algerian coast in June, and the *Aylevarroo* (908 gross) sunk with all hands off the Irish south coast in September.

From 1919 whilst still maintaining its home trade general cargo routes and re-opening the continental service, the Company continued deepwater tramping and charter work begun during the war. From the Eastern Navigation Co of Glasgow the old iron steamer *Neto* (1,696 gross) was purchased in January and renamed *Tarbert*. Her career was cut short a few days before Christmas that same year. She was bound to Manchester with palm oil and kernels from Dakar and on the last stage of the passage, under tow in the Mersey, she was involved in collision with the Norwegian steamer *Otterdal* (774 gross). The *Tarbert* was beached near Albert Dock and the damage was considered beyond economical repair. Two large

Limerick steamers the *Aughinish* (3,116 gross) and *Kilbaha* (3,139 gross) had been purchased 1916-17 for Australian Government work and were disposed of to the Broken Hill Proprietary Co after the war. The *Glenomera* (2,017 gross) and *Scarlet Tower* (3,187 gross) were sold to London interests about the same time. On the credit side T. & J. Harrison's *Traveller* (3,042 gross) was acquired and renamed *Inishbofin*. From Dublin Dockyard delivery was taken of the largest vessel built there, the *Glenstal*, a war standard type of 3,078 gross, though her Limerick service lasted only six months. Unfortunately, the reasons for the early disposal of a brand new ship with a deadweight of 5,000 tons are not apparent now that the old Limerick Steamship records are gone. After her sale to Australian owners in November 1920, the *Glenstal* survived to 1954 when, as the *Natal Coast*, she was lost in Walvis Bay.

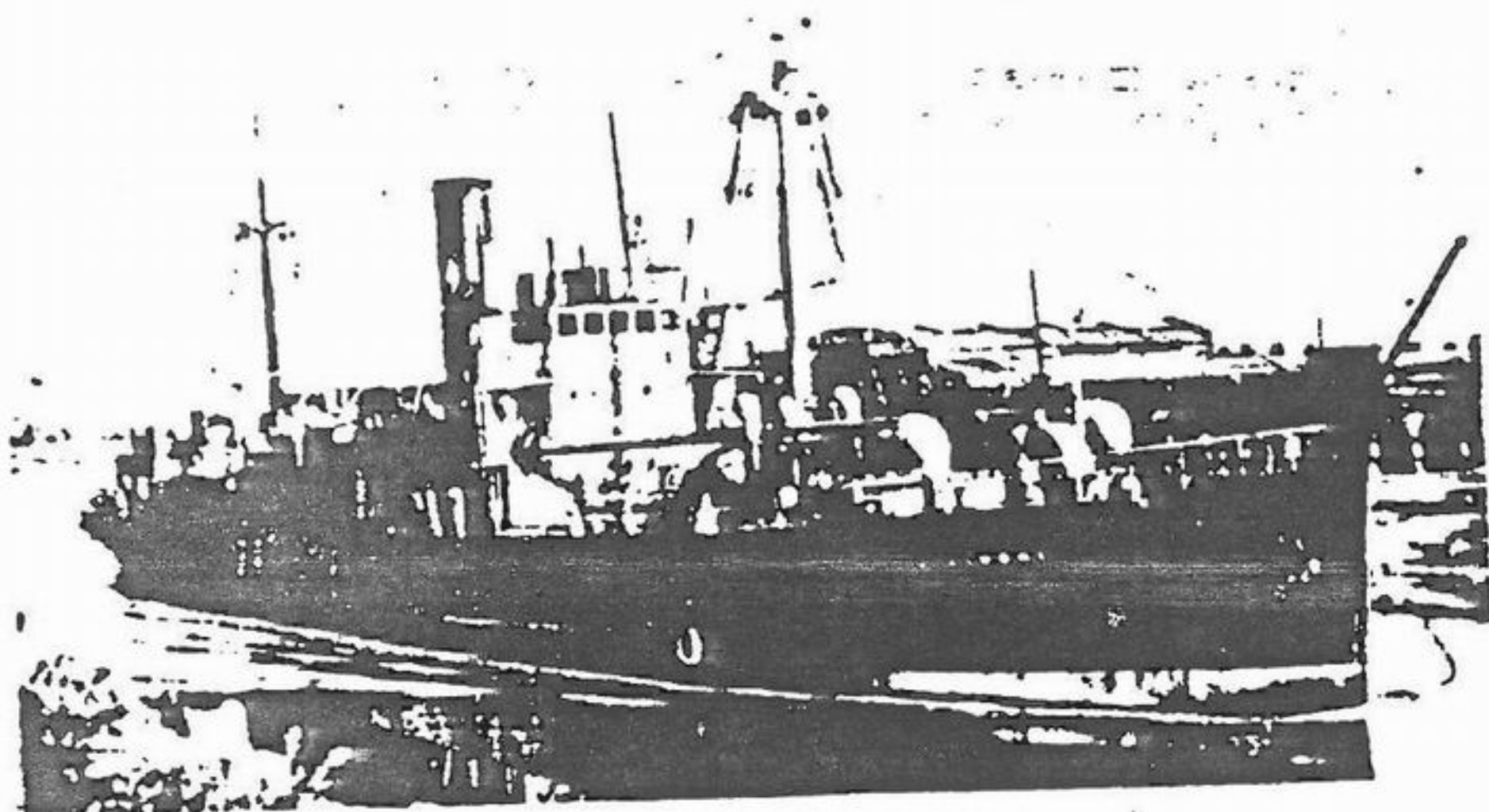
The Company's deepsea interests were then served by three steamers, the *Inishbofin*, *Knockfierna* (5,285 gross), and *Kilcredane* (6,180 gross). The *Knockfierna* had been laid down at Glasgow as the *War Poppy* for the Shipping Controller but was completed in 1919 under her Limerick name. A big powerful vessel of 8,350 tons dwt, she was a typical coal-burning tramp of the time. She was reputed to have been the first merchant ship to show the new Irish tricolour in Australian waters, in December 1924 (Conor O'Brien's ketch *Saoirse* had made it to Australia just a few months before). For the record, on that occasion *Knockfierna* had arrived at Sydney with case oil from Texas. Her next claim to space in the Australian press was not so good when her Belgian master was



The 1,203grt Clonara, built for Limerick SS Co by Caledon at Dundee in 1926, was torpedoed and sunk in Convoy OG71 in August, 1941. (Author's photographs)

Left — The 1,221grt *Lanahrone* was built by Caledon for Limerick SS Co in 1928. She ended her career at Dutch breakers in 1959.

Below — The 803grt *Foynes*, built at Goole in 1916, was bombed and sunk at Valencia during the Spanish Civil War in January, 1939. (Author's photographs)



detained by police on a murder charge.

In similar trades at that time was the *Kilcredane* which Limerick had acquired in 1922 under unusual circumstances. As the Russian *Mogileff* she lay at a British port during the Bolshevik Revolution when a dispute arose over her debts and she was seized by the Government. After a series of legal moves she was eventually sold to Limerick in January, 1922. At 9,650 tons dwt she was not only the largest vessel ever in Limerick ownership but larger than any unit of the deepwater fleet of Irish Shipping Ltd during the 1939-45 war.

Inishbofin was sold to Germany for scrapping in May, 1923, leaving only two world carriers flying the red and white Limerick S.S. houseflag. The onset of economic depression from the late 'twenties forced the sale of these ships, the *Kilcredane* to Norway in 1931 followed by the *Knockfierna* to Greece in 1935 after a period laid up in Cork Harbour.

The home-continental trades, meantime, had continued as the backbone of the Company. In the 'twenties regular cargo services linked Liverpool with Limerick, Galway, Tralee and Ballina, in addition the Hamburg, Antwerp, Rotterdam routes to the west of Ireland. The *Luimneach* (1,074 gross), formerly Stephenson Clarke's *Fairfield*, and the *Clounanna* (976 gross) formerly Rankine Line's *Rotterdam* were purchased for these trades to be followed by the first new vessel built for an Irish company since the establishment of the Irish Free State in 1922. She was the *Clonlara*, a coal-fired steamer of 1,203 tons gross, the first of a series built for Limerick by the Caledon S.B. Co of Dundee. Fitted also for carrying 53 cattle and 10 horses she had a deadweight, including bunkers, of 1,350 tons on 16 feet draft. Whilst she could be pushed to 12 knots her economic speed on a daily coal consumption of 12½ tons was 9 knots loaded. Her maiden voyage from Emden and Hamburg to Waterford and Limerick was completed in May, 1926, under Captain McNamee who had featured in the *Sinainn* affair in 1914.

A year later Caledon delivered the *Moyalla*, a smaller steamer of 642 gross, designed to make 12 ft 8 ins draft for Ballina. In November, 1930, she spent two weeks stuck on the Moy Bar outside this port. As an interesting aside to her regular runs she also worked some kelp cargoes out of Blacksod Bay, Co. Mayo and the tiny harbour of Mullaghmore, Co. Sligo where her hull almost filled the entrance as she was skilfully worked in. On a passage from Ballina to Liverpool in January, 1932, she ran into a gale in the North Channel and encountered the disabled Kelly collier *Camlough* (540 gross). After a twelve hour battle including the loss of seven tow lines, the *Moyalla*, under Capt. Wm Goggin, succeeded in pulling the collier into Luce Bay where she

dragged ashore. *Camlough's* crew were rescued by Portpatrick lifeboat. The next delivery from Caledon, in May 1928, was the *Lanahrone* (1,221 gross), virtually a sister ship of *Clonlara*. Though intended for cattle and generals to Liverpool, she diverted occasionally to the continent during the "economic war" of the 'thirties. On one of these passages, in Oct 1936, she picked up two crew from a crashed German naval seaplane off the Weser. The last of the Caledon deliveries was the *Kyleclare*, somewhat bigger than *Moyalla* at 700 tons gross, but with similar restricted draft for the smaller Irish west coast ports. She was completed in May, 1932, at a time of deep depression in the shipping industry with 3 million tons laid up in the UK. *Kyleclare* and *Clonlara* were to end their days far from home in circumstances not envisaged in 1932.

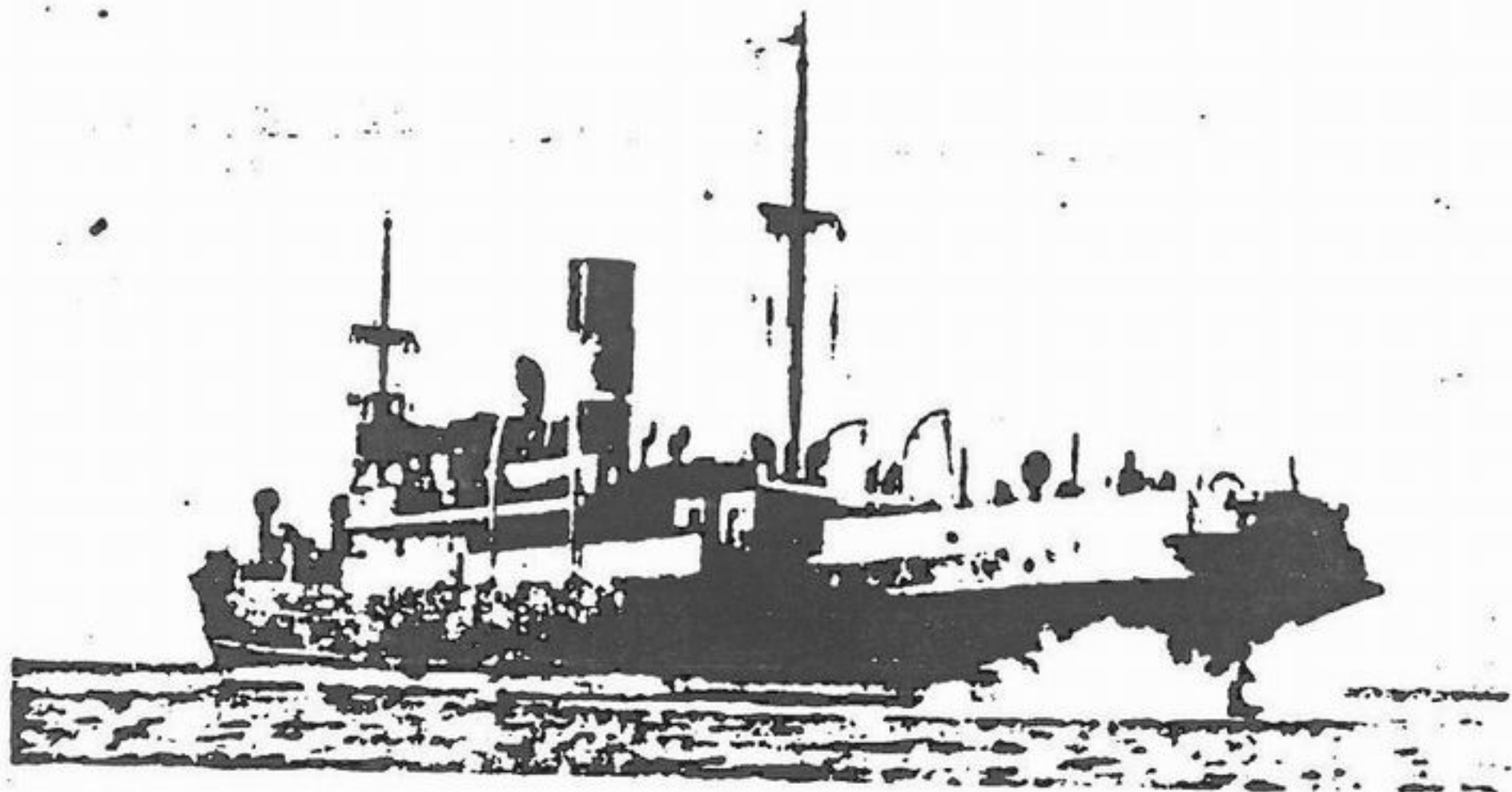
The trade to the west coast of Ireland carrying general cargo and cattle in coal-fired steamers belongs to another era. It produced fine seamen in maintaining services in the exposed Atlantic waters from Mizen Head to Galway Bay and the north Mayo shores having contended with the trials of the Irish Sea or the English Channel. On the continental run the *Luimneach* made national press pages in May, 1934, when she was involved in a head-on collision with HM destroyer *Whirlwind*. Though badly damaged she made safely into Southampton for repairs.

Early in November, 1935, Limerick S.S. opened a new service in fortnightly shipments of fresh fruit from Spain to Dublin. *Clonlara* and *Lanahrone* were initially assigned to this trade with the former making the first voyage. The outward passage also earned freight in cattle and potatoes from Greenore. The outbreak of the Spanish Civil War did not stop this business though it resulted in Limerick casualties. In October, 1938, as she lay in Valencia, the *Luimneach* sustained air raid damage and her cook was killed. Three months later in the same port the *Foynes* (803 gross) was bombed and sunk by Italian aircraft, fortunately without loss of life. Her crew were shipped out by HMS *Hostile* and landed at Marseilles.

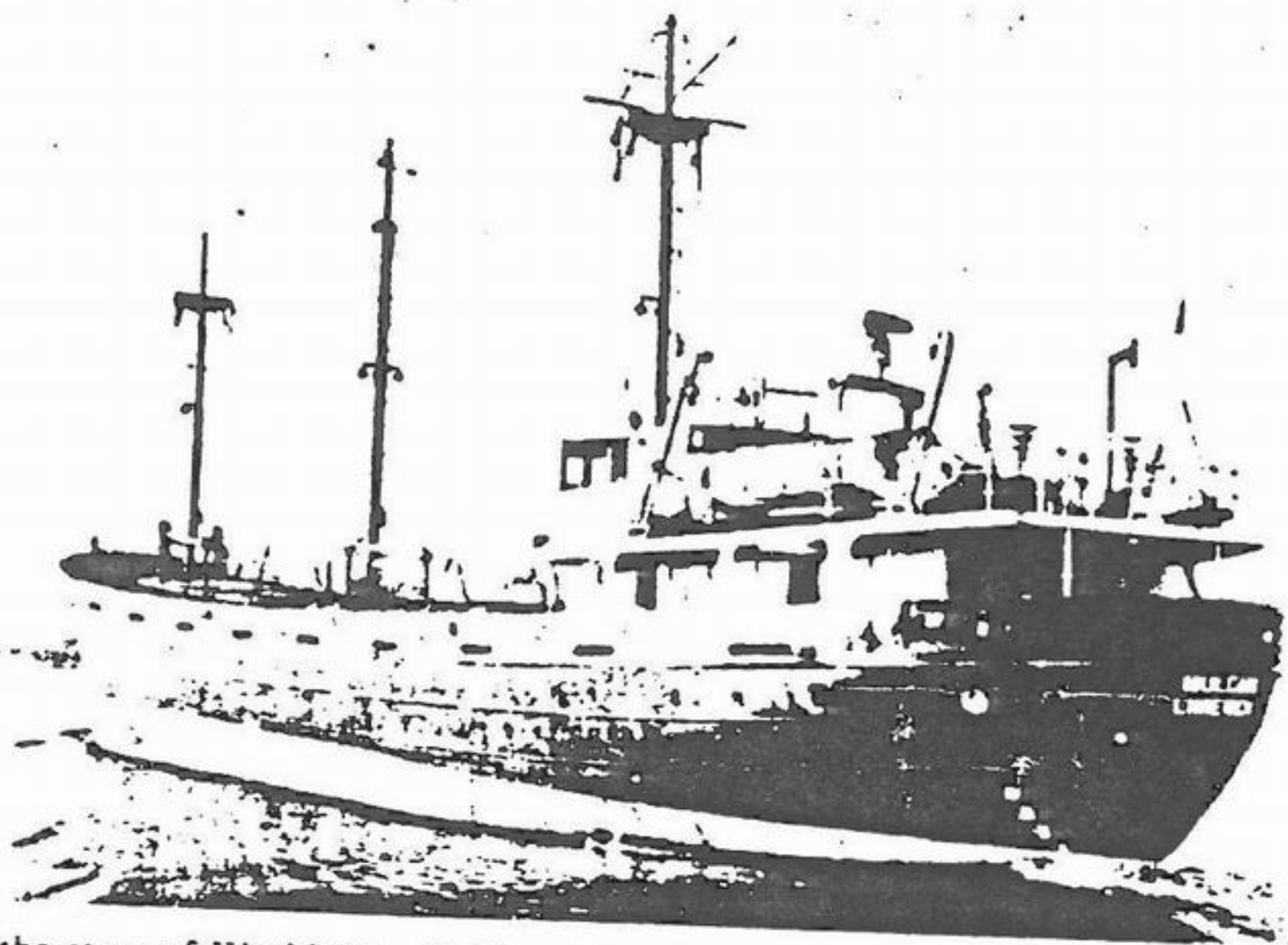
(To be concluded in next issue)

SHIPS MONTHLY

Limerick Steam



*Part two
of a history
of the Limerick
Steamship Co
1893-1970
by R. J. Scott*



At the start of World War II Limerick's fleet totalled seven seagoing steamers and one estuary trader. The few merchant ships that were available under the Eire tricolour were soon to assume a role of national importance. The situation had reached almost crisis proportions when the Government moved in March, 1941, to form Irish Shipping Ltd to purchase or charter anything that could be found by way of deep-sea tonnage in a bleak secondhand market. Limerick S.S. was appointed as one of the three managing companies, the others being Palgrave Murphy Ltd and Wexford S.S. Co. Three steamers were assigned to Limerick — the *Irish Poplar* (the first unit of the I.S.L. fleet), *Irish Pine*, and *Irish Oak*. The *Irish Pine* fell victim to a U-boat off the US coast in November 1942, with the loss of all 33 hands, whilst the *Irish Oak* fell to another German torpedo in May, 1943.

In the meantime, Limerick S.S. had more than its share of misfortune with its own vessels. January, 1940, saw the ill-afforded losses of the *Maigue* (456 gross), and *Rynanna* (1,299 gross). The former struck a rock near Cape Clear and was beached in a sinking condition to be declared beyond repair. She was subsequently broken up at Dublin. The Goodwin Sands claimed the *Rynanna*, a very serious loss at that time as she had a deadweight capacity of 1,750 tons. Later events were to see smaller Irish vessels, including schooners, ranging far beyond their usual waters to bring home vital supplies. By

September the familiar old *Luimneach* had met her end in the Bay of Biscay homeward bound from Huelva. She was sunk by U-boat gunfire though, happily, her crew was picked up by fishing boats and landed at San Sebastian. *Kyleclare* in July rescued 52 crew of the *Clan Menzies* which was torpedoed west of the Mayo coast. The exercise was repeated by *Lanahrone* a month later when she picked up 18 survivors of the Whitby steamer *Goathland* off Kerry. Then in May, 1941, *Kyleclare* had a narrow escape south of Waterford as a bomb bounced off her bridge to explode in the water.

In August, 1941, the sister ships *Lanahrone* and *Clonlara* formed part of the ill-fated Convoy OG71 in the Bay of Biscay. On the 19th the *Clonlara* picked up 13 survivors from the Glasgow steamer *Alva* only to be torpedoed herself three days later with the loss of 11 men including Captain Reynolds. *Lanahrone* came through safely. Not long after this Irish vessels opted to sail alone out of convoy, though losses continued. In June, 1942, *Lanahrone* was in trouble on passage from Swansea to Lisbon when she grounded on the Saltees off South Wexford. She was refloated and towed to Waterford by the collier *First* (then a salvage vessel) where she discharged her cargo of coal — an unexpected windfall for the depleted stocks of the Great Southern Railways! The little *Kyleclare*, designed for short sea routes and far away Ballina, was also on the Lisbon run. In February, 1943, she too fell

Opposite top — Dundee-built in 1932, the Kyleclare fell victim to a U-boat in February, 1943.

Opposite bottom — The motor vessel Mulcair, built in Holland in 1958, was the last vessel to be disposed of, being sold in 1971 to Greenore Ferries.

Right — The steamer Monaleen, built 1919, was acquired in 1943. She is seen here in wartime neutral colours. (Author's photographs)



victim to a U-boat and sank with all 18 hands just two days out on a homeward passage alone.

Unlike the situation in the 1914-18 war the company did not have the opportunity of adding to its fleet, or even replacing losses fully. Only one vessel became available, the Panamanian *Gaizka* (637 gross) which became *Monaleen* in 1943. She was the second steamer of this name to be registered at Limerick. (The first was owned by J. N. Russell and sold in 1918 to become the *Fastnet* of Clyde Shipping). Early in 1944 she served on the route to Lisbon until the withdrawal of navicerts — (Admiralty clearances) — because of security precautions prior to D-Day, and she then switched to cross-channel coal into Dublin.

About this time *Lanahrone* made a transatlantic voyage to Saint John N.B. to load wheat, and this, together with her recent sorties to West Africa were something her Dundee builders did not have in mind back in 1928. She always had the reputation of being a strong, able seaboat and soon she was to be the sole survivor of the popular Limerick quartet supplied from that yard in 1926-32. Off the Irish SE coast in October, 1945, she was again in the news when she stood by the disabled RN submarine *Universal* all night pending the arrival of a warship next morning.

Less than a year after the war *Moyalla*, now back in her home trade, was bound into Galway in bad February visibility. She had the misfortune to ground on the Margareta Rocks only three miles from her destination. Bad weather countered weeks of salvage work and *Moyalla's* career was ended. To replace her the company moved in July, 1946, to acquire the *Sussexbrook* (979 gross) originally the Dutch *Stad Schiedam*. Renamed *Kilfenora*, she was much larger than *Moyalla* at 1,480 tons deadweight and 2ft deeper winter draft of 14ft 9in. Furthermore, she was not fitted for cattle-carrying, but she gave seven years' Limerick service before her sale to Bombay in 1953.

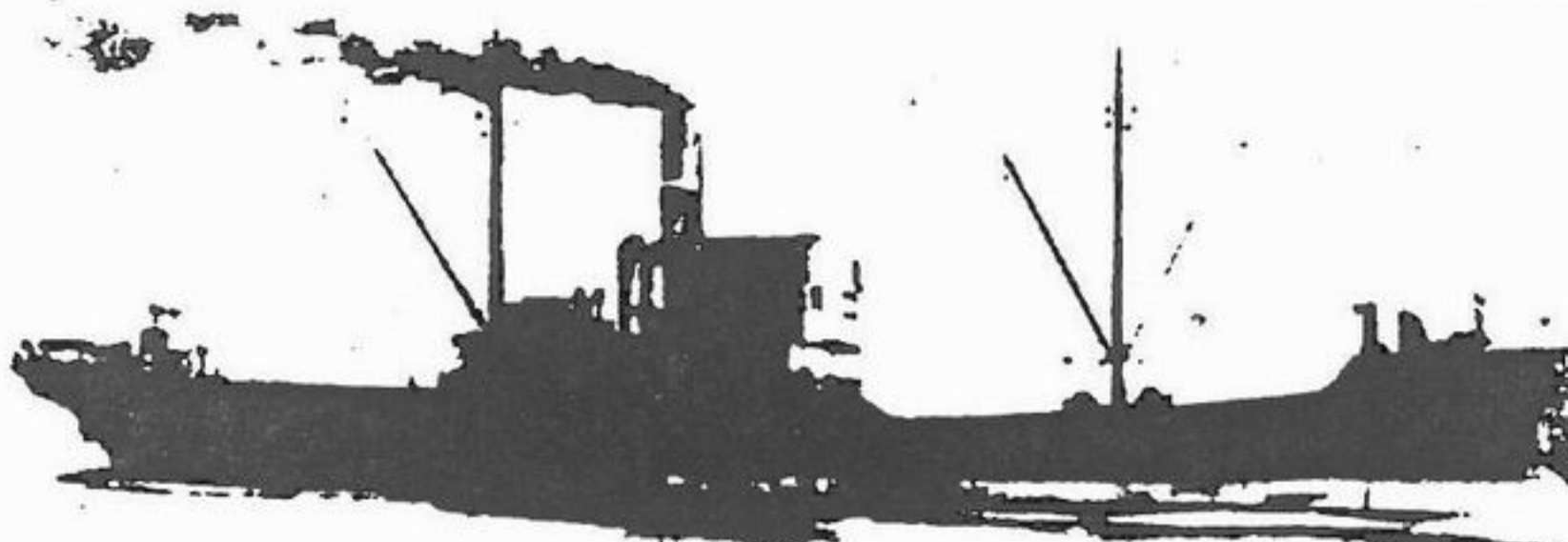
The next acquisition was well known to the Shannon before 1939 when the Clyde Shipping Co ran a cargo service between Limerick and Glasgow with the *Aranmore* (1,135 gross). Built at Leith in 1920 she was very close to *Lanahrone* in dimensions

and, in May, 1949, became the *Clarina* for the company's cargo-cattle trade to Liverpool. In August the *Lanahrone* was involved in an aviation disaster when she picked up five bodies from a Trans Ocean Skymaster that had crashed in Galway Bay.

The following year saw the last purchase of a steamer, the former Great Eastern Railways' *Felixstowe* (905 gross) which was renamed *Kylemore*, and refitted to take cattle. *Monaleen* was sold to Dublin breakers and that left the fleet down to just four steamers, the coal-fired *Kilfenora* and *Clarina* and the oil-fired *Lanahrone* and *Kylemore*. The end of 1950 therefore, might well be taken as the last of the "old" Limerick S.S. in its traditional form. Within months the first sea-going motorship was purchased, the rather unorthodox-looking *Peterjon* which was formerly an R.N. trawler built 1941 and converted at Beverley, Yorkshire, in 1947. She became the *Plassy* with a deadweight of 690 tons on 12ft 9in draft. Her Limerick career lasted nine years. On 8th March, 1960, on passage from Liverpool to Galway she encountered bad weather approaching South Sound between Inisheer and the Clare coast. She struck the Finnis Rock and went ashore on the island. Her crew were rescued by breeches buoy and to this day her rusting hulk can still be seen on the rock-bound shore.

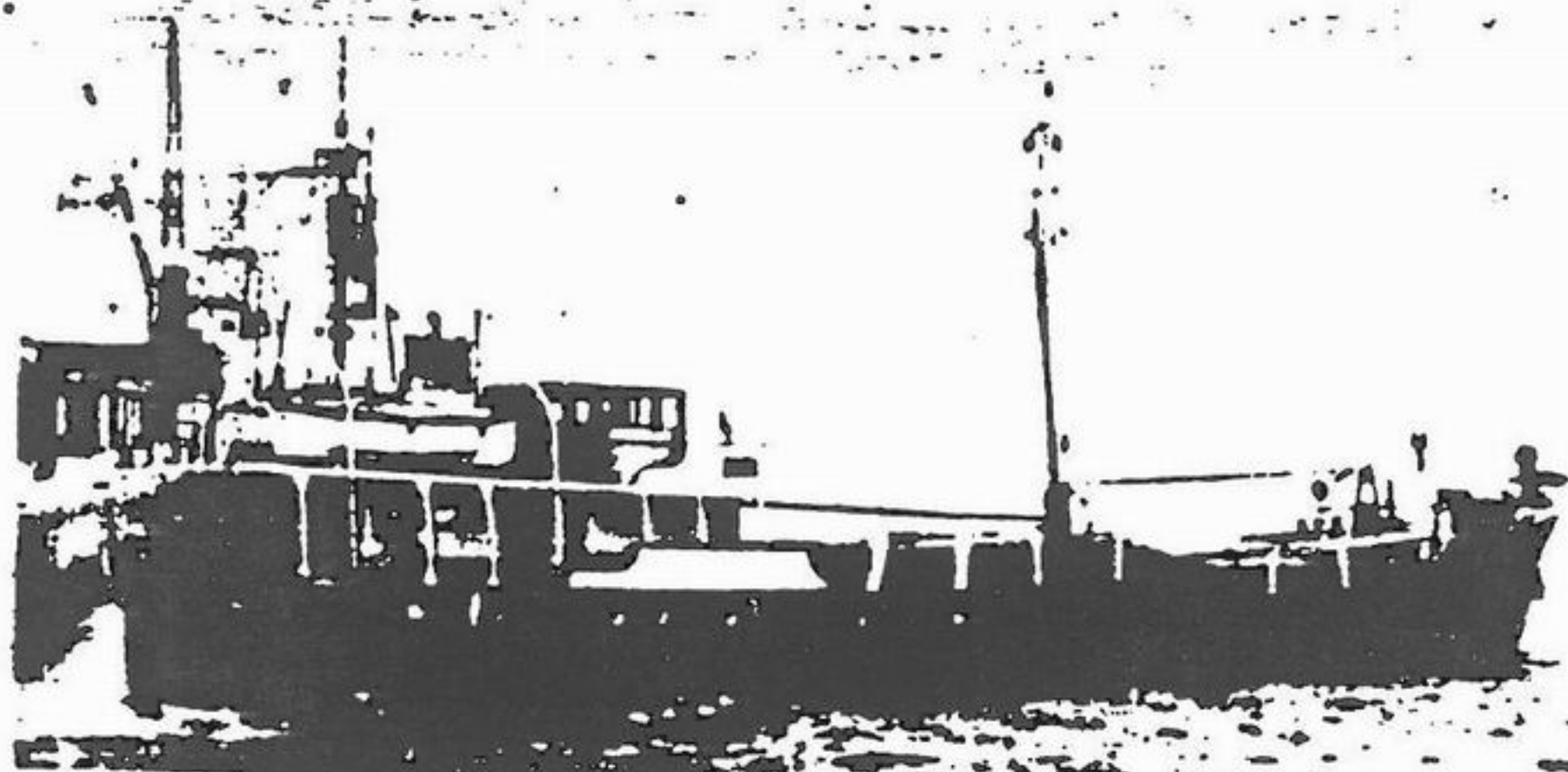
The *Plassy* acquisition in 1951 was followed by seven more motorships up to 1964 when the *Shannon* (596 gross) was launched at Hoogezand to become the final unit of the fleet. In the meantime the company disposed of its four steamers which had become outdated in their trades, after more than 30 years' service. It is interesting now to recall that the *Clarina*, for example, burned 16½ tons of coal daily, maintaining 10 knots laden. *Shannon* could make 11½ knots on 3½ tons of diesel, loading the same cargo but with 2ft 9in less draft.

Two more serious casualties were to occur before the company's finalé. On 6th October, 1963, by a peculiar twist of fate, two Limerick vessels, *Mulcair* (500 gross) and *Oranmore* (472 gross), were in collision off Cape Clear with the loss of one man from the latter. Then, in February, 1970, *Oranmore* ran into heavy weather on passage from Galway to Liverpool. Just south of the Shannon Estuary she suffered an engine



The *Kilfenora*, built 1919, was acquired in 1946 and sold to Indian owners in 1953.

The motor vessel *Galtee*, built 1939, was acquired in 1952. She was sold in 1961 to Italian owners.



breakdown forcing her to anchor off Banna Strand where she dragged ashore. In answer to her call the *Valentia* lifeboat took off her crew but, unfortunately, one man died in the process. Ten days later she was refloated and towed by the Dutch tug *Friesland* to Cork for repairs. Shortly afterwards *Oranmore* went to William Coe and was renamed *Redthorn*.

With the advance of containerisation to Irish east and south-east coast ports the viability of traditional general cargo services to the west coast was eroded. The day of the road juggernaut had well and truly arrived. Today, for better or worse, they seem to stretch in thundering scores all the way from Dublin to Limerick.

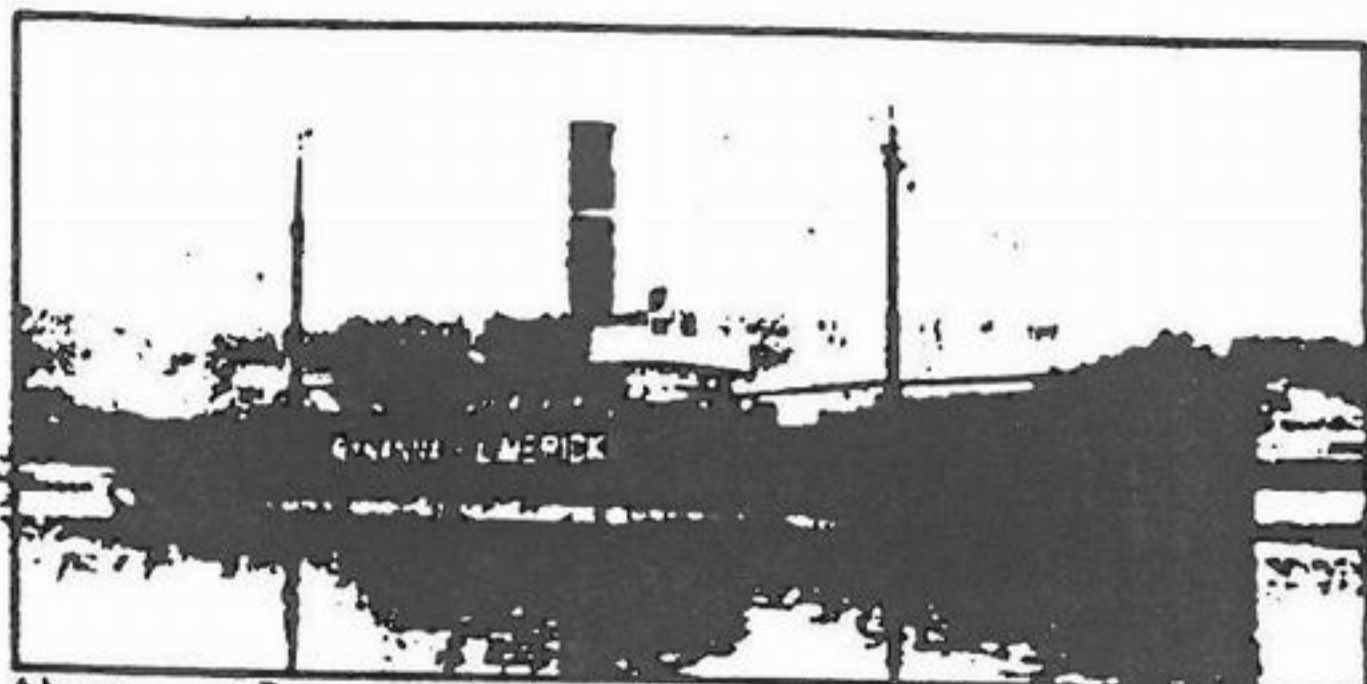
In May, 1969, Limerick S.S. with its subsidiary Shannon Travel amalgamated with Palgrave Murphy Ltd of Dublin to become Hibernian Transport. Inside seven months the very core of the old traditional company, the Limerick — Liverpool service, was withdrawn. Then followed a complex series of events which saw the group go into liquidation by the end of 1970. This was the sad end of "Limerick Steam" as it was affectionately known on the Shannon Estuary for three quarters of a century. The familiar red-white banded funnels are gone and the only visible trace of this local history is in the weather bleached letters of the company's name still evident on a couple of Limerick dockside buildings.
(Fleet List published next issue)

Limerick Steamship Co

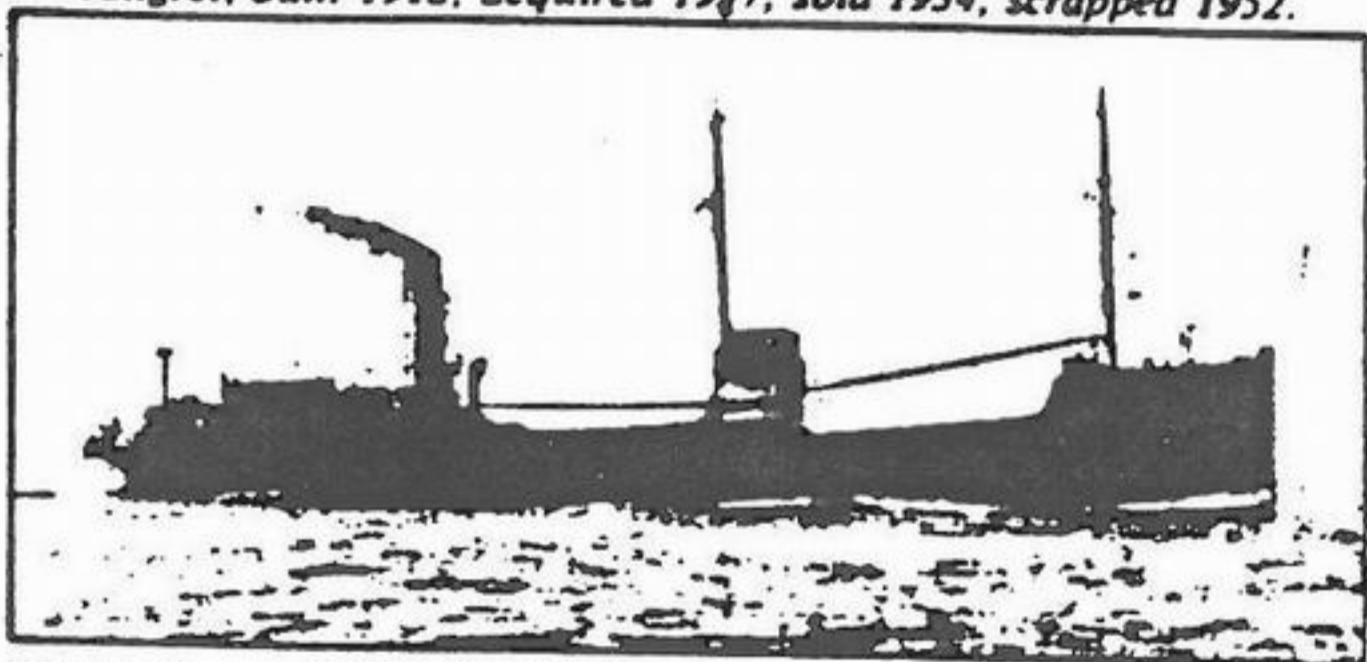
Fleet List

compiled by R. J. Scott*

Name	Gross tons	Built	Service period	Notes
<i>Ardnamult</i>	1,123	N. Shields, 1883	1893-1904	Built for Waterford S.S. Collision loss 1904.
<i>Kincora</i>	944	Newcastle, 1895	1895-1901	Collision loss with <i>Oceanic</i> 1901.
<i>Gypsy</i>	634	Workington, 1899	1899-1910	Sold Stewart & Fulton, Glasgow 1910.
<i>Newport</i>	64	Beverley, 1897	1900-1914	Sold Ensor, Cobh 1914. Broken up 1929.
<i>Thomond</i>	127	Hoogezand, 1900	1900-11	Sold Milford 1911.
<i>Sinainn</i>	971	Troon, 1901	1901-14	Detained Hamburg 1914. Lost 1916.
<i>Wylam</i>	844	Sunderland, 1888	1903-11	ex- <i>Zorriza</i> . Sold Italy 1911.
<i>Doonass</i>	903	Dundee, 1897	1907-15	ex- <i>Whimbrel</i> . Sold Edinburgh 1915. Later <i>Audierne</i> , <i>Teelin Head</i> , <i>City of Bremen</i> . War loss June, 1942.
<i>Shannon (I)</i>	267	Belfast, 1892	1907-18	Paddle steamer built for Waterford S.S. Sold Greece 1918.
<i>Tervoe</i>	1,400	Tyne, 1899	1911-16	ex- <i>Jabiru</i> . Sold London 1916.
<i>Flying Huntsman</i>	521	S. Shields, 1881	1911-12	Paddle tug-passenger. Built for Clyde Shipping. Sold France 1912.
<i>Adare</i>	890	Sunderland, 1890	1913-15	ex- <i>Taff</i> . Sold Edinburgh 1915, renamed <i>Auriac</i> .
<i>Flesk (m/v)</i>	118	Antwerp, 1910	1913-30s	ex- <i>Hollandia</i> . Tralee trade.
<i>Cratloe</i>	992	Greenock, 1904	1915-16	ex- <i>Wellpark</i> . Sold Edinburgh 1916, renamed <i>A vessac</i> .
<i>Aylevarroo</i>	908	Newcastle, 1907	1915-17	ex- <i>Lillie</i> . War loss Sept, 1917.
<i>Oola</i>	2,494	Sunderland, 1891	1915-16	ex- <i>Highlander</i> . War loss Oct, 1916.
<i>Coonagh</i>	1,412	Middlesbrough, 1904	1915-17	ex- <i>Almagro</i> . War loss March, 1917.
<i>Kinvarra</i>	1,424	Barrow, 1894	1915-16	ex- <i>Lady Wolseley</i> . sold Newcastle 1916.
<i>Islandmore</i>	3,046	Port Glasgow, 1909	1916-17	ex- <i>Kylemhor</i> . War loss June, 1917.



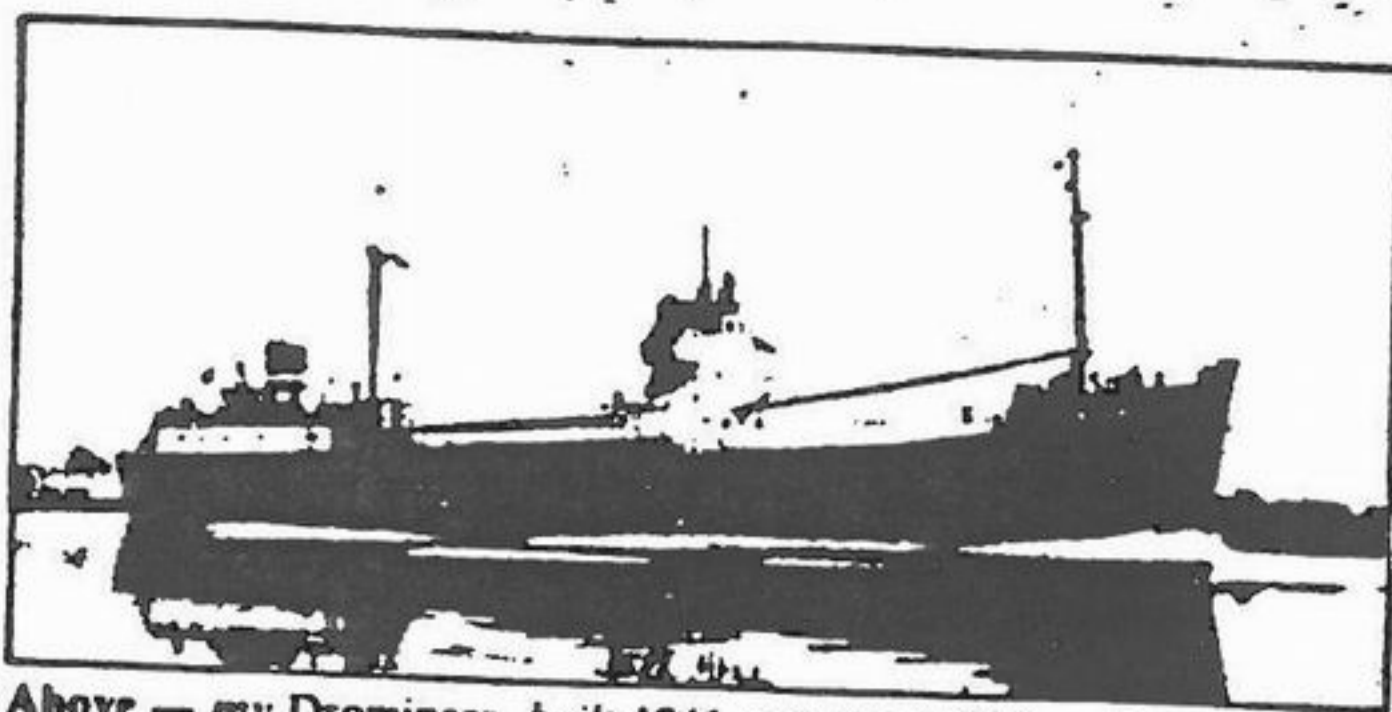
Above — ss Rynanna, built 1909, acquired 1937, lost 1940. Below — ss Mungret, built 1912, acquired 1917, sold 1934, scrapped 1952.



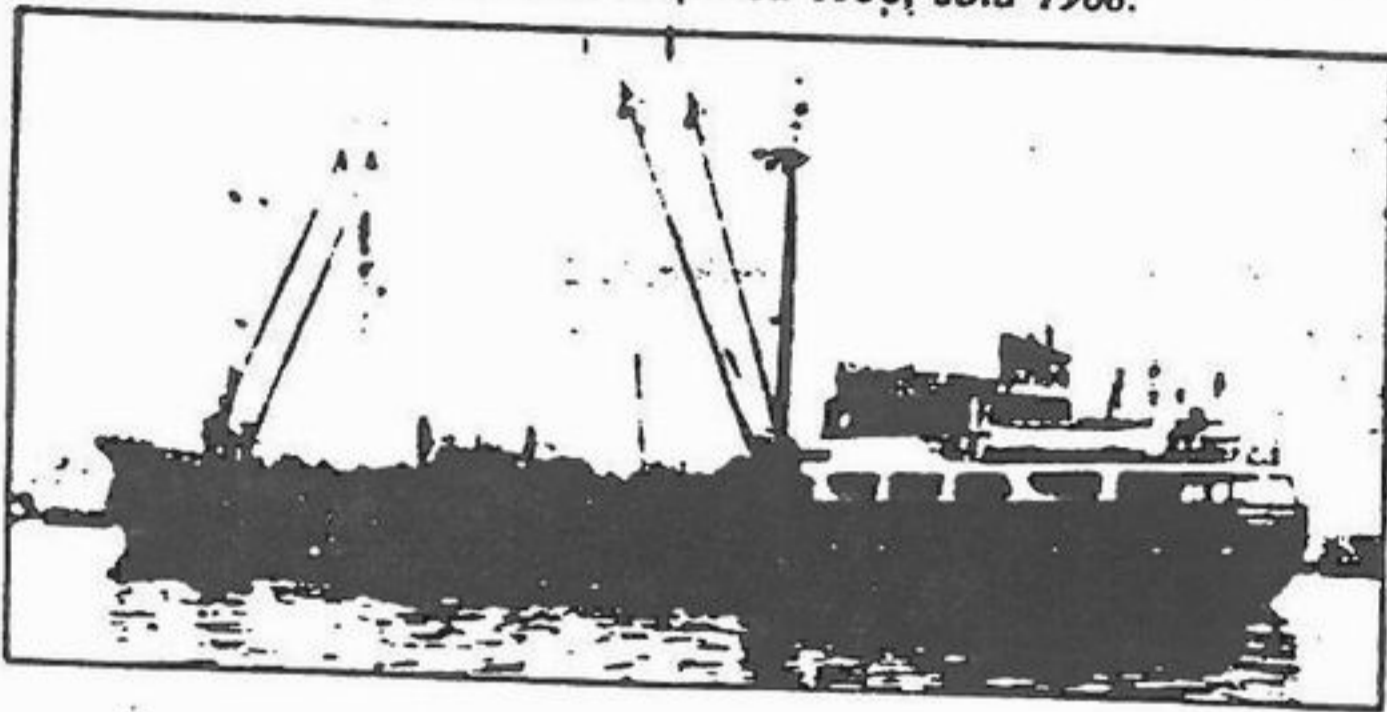
<i>Claddagh</i>	640	Middlesbrough, 1907	1916-18	ex- <i>Wirral Coast</i> . Sold Cork 1918.
<i>Aughinish</i>	3,116	Port Glasgow, 1909	1916-19	ex- <i>Bright Wings</i> . Sold Melbourne. Renamed <i>Iron Prince</i> .
<i>Scarlet Tower</i>	3,187	Port Glasgow, 1910	1916-19	ex- <i>Nigretia</i> . Sold Norway. Renamed <i>Torlak Scoglund</i> .
<i>Kilbaha</i>	3,139	Port Glasgow, 1911	1917-19	ex- <i>Emerald Wings</i> . Sold Melbourne. Renamed <i>Iron Baron</i> .
<i>Mungret</i>	515	Dublin, 1912	1917-34	ex- <i>Sligo</i> . Sold Glasgow 1934, renamed <i>Nugget</i> .
<i>Glenomera</i>	2,017	Glasgow, 1910	1918-19	ex- <i>Kulambangra</i> . Sold London 1919.
<i>Tarbert</i>	1,696	Glasgow, 1882	1919-19	ex- <i>Nero</i> . Collision loss Dec, 1919.



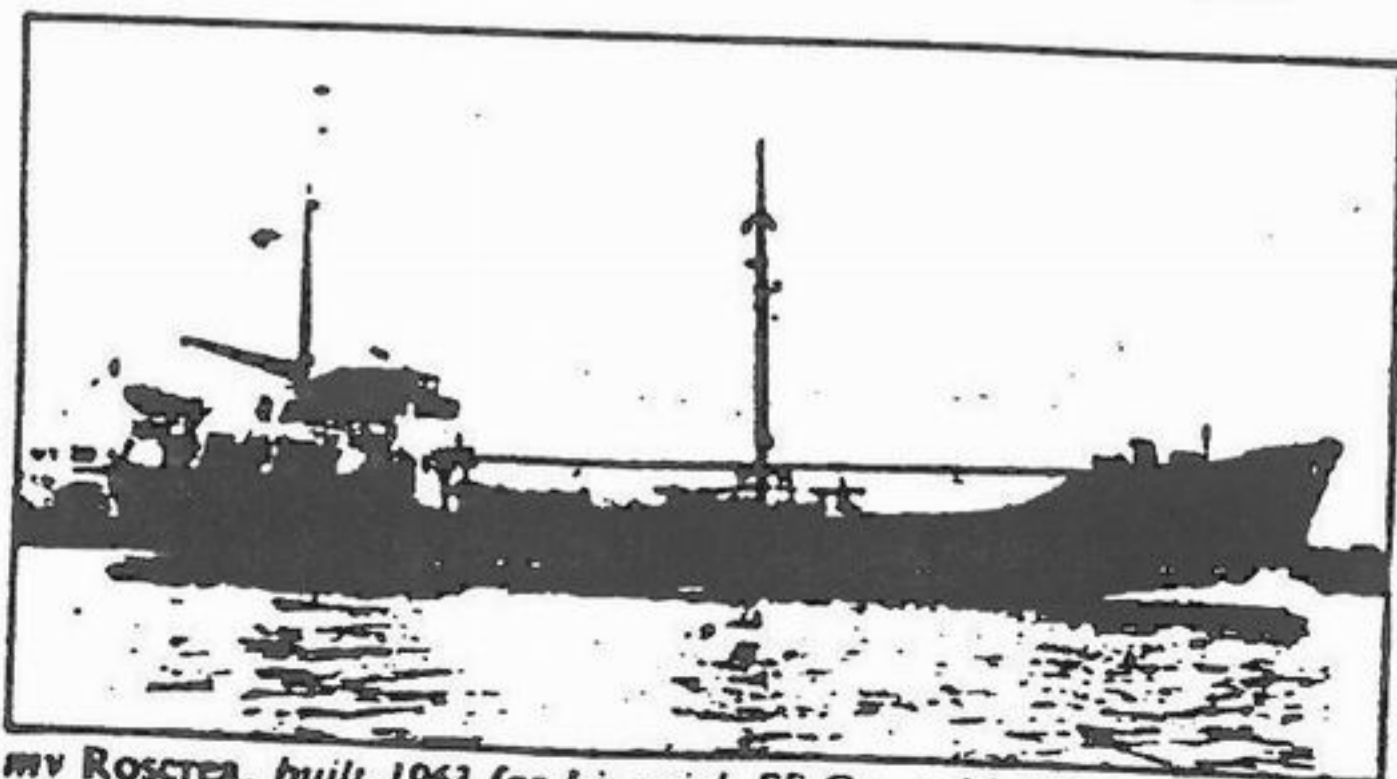
ss Mague, built 1904, acquired 1919, scrapped 1940 after stranding. (Author's photographs)



Above — mv Dromineer, built 1946, acquired 1959, sold 1964. Below — mv Derrynane, built 1950, acquired 1956, sold 1968.



<i>Inishbofin</i>	3,042	Glasgow, 1888	1919-23	ex- <i>Traveller</i> . Sold Germany 1923.
<i>Foynes</i>	803	Goole, 1916	1919-39	ex-Q-Ship <i>Privet</i> , ex- <i>Island Queen</i> . War loss 1939.
<i>Knockferna</i>	5,285	Glasgow, 1919	1919-35	Sold Greece 1935, renamed <i>Aegeon</i> . War loss April, 1941.
<i>Maigue</i>	456	Dundee, 1904	1919-40	ex- <i>Lady Anstruther</i> . Stranded Cape Clear 1940. Broken up Dublin.
<i>Glenstal</i>	3,078	Dublin, 1920	1920-20	Sold Australia 1920, renamed <i>Aldinga</i> . As <i>Natal Coast</i> lost 1954.
<i>Cahiracon</i>	1,871	Thornaby, 1902	1920-24	ex- <i>Cid</i> ex- <i>Dee</i> . Sold Glasgow 1924, renamed <i>Gartmore</i> .



mv Roscrea, built 1963 for Limerick SS Co, sold 1964.

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<i>Kilcloher</i>	670	Goole, 1912	1920-28	ex- <i>Channel Queen</i> . Sold London 1928, renamed <i>Baynain</i> .
<i>Kilcredane</i>	6,180	Newcastle, 1911	1922-31	ex- <i>Mogileff</i> . Sold Norway 1931.
<i>Luimneach</i>	1,074	Tyne, 1915	1922-40	ex- <i>Fairfield</i> . Sunk Zeebrugge World War I and later raised. War loss Sept, 1940.
<i>Dingle (m/v)</i>	129	Dundee, 1916	1922-48	Government 'X' barge. Estuary trader. sold 1948 to Kilrush.
<i>Connemara</i>	452	Inverness, 1921	1924-28	ex- <i>Udny Castle</i> . Sold France 1928, renamed <i>Saint Malo</i> . Sunk Feb, 1929.
<i>Clounanna</i>	976	Dundee, 1896	1924-29	ex- <i>Rotterdam</i> . Broken up Alloa 1929.
<i>Clonlara</i>	1,203	Dundee, 1926	1926-41	War loss Aug, 1941.
<i>Moyalla</i>	642	Dundee, 1927	1927-46	Wrecked Galway Bay, Feb, 1946.
<i>Lanahrone</i>	1,221	Dundee, 1928	1928-59	Broken up Holland 1959.
<i>Kyleclare</i>	700	Dundee, 1932	1932-43	War loss Feb, 1943.
<i>Rynanna</i>	1,299	Sunderland, 1909	1937-40	Lost on Goodwins Jan, 1940, ex- <i>Therese</i> .
<i>Monaleen</i>	633	Tees, 1919	1943-50	Broken-up Dublin 1950, ex- <i>Gaizka</i> .
<i>Kilfenora</i>	979	Flensburg, 1920	1946-53	ex- <i>Sussexbrook</i> . Sold Bombay 1953.
<i>Clarina</i>	1,135	Leith, 1920	1949-56	ex- <i>Aranmore</i> . Broken up Holland 1956.
<i>Kylemore</i>	905	Leith, 1919	1950-57	ex- <i>Felixstowe</i> . Broken up Holland 1957.
<i>Plassy (m/v)</i>	585	Beverley, 1941	1951-60	ex- <i>Peterjon</i> . Wrecked Inisheer Mar, 1960.
<i>Galtee (m/v)</i>	369	Foxhol, 1939	1952-61	ex- <i>Marton</i> . Sold Italy 1961.
<i>Derrynane (m/v)</i>	486	Westerbroek, 1950	1956-68	ex- <i>Rhetais</i> . Sold Greece 1968.
<i>Mulcair (m/v)</i>	500	Hoogezand, 1958	1958-70	Sold 1971 to Greenore Ferries.
<i>Dromineer (m/v)</i>	857	Burntisland, 1946	1959-64	ex- <i>Knebworth</i> . Sold Canada 1964, renamed <i>Redthorn</i> .
<i>Oranmore (m/v)</i>	472	Hoogezand, 1962	1962-70	Sold 1970, renamed <i>Redthorn</i> .
<i>Roscrea (m/v)</i>	443	Hoogezand, 1963	1963-64	Sold Aberdeen 1964, renamed <i>Torquay</i> .
<i>Shannon (m/v)</i>	596	Hoogezand, 1964	1964-70	Sold 1970, renamed <i>Lady Sophia</i> .

*Mr Scott's history of the Limerick Steamship Co was published in March and April issues of 'Ships Monthly'.