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CONSIDERATIONS

ON THE

NECESSITY AND IMPORTANCE

OF AN

ASYLUM PORT

IN

THE BAY OF DUBLIN:

INCLUDING

REMARKS ON THE HARBOUR

ERECTING AT

HOWTH;

AND THAT

(WHICH IS THE OBJECT OF VARIOUS PETITIONS)

PROPOSED FOR

DUNLEARY.

BY A SEAMAN.

DUBLIN:

PRINTED BY J. AND J. CARRICK, 29, BACHELOR'S-WALK,
FOR THE AUTHOR:

1811,

CONSULDERATIONS
OF THE
NECESSITY AND IMPORTANCE
OF A
NAVY PORT

BY the annexed Map, the reader will perceive the decided advantage which the Harbour at Dunleary must have over any that could be built elsewhere in the Bay of Dublin. There will be depth of water from seventeen to twelve feet along-side of the quay, at low-water spring tides, with a sandy bottom; a sandy bay at the head of the harbour, dry at low-water, where the tide rises and falls twelve feet spring-tide; the entrance between the pier-heads one thousand feet, sufficient for a frigate to enter in any weather. By attending to the points of the compass on which the intended pier is to be erected, it will be perceived that it will afford complete shelter for a vessel from those heavy seas which roll into the Bay of Dublin between the Baily on Howth and the North end of the Kish. So that with the wind N. E. (North about) to South East, that harbour will be sheltered by the coast forming the Bay of Dublin, from the Baily on Howth to Dalkey-Point.

DUNLEARY
BY A BRAMAN

The Light-House on the Pier-Head is to be on a revolving principle, shewing a green light, which no mariner can mistake for any other.

DUBLIN
PRINTED BY J. CARRICK, OPPOSITE THE BARRACKS, AND BY J. HARRIS, IN THE MARKET PLACE.
1811

TO THE
NOBLEMEN AND GENTLEMEN
OF THE
CORPORATION FOR IMPROVING AND
PRESERVING THE PORT AND
HARBOUR OF DUBLIN,

AND THE
GENTLEMEN

OF THE
RATHDOWN ASSOCIATION,

THESE REMARKS

ON THE
NECESSITY AND IMPORTANCE

OF AN
HARBOUR IN THE BAY OF DUBLIN,

ARE, WITH ALL DUE RESPECT,

DEDICATED

BY THE AUTHOR.

TO THE

NOBLEMEN AND GENTLEMEN

OF THE

CORPORATION FOR IMPROVING AND
PRESERVING THE PORT AND
HARBOUR OF DUBLIN

GENTLEMEN

ASSOCIATION

NECESSITY AND IMPORTANCE

OF AN

HARBOUR IN THE BAY OF DUBLIN

AND WITH ALL THE RESPECTS

EDUCATED

BY THE AUTHOR

Houses of the Oireachtas

INTRODUCTION.

WHATEVER apology may be necessary for the manner in which I have treated the subject of the following sheets, there is, I conceive, none due for the introduction of the subject itself. It imperiously fastens itself on the mind of every man who has either common sense or humanity. Its vital importance to the Irish trade, and especially to the interests of Dublin, to be acknowledged needs but be mentioned. With regard to humanity, the rescuing hundreds of the most useful of our fellow-creatures annually from the jaws of death, I have not any thing to say;—if there are beings whose hearts are callous to such a theme, to them I wish not to address myself.

But hearing, as I have done repeatedly, most persons anxious to gain information on the subject; and finding most of those who pretended to be oracles of wisdom on it, knew little or nothing about the matter, I have been induced (Heaven knows not

from the idle vanity of commencing author) to utter a warning voice from the Irish press, which, if properly attended to, may save some public money—and many, many valuable lives.


When I say that I have some knowledge which bears immediately on the proper scite for erecting a **LIFE-SAVING HARBOUR** in the Bay of Dublin, I am no braggart. I must have been an idiot indeed, to have passed more than thirty years of my life in nautical pursuits, and now remain totally ignorant of such matters.

I believe I have advanced nothing in the following pages which I have not substantiated, or cannot prove. And as for style, arrangement, &c. before the critic begins to snarl at me as an author, let him refute me as a seaman.

CONSIDERATIONS

ON THE

BAY OF DUBLIN.



SCARCELY can a subject be imagined of more vital importance to the British empire (of which Ireland now forms so essential a part) than a safe and commodious harbour in the Bay of Dublin. To this country it is the grand desideratum in her commerce, her wealth, and the lives of her inhabitants. Blest with one of the finest bays in Europe, Ireland has still to lament, that from a number of circumstances, most of which might be counteracted by art and attention, the approach to her capital by sea should be dangerous in the extreme. It is a melancholy fact, that there is scarcely an Irish family but which has had to lament the loss of a beloved relative in the passage between this country and England. The evil has been and is universally felt. The remedies proposed have all hitherto proved abortive. It is

the object of the following pages to examine how far that failure has arisen from insurmountable natural impediment—how far from the adoption of improper plans and the choice of improper places for the erection of an harbour—how far from the incapacity, or INTERESTED VIEWS of those who have hitherto attempted it. I write not for fame, but utility. It is my aim rather to be understood than admired. To elegance in composition I aspire not: but I have had some nautical experience; I hope I possess common sense; and am capable of its application, conjoined with that experience, to the subject before me. And as for common honesty, I have no occasion on this theme to make it my boast: I have no interest whatever in an harbour being erected on one spot of the Bay more than on another—further than the interest I feel in the lives of my fellow creatures, and that concern which it is the duty of every man to take in the well being of the country wherein he lives.

There is nothing so fatally destructive in the erection of public works, as the exertion of private interest to turn them to INDIVIDUAL ADVANTAGE. It is that which produces the infernal system of JOBBING, which either mars the progress or prevents the adoption of the wisest plans for public utility. One lordly landholder has an estate which will be increased ten-fold in value by public erections thereon (which erections would, if made in another place, exceed all calculation as to

public benefit). Another person is proprietor of unlet houses that are tumbling down for want of inhabitants. Both have interest in parliament. They club their wits—not for public utility; but private emolument. “ You support the public erections on my lands—I will support the plan of a road by your houses.” Their next object is to find some needy unprincipled man of merit, to draw plans; and perhaps another who can write them into something like probability, By every artifice they draw over to their scheme as many of the public functionaries having aught to do with the business as they can; deceive, hoodwink, and cajole those whom interest will not sway or bribery corrupt; the business is prepared without the walls of parliament; and finally carried within.—The property of the contracting parties is almost miraculously improved; their agents are honorably rewarded:—but is not the whole a JOB?—and who suffers by it?—A ready, and true answer already arises in the mind of the reader—“ THE PUBLIC.”

Fatally for the interests of Ireland, she has been more subject to this nefarious traffic than almost any country in Europe. Perhaps the evils resulting from such a system ought to be borne, as a just punishment, by those who have permitted themselves to be so deceived. I shall not stop to determine the matter. Allow me but one excep-

tion: I say nothing of the misapplication of the public money; but I enter my most solemn protest against those schemes (whether mercenary or romantic, or both) which endanger **THE LIFE OF THE SUBJECT.**

Now in whatever light we view the erections at Howth—whether the plan for establishing the harbour there originated in a scheme for improving contiguous lands—a joint mercenary speculation or only in pure, sheer, inveterate ignorance of nautical affairs; it ought to be opposed by every lover of humanity in exact proportion as it endangers the life of the mariner, by holding out delusive hopes of safety; and which cannot (in more than ten instances out of an hundred!) be realized, from the situation of the place. Before I mention any of the mighty and incalculable advantages which the liberal hand of nature has attached to Dunleary, it shall be my aim to prove this. If I succeed, the erections at Howth must appear, in the eye of every honest impartial man, a wanton waste of the public money. If I fail, the discomfiture will be all my own; and, by way of atonement for my transgression, I will heartily wish success to the harbour at that place.

When I first heard of the Howth plan, the whole struck me as big with absurdity; and I thought it a lavish and wanton expenditure of public money, which might have been much better applied else-

where: but when the alarming instances of the loss of the Princess of Wales and the Rochdale occurred, all the feelings of the sailor (and that a sailor has feelings for his fellow-man I need not assert) were roused in alarm. I viewed the wrecks—I reviewed the Howth works—I plainly saw that *Dunleary*, and not *Howth*, was the spot on which the harbour ought to have been erected. At the period when the sea made dreadful incursions on the Howth projections*, I conversed (as I had reason to do in the course of business) with many captains of vessels, and some persons who were not altogether ignorant of maritime affairs; I was still further strengthened in my ideas of *Dunleary*; and from time to time, as leisure would permit, I committed my ideas to paper, and sent them to the public prints. By most they were inserted: but some of the editors were under too much influence to give them admittance. Written under the immediate impression of the dreadful scenes which they describe, they will far better speak what I wish to convey to the reader on the subject than the most methodized detail of the present moment. I shall quote them, with some little alteration; premising, however, that on such a subject, in papers published at different times, it is hoped that the reader will make a grain of allowance for a little tautology and want of arrangements. If these remarks are worth any thing, I

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* November, 1808.

wish to offer them, as much as possible, in their original appearance. It is very probable, that by giving the whole a new dress, I should have weakened the very points which, for the sake of humanity, I most anxiously wish to enforce. It was but recently, and at repeated solicitation, that I formed the idea of collecting the whole together into one pamphlet*.

Some apology here may also be necessary for the insertion of matter relative to the life-boats; but as the two subjects may be justly stiled adjuncts in nautical humanity, and as the sentences on the life-boat originally formed part of the same essay, I thought it most advisable not to separate them.

LIFE-BOATS, &c.†

There are some subjects of abuse, which from time or accident most imperiously arrest our feelings, and claim *immediate* consideration. Any

* I was the first person who made any public remarks on the causes of the shipwrecks, in the periodical prints. Shortly after an ingenious pamphlet on the affairs of the Bay made its appearance, under the title of "The Ensanguined Strand of Merrion."—The Author has done me the honor of adopting several of my ideas; I shall, in return, beg leave to quote some few of his.

† This essay first appeared in the Cyclopædian Magazine for Dec. 1807, under the head "Local Abuses."

thing which affects the life of a single citizen may surely be included in this classification. But when the lives of *numbers* are involved, it receives an additional interest in proportion as those numbers are in ratio to unity. And it must be admitted on all hands, that this interest is almost incalculably increased when the lives endangered or lost are those devoted to the national defence. Near five hundred of his Majesty's troops were lately lost on our shores! I assert, that if a proper disposition of the life-boats had existed, or been made (*even without a proper asylum port*) during the late tempest, many of those brave unfortunate men might have been saved—*with it* the entire. This is a subject, in which not to feel interested is to be criminal. Negligence, unpardonable negligence, must attach somewhere. The public *feel* it. The vital pulse of our population, from the plebean's hut up to the vice-regal palace, vibrates with one general horror at the recollection. I will, however, dismissing, as far as I am able, my own feelings on the subject, calmly point out what I conceive *ought to be done*, to prevent a similar calamity ever again happening.

Previous to entering on the subject, it may be necessary to mention the present stations of the life-boats, as that circumstance forms the basis of several of my remarks.

Present Station of the Life-Boats.

- | | |
|------------------|----------------------|
| No. 1. Clontarf. | No. 4. Pigeon-House. |
| 2. Sutton. | 5. Dunleary*. |
| 3. Sandy-Cove. | |

A life-boat, when stationed at Dunleary, is in its proper situation. There it can at all times and in all winds be usefully employed. I would propose that a commander and a crew should be appointed to each boat, to reside on the spot, from the first of October to the last day of March.

Had this been the case on the lamented occasion which gave rise to this paper, what numbers would have been saved! The unhappy sufferers knew not where they were, although so near to the shore. I have been credibly informed, by persons worthy to be believed, resident at Dunleary, that the firing of the musquetry (signals of distress) from the vessels opposite that harbour, was distinctly heard, and the flashes plainly seen on shore †. Had a life-boat and its crew been there (the one vessel was almost close to the Martello

* There was no boat stationed at Dunleary when the Rochdale and Princess of Wales were wrecked. I pointed out the neglect. My advice has been partly adopted; I therefore omit the paragraphs which originally formed this part of the essay, retaining only those which have reference to further improvement.

† . . . " On the night of the 19th of November, 1807, the Rochdale transport was driven into the Bay, by a snow

tower, and the other not more than half a mile from the shore) the vessels might have been guided in; and even if, in so doing, they had gone down, every life might have been saved. But alas! there

storm at N.E. (I have taken the liberty to correct the points of the compass for this writer. The error in a landman is very excusable). It blew nearly from the Baily of Howth to the pier at Dunleary, and whilst the vessel was driving by the pier, the inhabitants of the houses behind the pier could hear the shrieks of the despairing wretches, the reports of their muskets, and even see the fire of their discharges.

“ It was at the east side of the harbour, that the people saw and heard the certain signals of distress, and they ran round to the westward to give what assistance was in their power.

“ The first place where the people could again see the sea, was where the high road at the west entrance of the town runs close to the shore, and is protected by a parapet. Here the signals of distress were much nearer; and the people were warned, by the whizzing of the musket bullets, to lie down under the wall. As the vessel drifted to the westward, the signals failed; and all was conjecture and anxiety, ’till the morning unveiled the horrid picture.

“ Here is another case: and a man may argue, that when the flashes of the muskets were seen from the houses one hundred yards behind the pier-head, with the snow-storm driving full in the faces of the spectators, a strong light upon the pier-head would have been seen from the ship, with the snow-storm at the back of the spectator: and can there be a doubt that the captain of the transport would have run under shelter of the pier.”—(*Ensanguined Strand.*)

I quote the following paragraphs, not from the vain triumph of another person having adopted my ideas; but to shew how

was neither stationed in the first place that experience and common sense would point out as their proper depot. Surely it is high time for something to be done, when so many brave men have been sacrificed to unpardonable negligence and inattention. Humanity—gratitude to our protectors—to those who fight our battles—our duty to God—our love to our fellow-creatures—all—all alike urge the claim; a claim which I should more rejoice at being the humble instrument of establishing, than in acquiring the utmost limit of power, or soaring to the highest elevation of fame.

Even now, while I am writing on this melancholy and distressing subject, I am happily interrupted with intelligence of a petition to the Lord

far my opinion of Dunleary Harbour is supported by an intelligent and impartial writer :

“ Those who think the lives of the crews, passengers, and troops on board brigs and sloops, worth their notice, may discuss the expediency of a light-house on the pier of Dunleary. It may be objected, that such a light might be mistaken for other lights, and cause confusion. To this it may be answered, that lights can be constructed in a manner that obviates this objection. But a much stronger objection can be stated by this question, “ If such a light was necessary, would the necessity have escaped the notice of the many professional men who have looked over the Bay?” The question may be asked direct; but the answer must be conditional.—“ Perhaps they did not know—perhaps they did not care—perhaps they neither knew nor cared.—*Ibid.*”

Lieutenant being handed about for signatures, praying for the erection of a light-house on the present pier of Dunleary, to be distinguished from the light on the South-Wall, by being on a revolving principle; the lights thus appearing and disappearing to the eye of the mariner, will easily be distinguished from all others which are stationary. This will be a guide, a pilot, to ships in distress, during those dreadful winds, when Dunleary may be easily made by the assistance of such a signal. Would to God, that this measure may be first adopted! It would save more lives than all the boats put together. What may it not accomplish with their assistance?

Let any nautical man examine the Bay of Dublin, taking his anchorage the outermost in the Bay, and he will soon perceive that wind N.E. (the most dreadful in our Bay, on account of the heavy sea rolling in between Howth and the north-end of the Kish) he would soon find that Dunleary is the only place he could make. Were a mariner, in stress of weather, obliged to cut his cable, or otherwise part it, and should he have no anchor to let go, Dunleary would at all times save his life, although his vessel might be lost; and even against that loss there is every possible chance. Happy would it have been for the nation had the Rochdale and the Princess of Wales found their way into Dunleary, and not where they did! Is it not highly

probable, that they would have done so, had the regulation here proposed held out to them knowledge of the place, during their late disastrous shipwreck?

Dublin-Bay forms a most dreadful scene of horror with wind from the N. E. to S. E. in a storm. During a tempest, with the wind from the N. E. no vessel can enter the Harbour over the South-Bar, on account of the northerly course which is necessary to get round the light on the South-Wall. Every nautical man will corroborate this fact. Now when it is considered, how much nature has done for Dunleary, and what little art is required to make it a good and safe harbour, it is matter of much astonishment, that our Harbour Corporation has not long before this turned their thoughts that way, instead of attending solely to that of Howth, which, when finished, can, at best, be of little use to any but fishing-boats, and sometimes to the packets which may put in there. Would not one be almost tempted to believe, that the grand spring of action in persons who plan and advise public works in such places, was the sordid consideration of enhancing the value of contiguous lands, which may chance to be in their own possession or that of their friends? I hope, however, that the momentous subject will not remain altogether unnoticed by the descendant of an illustrious patriotic nobleman who made the shores of England his particular study. The absolute

and urgent necessity of Government issuing some peremptory and immediate orders on the subject is but too evident. Almighty God forbid that the business should be procrastinated until another troop, or troops, of our brave fellows sink into the ocean, victims to the ungrateful neglect of those, in defence of whose lives and fortunes they hazard their own existence in the field of death.

One great misfortune attending most of our public employments is, that they are seldom filled by men of merit. It is not private character, friendly or family connexion—but *knowledge in the particular science, for the exercise of which a particular public office was instituted*, that ought to be the leading motive in determining upon the individual who shall fill a public station. Character, personal situation, past services, &c. &c. &c. (although necessary adjuncts) can scarcely be dignified even with the appellation of minor considerations. But as many of our public situations are now filled, it is not merit, it is not professional skill, that obtains the appointment for the individual: it is *connexion*, and connexion only; he who has interest sufficient to procure a situation, the more unfit he is for the employment, the greater the compliment to the lady or gentleman who procures it him! They are not all sailors who wear long trowsers. It demands something more than being a mere artist to make an able and attentive servant

in any public department. What affinity can common sense point out between the professions of many persons, and the public duties which they undertake? If a man be totally incompetent to fill the situation which he holds, is it sufficient apology to the public, to say that he is needy, has sustained misfortunes, or has other claims on society? He might just as fairly plead the misfortune of having a wooden leg, as a powerful claim possessed by him to fill the office of master of the ceremonies.

Lamentable as is the fact of men creeping and wriggling themselves into situations to which they are utterly inadequate, their obstinacy and self-conceit is still more to be deplored. But this is the natural consequence of a man being placed in any situation to the duties of which he *feels* himself inadequate. He becomes obstinate in proportion to his want of knowledge; he blunders from lack of experience, and his presumption is in exact ratio with his errors. This rejection of advice *from those who could give it* is, in any public department, the most serious of evils. I mention thus much, reluctantly forced thereto by the total neglect of all that has been urged in favour of an harbour at Dunleary. It is to be hoped, however, that gentlemen will at last open their eyes to conviction; and that they will be governed by nautical men of character and probity as to what would be useful to shipping—what erections are best to

fence in the ocean—what means most eligible to remove its hidden perils—and at what points to set up signals for the sailor's course, or asylums to which he may guide his vessel amidst the tempest.

The more I have examined the harbour of Dunleary, the more I have found cause to lament that it has been so much neglected. Certainly nature has formed it for a place of shelter to the unfortunate mariner. It would be no inappropriate appellation (were it but a little improved by art) to call it "*The Seaman's Refuge.*" That a safe and good harbour might be made there (and at *comparatively* a trivial expense, is allowed by all nautical men. I hope it will be at last attempted.

I would ask, how many vessels have been remembered to have taken shelter any where else than in the Harbour of Dunleary, after having first come into the Bay of Dublin in gales of wind from N. E. to S. E.? Much has been said about Sandy-Cove, Dalkey-Sound, Howth-Harbour, &c. Compare the numbers of each, and there will be found twenty to one in favour of Dunleary. The principal inhabitants about the spot seem at last roused by the recent melancholy instances to a sense of the necessity of the measure I have alluded to; and from superior authority the prayer of their petition will doubtless receive due attention.

In a heavy gale from the N. E. on the 11th ult.* the life-boat at Bullock did its duty, and much praise is due to the crew of that boat, for saving the lives of the captain and crew of the brig Olympus: she was dismasted near the rocks of Bullock, the sea making free passage over her, her long-boat washed off her deck, and the pilot (a native of Bullock) swept overboard, and unfortunately drowned. On the same night, three vessels parted their cables in the Bay, and ran for Dunleary, (an harbour in its present state it is not) where they saved their lives; but the vessels almost shattered their bottoms to pieces against the stones. Another proof of the necessity of attention to Dunleary—and as strong a one of its neglect.

Let all that *can* be done at Howth be completed, it will never afford shelter to a vessel coming to Dublin, when she has once entered the Bay and doubled the Headlands, with the wind from West northerly to South eastwardly. I admit, that from S. E. to W. shelter may be found on the E. N. E. and N. W. side of Howth: but that shelter may be equally gained *now*, as when the intended harbour is *finished*. For what good purpose then is the public money expended there? !!!

Scarcely a subject of more interest can present itself to the enquiring mind of the Irish nation

* This appeared in the Cyclopædian Magazine for March, 1808.

than the improvement of the Harbour of Dublin. It has engaged the attention of many. Some with motives governed by their friends, connexions, residence—more by self-interest alone—few, if any, by public good. Its improvement is a public measure: the plan adopted should be bottomed on the public good alone. A board, a corporation, any instituted body, combining other pursuits, (however respectable the characters which compose it) is not equal to the magnitude of the object. Interests will clash—opinions vary—nothing stable, great, effective, can be expected. It is the business of the Supreme Government: that alone is competent to the undertaking.

“ The shemists of harbour-mongers have indeed been ably exposed in a well written satire lately published*.—Yes, a satire! and on such a subject! It was however called for—it may be salutary.—And those who have the power may now open their eyes; and mark where nature offers the means of improvement: they may, while it is granted to them that art can do much, at last be convinced of the extreme folly of warring against winds, tides, currents, rocks, shallows, and sands. The nobleman who now presides over this country possesses that inclination of mind to works of public utility which education may improve, but which it never can originally communicate: his preceptor but taught him the mathematics; he studied their

* The *Ensanguined Strand*.

application himself. I do not flatter when I assert that His Excellency possesses himself much of that knowledge necessary to determine the subject. If ever Government should, under his auspices, resume to itself this vast national object, Heaven avert that any private interest should artfully introduce itself! *The plan of success* is wanted: that which is most eligible will receive the state's approval and merit the nation's thanks.

The life of the citizen—*particularly the citizen in arms*—[the observation cannot be too often repeated] is the dearest treasure of the empire. The removal of the Bar is an object of magnitude to commerce: erecting an asylum-port is the grand concern of humanity—of national interest—of national justice. The intended light-house on the Pier-head of Dunleary, in a very few years, will save the lives of thousands: too long has it been neglected. From N. to S. E. (the points that on our shores are so fatal to mariners) a vessel in distress can always make Dunleary, when proper signals shall be erected there. Expend more thousands on Howth than there have been hundreds already lavished, the improvement will be trivial, and the utmost refuge which it can possibly afford be confined (as at present) to a very few points of the compass.

The plan of a revolving-light (distinguishing the Harbour of Dunleary to the eye of the ma-

riner from every other object) was the thought of a respectable gentleman of this city, who was very active in promoting the petition to his Excellency, for the improvement of that neglected spot. It has obtained the universal approbation of the gentlemen resident at and near Dunleary. Many of them beheld the dreadful scenes of November, 1808,—scenes that never would have been exposed to the aching eye of humanity, if a light had been erected on Dunleary Pier-head. Two hundred and eighty brave veteran troops swallowed up in a watry grave! who might now, in conjunction with their brave countrymen, have been fighting their country's battles. During the darkness of the night, amidst that dreadful storm in which the Rochdale and the Princess of Wales were lost, the commanders of those vessels were seeking Dunleary, well knowing that if they had made it, the crew and passengers would have saved their lives, although the vessels had gone to pieces.

The Harbour that should be erected in a Bay like that of the Bay of Dublin, ought to be the most to leward possible, that the formation of the coast would admit, with the wind blowing into the Bay. This is allowed by all seamen. A vessel at anchor in a gale of wind, riding bows under, parts her cable, or perhaps the sea making a passage over her, the master, for self-preservation, cuts her cable; he is at the same time not able to

get sails set, so as to turn to windward for an harbour: therefore if the harbour be to the leward, he can with ease hoist an head-sail, get his vessel before the wind and sea, and run to leward, without the risque of missing it. This being allowed, it follows, that in no part of the Bay of Dublin can a spot be found that has every suitable convenience for such an harbour, equal to the place fixed on near the present Old Pier at Dunleary.

I might safely rest the Dunleary cause on this argument alone.—But once more to Howth.

When the period arrived, that the huge pile of stone and mud which was erecting at Howth was demolished by an incursion of the sea, during some heavy gales from the east, I sat down to consider how the damage would be repaired, and what would be its value when completed. I found it to be one of those cases in which 40,000*l.* would probably be expended, in order to find out how to expend the remainder of 500,000*l.* And when all is done, there can never be more, but will every day be less than fifteen feet at low water on any part on the N. W. and S. W. side of Ireland's Eye.

I should be glad to see a permanent pier built at Howth, for the protection of small craft; for vessels of large burthen it never can be of any utility. Supposing the intended pier complete; in a gale like the last, no mariner, who knew

what he was about, would attempt the passage between the Tulloch and Carline Rocks. The reason is obvious: it is so narrow that no vessel could steer through it. Supposing a vessel, drawing sixteen feet of water, had put into this Harbour, in such a gale: would she not, at the falling of the tide, have beaten her bottom in, and filled?—*To a certainty she would.* Supposing her to draw twelve feet: could she have anchored any where in safety?—It must be allowed, that with twelve feet she would not take the ground; but would not the sea have made a passage over her? Could the crew, in such a case, have saved their lives in a boat, or by landing on the bed of rocks that form this wonderful asylum? or could they safely escape to the sands of Baldoyle?

What astonishes me is, that this life-saving spot, this safeguard to the Irish shores, never was found out by any of the mariners, so long trading to this port! and that it should at last, by a miraculous discovery, beaming in all the radiance of jobbing speculation, a mystery subsersive of every principle of reason and common sense, become supported by persons, many of whom, I believe, really feel for the distresses of the country; and yet have permitted thousands of the public money to be lavished on this idle attempt.

I have no objection to engineers exercising their talents on behalf of the bestormed mariner, to

their erecting piers in deep waters, or even to their improving landed property while they fence in the ocean (provided it is done at the expense of those to whom that property belongs). Would to Heaven that one of them would make the effort to produce an additional pier-head at Dunleary! that I would call a safe and easy retreat for distressed mariners arriving in the Bay of Dublin, with a gale from N. E. to S. E. There nature herself has liberally placed materials everlasting, such as accident could never remove; there nature is crying aloud, powerful as the stormy ocean which she would confine, for the assistance of art, to complete her work. Has not nature, for years, been working away the high bank at Dunleary? And is she not making the indenture deeper every day, pointing out an harbour to the observant eye? Why is not this noticed? Compare the number of shipping that have taken shelter in Dunleary with those at Howth, or around Ireland's Eye—and then you will see where the harbour is wanting. Has not Dunleary been shamefully neglected for many years? When the pier was first built, there were eleven feet water at low water, at the pier end: now it is dry at that time; the cause of this may be easily ascertained, and a remedy as easily applied. Remove the sand, and its future accumulation, with trivial expense, might be prevented. I cannot avoid pressing one observation on the reader's attention: at Dunleary, we have materials on the spot, which can be had, to any extent, 50 per cent. cheaper than at Howth.

Let us, however, examine how this Harbour at Howth, when complete (if it ever should be!) is to become useful to the Holyhead packets.

A packet sets out from Holyhead with wind at N.W. blowing hard. Can it make Howth on a tack? *No*. It must fall in far south of it, be that where it may! A pretty method of *expediting* the mails to the capital!! Supposing at another time it should make Dublin Bay on a tack, land the mail, and then proceed for Howth, where is the necessity of proceeding to Howth? The fact is, it appears very absurd to me to have one fixed place from whence the packets should sail, or which they should be compelled to make. They ought to have different *object points*, to suit the different courses of the elements. But confining the packets to Howth suited the locality of the projector's schemes: why not the packet remain at Howth, Dublin, or Dunleary; and from *either* of those places take in the Dublin mail, and then proceed in the usual manner? It would be easy for the superintendants of the post-office to know where the nearest packet is, and order the mail there. And if the gentlemen, merchants, &c. have their letters forwarded, I believe they would not be very solicitous about the port they sailed from.

But again,—would it not at most, if not at all times, be much easier, and I am certain much safer, for the mails to be conveyed to the Pigeon-

house or Dunleary, than to Howth? Why then send them there, where there is so much danger from the heavy N. N. E. and E. gales on account of the high and broken sea, running between Ireland's Eye and Howth? Let any of the masters of the Holyhead packets be asked, would they have considered themselves safe, if they had been off Howth in the late gales, in entering the sound of Ireland's Eye? Would they not have preferred keeping the sea? I say they would have made choice of the latter.—*I know they would.* I was lately at Howth at high-water. I then saw, what I had long wished, the passage between Ireland's Eye and Howth, in a gale from S. E. Could I have gained as much as it will cost to build the pier of that harbour, I would not on that day have entered the passage. So dreadful did it appear to me, and so impossible did I think it for any vessel to enter at that time! It may perhaps be observed that such gales happen but seldom. I grant it; but claim the privilege of observing, that when they do, some vessel must be out in them, particularly the packets which constantly sail from Holyhead, or which are to depart from this lordly projection.

Let Dunleary be examined, not by private individuals, but by the State; and it will be found that nature is there calling for assistance, and that she wants but little to render her operations complete. Let nautical men be examined on the subject, and then the information wanted will be

gained. Landsmen may be acute lawyers—honest traders—sound divines. Let them confine themselves to their briefs—their ledgers—their pulpits: what know they of maritime science? Nothing is likely to be done in Poolbeg, further than to make it an unsafe roadsted, *for more it cannot be made*. Let something be done in the Bay that will afford shelter for shipping, until they can be lightened and brought to a draught of water with which they can get over the Bar, and afterwards over the shoals in the Harbour, up to the quays.

Cannot Government see that even the revenue interests are identified with the erection of an asylum-port at Dunleary? If they do not, why does not some daily observer make it known to them, and point out the great loss which the Government sustains by the destruction of valuable cargoes, on which, if they entered the port in safety, they would receive their duties. I think we have now a Government that would not sleep on such information; but look into this neglect—point out an effectual remedy, and instantly go to work about it. They do not want means to go on with it: it cannot be expected that private individuals will, or ought to advance money for the public use. It is therefore the duty of Government, in order to preserve the revenue, instantly to do something at Dunleary.

At the time when the Committee of Inquiry into the state of the Harbour at Howth made their

report, Mr. Rennie, the engineer, was a prominent feature throughout the whole, both for and against. I am sorry that harbour-making should in so many instances depend on the knowledge of an engineer only. In his profession I have every respect for Mr. Rennie's talents; that is, so far as may relate to whether a work of that kind can be accomplished on the spot chosen, what the probable expense may be, and in what time it can be finished. So far I am satisfied that Mr. Rennie possesses more knowledge than I can pretend to; and that he has an interest in harbour-building (no matter where) is a fact of which I am equally certain; but if the spot to be fixed on where an harbour is to be erected for the use of the City of Dublin and its inhabitants, or for the safety of the shipping trading to the port of Dublin, is a matter of the smallest moment, I am certain, from a thorough acquaintance with the coast, that I know full as well as the whole of the persons named in the report of the Committee, where the election should be made. Unwilling to take the responsibility on myself, I would, as necessary to arrive at truth, premise the following questions:

1. What nautical man has been consulted on the probable utility to the City of Dublin of an Harbour at Howth?

2. What advantage can possibly arise to Ireland at large from the packets setting out from such an Harbour?

3. Cannot, in the Bay of Dublin, a place be found to answer every purpose of an Harbour, such as will give every safety to the shipping trading to the port of Dublin, and every facility to the forwarding of the mail-packets, in all winds and weather common to this quarter of the globe?

It is of importance to ascertain these facts; and also to gather the sense of the intelligent, and particularly the mercantile and trading part of Dublin, not omitting the opinions of captains trading to this port, who are deeply interested in the concern.

In order to ascertain the opinion of nautical men that are not interested in the profits arising from building of an Harbour at one place more than another, let books for subscribers be left at the Ballast-Office and Custom-House, one for each place, Howth and Dunleary; let the captain of every vessel, as she enters, sign his opinion on the preference due to the erection of a pier at Howth or Dunleary respectively. This is giving the Howth scheme at least fair play. And you will, by so doing, immediately see which of the two places will be preferred by the mariner. Certain I am, than numbers would sign for an harbour at Dunleary; when not one would be found for Howth. Let a nautical man be appointed to attend the places of subscription, and ask such questions as he shall find necessary, in order to as-

certain the true place of safety for vessels trading to the port of Dublin.

This done, should the majority be found for Howth, I shall say no more than, Let Mr. Rennie go on *ad infinitum*. But should it be found that Dunleary produces the greater number of nautical names, I hope Mr. Rennie and his friends may be persuaded, that in the Bay of Dublin some place, near and about Dunleary, can be found to answer every convenience and safety sought for in the dispatch of his Majesty's mails, and the convenience and safety of the shipping trading to the port of Dublin, and others bound up or down Channel*.

* Among the many necessary questions indispensable to be asked on such an occasion (some of which do not at present strike me) I cannot think an assemblage of judicious characters would neglect the following :

(Being bound to Dublin.)

Suppose you sail from Liverpool, Whitehaven, or Workington, [take in every harbour on the coast of Wales, England, and Scotland, from St. Anne's-Head until you come to the Mull of Cantire.]

Suppose you came through the North or South Channel, (no matter how the wind or weather is), and that you arrive at the Bay of Dublin; you there meet a heavy gale of wind from the Eastward, it being low water:—Now, if there were a harbour at Dunleary (such as proposed, with seventeen feet at low water, and sandy bottom, granting at the same time that there were an harbour at Howth, (each as proposed, with twelve feet at low water, inclosing fifty acres, with a rocky bottom, dry at low water)—which of the two would you make choice of in such case?

But the great objection which strikes me on the report is, that the very persons who should have been consulted as to the spot on which the harbour ought to have been formed, have never been consulted; while the opinions of those have been taken who were only competent as to the

E 2

1. Let the captain of a packet be asked, which of the two would he prefer to enter or depart from in a winter's evening or night, with the Wind from the South-West to the South-East?

2. Which of the two will be the best out-let, with any wind or weather—Dunleary or Howth?

3. Would he not, seventeen times out of twenty, make Dublin-Bay and Dunleary sooner than Howth, coming from Holyhead? And would he not make Holyhead, ninety-five times out of an hundred, from Dunleary, sooner than from Howth?

4. Would he, with a gale from the Eastward, enter the passage between the Carline and Tulloch rocks, with the same ease and safety that he could enter the Bay of Dublin and the Harbour of Dunleary, night or day, at low water?

5. Would he prefer running for the Harbour at Howth, with innumerable rocks to leeward (as ever will be the case) or at half tide, rather than run for the Harbour of Dunleary? I mean such as can there be built, at half the expense, with a sandy bottom, where a vessel without anchor and cable may save herself from further damage?

6. Ask any of the packet-masters, if in going out or coming in of Howth Harbour more danger would attend a vessel and passengers than would arise from such an Harbour as is proposed for Dunleary, putting all sea risque out of the question for a moment?

plan of *the erections*, but who knew nothing about *where* they ought to be built. It is the nautical man alone who can point out the spot; it is the duty of the engineer to confine himself to his plans of erection: further he knoweth not. *Let not the shoe-maker go beyond his last.*

Why have not nautical men been consulted? I am sure there are enough to be found in Dublin, capable of giving any information on a subject so easily decided? Had the following nautical gentlemen, Captain Brabazon; Herd; Casson; Robinson; Phepoe; Huddleston; Cunningham; or Warner, been consulted about an Harbour to be erected for the use and safety of shipping trading to the Port of Dublin, or making their passage up or down Channel, certain I am, they would never have gone North of Howth for its erection.

If all, or either, of these gentlemen were now asked their opinion of the Howth scheme, what would they say? What I do—that one penny more ought not to be expended there. They would lament with me that they were not asked such a question before, which would have put a stop to that work long ago, and saved the public money for a better use. It is not yet too late: but let the Howth works be stopped now, or all is lost; as I have said before, the farther they go the worse they make it. Let the same gentlemen, with many others, be asked about an harbour to be erected

near Dunleary, I know their answer: They would give every assistance in their power: and I think I am not wrong when I say, they would put their hands in their pockets and subscribe somewhat towards the erection of an harbour there. The citizens of Dublin would not be behind in doing the same, if required. Most certain I am, that the Ship-Masters trading to this Port would cheerfully pay a tonnage-duty on their vessels burthen every voyage in support of it.

Can the same be said for Howth Works?

Is judgment like theirs not to be thought of on a business that is to cost the public millions of money, and to saddle a tax on shipping; and all for an harbour that can never be of any use to the port of Dublin? Let them remove Ireland's Eye, to make room for an easy entrance into this paradise; let them make deep water in and about this favoured spot: all this done, it cannot be compared with an Harbour that may be erected at Dunleary. Let a packet set out from Howth-Harbour with the wind at South-East, what passage must she take to get to sea? I say North-West of Ireland's-Eye. Let the captain proceed until he is between the sands of Baldoyle and the point of Ireland's-Eye, where the Martello tower stands. Let him there (as in winter often happens) meet a squall from N. E. Where is he to go to? Back on a rocky harbour, with narrow entrance, and hard

to be made in a dark evening. Let him, with the same wind and weather, set out from Dunleary. If he choose to keep the sea, he need not return into harbour, but stand out, and make his passage. The distance between the Carline Rock and Tulloch Rock is about a mile, or thereabouts. Let a packet tack out, with the wind at E. S. E. Let her miss stays; (this they have done before) has she room to wear round, before she is on shore on the Tulloch Rock, or on the main of Ireland's-Eye? Not to risque this passage, she must go to the Westward of Ireland's-Eye, and there with a sudden change of wind, she has a danger to encounter that she at no time need be under any apprehensions of in the Bay of Dublin. There she has room to wear, at leisure, where a seventy-four gun ship may do the same.

I am astonished not to hear a word said against this Howth job by uninterested men, who must see the difficulties and inutility of the plan, from the ill success that has already attended it, from the whole being entrusted to men who were guided much more by self-interest than public good.

As to the use Howth-Harbour, (be it made ever so handsome with acres of stone, sand, &c.) can ever be to shipping trading up or down channel, I do conceive it to be now the same. The like shelter is now afforded, if sought for by a vessel wind-bound, that possibly can be found should

harbour be made. There are also several advantages on land which attach themselves to an Harbour at Dunleary, to which the Howth scheme can lay no claim.

Let us ask the coachman driving the coach from the Post-Office to Howth, would not more danger attend the passengers, coach, and horses, going from the Post-Office to Howth, than to Dunleary? What would become of the passengers, if a coach-wheel broke on such a road as that leading from Rathany to the *Whiskey-Forge* at the foot of the hill? Compare the advantages of the Rock and Dunleary road, and it is plain that though the self-interest of some individual, may say "*Howth*;" the public safety with one united voice proclaims, "*Dunleary*."

If that the packet-establishment cannot be maintained by Government, without giving the packets the advantage of carrying passengers; before the packets are removed to Howth, it will surely be but fair to ask the passengers, both ladies and gentlemen, which road of the two would they themselves make choice of, Dunleary or Howth, particularly in a winter's evening, after five o'clock, with a heavy gale from the S. to S. E. or S. W. which we have nearly two-thirds of the year, and that very seldom at a moderate rate?—Would not the universal reply of the passengers be—DUNLEARY?

I have formerly observed, (and I repeat the fact, for it is decisive as to the two places of erection) the spot fixed on for the Dunleary pier, and the ground contiguous, are the property of the City of Dublin: the whole of the materials necessary for the building are at hand, and are likewise the property of the city. Dunleary being moreover, in the opinion of every nautical man, the most eligible place: all this combination of advantages gives it such a decided superiority over Howth, that nothing but the interest of a few individuals could continue the erections there for a moment.

Again, let me ask the captains of the packets, had they been stationed at Howth for the last twelve months (with every advantage that the Harbour could have afforded, if finished) taking in the wind and weather as they have been, would they have made more speedy passages to Holyhead than they have done from their present station? Also, would they not have made good their passages, with more ease and dispatch, from Dunleary than from where they are? To the first they must say *No*; and to the second (if they spoke truth) *Yes*.

Why now resort to a Bill in Parliament for an Act to legalize the purchase of stones from his Lordship at Howth, and there build an harbour, that in the opinion of every man (except those interested in the local concerns of the place) never

can be of any use to vessels trading to Dublin? Nor can I omit again to press on the attention of an impartial public, that such is the fate which, from past experience, we have a right to expect for the Howth Harbour, that the gales of wind will destroy it as fast as it is built. It is worthy remark, here, that the Dunleary Petition, which some little time since was presented to his Grace the Duke of Richmond, appears to have been utterly unknown to those who framed the Howth Report, at least it is unnoticed by them. Its perusal might certainly have thrown some light on the business, except to those who, from motives of self-interest, wilfully close their eyes on conviction.

I am happy to find, that the ground fixed on for the intended new pier at Dunleary is the property of the City of Dublin, and now under the care and in the possession of the Corporation for preserving and improving the Harbour of Dublin. The Members composing that honourable board, I understand, have all given consent for erecting this pier; the materials, such as lime and stones of the best quality, are on the spot, and can be had at half the expense attending the building the harbour at Howth. In Dunleary harbour there will be from fifteen to seventeen feet at low water spring tides, with a smooth and sandy bottom, and, in short, a sandy beach, where a vessel in a leaky or sinking state, without anchor or cable, can, at all times, run upon and save herself, cargo and crew;

an advantage no where else to be found on the South coast of our Bay. An harbour of this kind will have many advantages over any other that can be erected near or about the Bay of Dublin.

1. Any vessel, sailing from Dublin, bound to the Southward, could take shelter there, and at any time of tide sail, when the wind came fair.

2. A vessel, beating with Southerly wind in the Channel, might run in, and wait a fair wind in safety.

3. A vessel, bound to Liverpool, meeting Eastwardly gales, might also take shelter in this harbour, and wait a fair wind; there being, at all times of tide, water to lay a-float, she would not have to wait on the flood-tide to take her out, as is now the case with the smallest sloop taking shelter in the present Harbour of Dublin or Dunleary.

I understand, that the place for this new pier, from a map which I have seen in the Long-Room at the Custom-House, is to be 1,500 feet in length, on both angles, projecting 1,000 feet N. per compass, and 500 N. W. The points of the compass are happily fixed on; but I think it ought to be extended at least 2000 feet into the sea, on the two bearings laid down; that is, 1,500 feet and 500 feet. It may, perhaps, be contended, that 2000 feet are a great length. But, please to ob-

serve, a small brig will measure 100 feet from her stem to her jim-boom-end: therefore you would have but twenty ships lengths on the quay; and, where the water rises and falls from ten to twelve feet, one vessel could not possibly discharge over the other, as both would be much under the surface of the quay. At the Quay of Dublin, where they heave in on the ground at high-water, there three and four may discharge one over the other, the vessel's gunnel being on a level with the quay. Should we be so fortunate as ever to see this pier completed, it will be the greatest boon ever bestowed on the trade and City of Dublin; her West-India ships, drawing too much water for Dublin Bar, could at all times of tide and weather (without coming to an anchor in our dangerous Bay) run in and lay in safety, until prepared for Dublin Harbour; nor have I the smallest doubt, but that the Holyhead packets would be immediately established to sail from that harbour, for many good reasons.

1. They would lay afloat; and could sail at a certain hour every day.

2. Nine months out of twelve they would be to windward; as the winds blow that time from the S. W. taking one year with another.

3. The safe and easy conveyance for the mail and passengers. The mail from Holyhead being

landed there, a passenger could, by car or jingle, get to the city at a small expense; advantages nowhere else to be found near Dublin. Compare the road from Dublin to Howth, with that from Dunleary to Dublin. Is there any parity of advantage whatever between the two places? I affirm there is not. From the petitions * that have been presented to his Grace the Duke of Richmond, one by the Noblemen and Gentlemen resident near and about Dunleary, and the Merchants of the City of Dublin; and another by the Ship-Masters of traders and packets trading to this port from Liverpool, Bristol, and London; I have no doubt of the support of his Grace to this much-desired harbour, and that the work will be speedily carried into execution.

The Merchants, Ship-Owners, and Ship-Masters of Whitehaven, Workington, Maryport, Harrington, and Parton, are also preparing a petition to be presented to his Grace the Duke of Richmond, praying his aid and support for the erection of this much-wanted pier at Dunleary. This I am not astonished at, when I reflect how many of their relatives have been lost on that coast of our Bay, the numbers of widows and fatherless children that are left, to bemoan that this pier had not long since been built, which would have saved to them what was in this life the most valuable. Such

* See Appendix.

powerful supplications surely cannot fail of success, when it is recollected how easily money has been granted on the application of a few solitary, self-interested individuals, for the pier at Howth, that (if ever finished) at best will be, as I have repeatedly observed, but a place of shelter for the fishing-boats belonging to Malahide, Rush and Baldoyle. To this I have no objection. I would, to the utmost in my power, give every support to the finishing Howth Harbour, on a scale suitable to such a place; and were there a petition offered for signatures in support of it, and mine, as a single one, could procure the effect, I would with pleasure bestow it: not following the example of some of the Howth Harbour gentry, who refused their signatures for an Harbour at Dunleary; they having an interest at Howth. Does the Harbour at Howth then possess the exclusive privilege of preventing every other erection at points far more convenient? Are they not contented with having an harbour built on a spot where nature never designed one should arise; but must they institute monopoly—and prevent every thing which, by being far more calculated to save life and property, may chance to bring their own scheme into disrepute?

On taking a view of Howth Harbour, and the works therewith connected, I find that a new road is making, as it is said, for the conveyance of stone to the new pier. Now it is clear to the view

of any man, the stones might be had at the water side without such road being made.—Q. Is not that road to crown the job? As I understand that part of the hill is unset, and could never be let for the want of such a road; it is therefore not made only for the conveyance of stone, but for the use of those who shall take land there! Is not this the means to enrich an individual, at the expense of the public; as the Devil's-rock could be removed any where wanting, without that road?

But once more to advert to the two Harbours, one as it might be erected, and the other as it is, and as it is intended to be; with some further particulars, as to what use it ever will be to the shipping trading in our Channel, or to the port of Dublin exclusively.

Suppose a vessel to anchor in the Bay, with the wind at West, at a time when the tide is too low for her to enter the Harbour of Dublin: Let the wind change suddenly to N. E. East, or S. E. on an ebb-tide. Can she weigh anchor and take shelter in the Harbour of Howth? No.

Suppose a vessel, under similar circumstances, with an Harbour such as can be built at Dunleary. Could she take shelter there? Yes.

Nothing astonishes me more, than that the Merchants of Dublin do not exert themselves on

behalf of an harbour, such as is proposed for Dunleary. I should think that the gentlemen composing the different Insurance offices in Dublin, would make it their business, and give every aid in their power to forward the proposed plan for an Harbour at Dunleary.

When I see how easy it is to get grants from Parliament, to forward the interest of individuals, I am surprised that the City of Dublin should for a moment hesitate to demand aid for an undertaking that would not only serve the mercantile interest of the city, but his Majesty's revenue also in an equal proportion. It will also prevent the loss of lives, of which we have had too many lamentable instances of late years in our Bay. When we consider the sums of money that have already been expended at Howth, from which trading vessels can reap no benefit whatever, and that the projectors are still persisting in its completion! we are almost ready to believe, that money may be had from Government for any place, while an engineer of reputation is at the head of it. For instance, the road which I have already mentioned, now making at Howth, for the conveyance of stones from a rock called the Devil's rock. There is not the smallest use for that road being made (if made for that purpose only); as that rock might with ease be blasted, and brought down on the shore to high-water-mark, then shipped into craft, and transported to this intended pier, and there

deposited, without horse or car, and at half the expense, exclusive of what the road will cost.

Nor should it be forgotten, that the stone at Howth is naturally of a very bad quality, soft, and perishable: that at Dunleary is of excellent quality, strong, durable, and fit to build a pier that would withstand the most violent beatings of the ocean and fury of the elements.

The engineer would have done well if, in 1803, he had taken a trip to Cherburg in France; he would then have learned how they there blast rocks, and build harbours (not such as never will be fit for any craft but stone-hackers and fishing-boats); but for ships from 120 guns to common yawls: his ideas of harbour-building would thus have been better qualified for the undertaking than they now are. He would there have seen an harbour, built in the Bay of Cherbourg, as if built in the midst of the Bay of Dublin, in fourteen fathom water, and which at this moment has seventy cannon erected thereon, and within it, shelter for a fleet of ships of war. With such information, I will answer for it, he would not have commenced the Harbour at Howth, with inclosing acres of rocks, dry at half ebb, and (what crowns the job with ridicule for ever!) when the whole is done, they have ruined the Sound of Ireland's-Eye, by making the passage between the Carline-Rock and Tullock-Rock so narrow, that it increases the tide

to such a degree of rapidity that with either ebb or flood, if the wind is against the tide, it will be a complete broken water, impossible for any vessel to live in. With the wind from N. E. to S. E. no vessel in a gale can or will attempt it: so that after they have finished the harbour, they may go to work and remove Ireland's-Eye; at least they must remove the Tullock-Rock.

If they do not, in bad weather, when a vessel wants to make harbour, at most there will be but one entrance, namely, North of Ireland's-Eye, with the strand of Baldoyle under her lee, dry at low water within a mile of the entrance, and that entrance having only fifteen feet water in it. In such case, I would wish to be informed what security there can possibly be for a vessel drawing twelve feet water, which is the average draft of shipping trading to the port of Dublin.

Should the packets be ordered there, with the wind from N. E. to S. E. they must go North of Ireland's-Eye, and anchor under the S. W. or N. W. side, and there wait until the weather becomes sufficiently moderate that they can cross the Sound to enter this blessed harbour, and land the mails.

I therefore contend, that the packets should be at liberty to make the first harbour they with safety could enter,—Dunleary, Dublin, or Howth; without being confined to either. As to merchant ves-

sels, I will only say this, and of this I am certain, that they will never trouble Howth-Harbour much, unless it be a collier or two in the year, that may find a market for her cargo; and that in summer time only.

But let us have an harbour at Dunleary, such as proposed, or a better; I have no objection how grand it is made: for there you will find, that it will be frequented, not by the shipping trading to Dublin only; but by those bound up and down Channel. There is an inlet and outlet with every wind that can blow, and particularly with the wind that blows three quarters of the year; that is, from N. W. to S. W.; and in the erection of the harbour, you have no individual interest to consult; there is no road to be made, no materials to be got from the Devil's-Rock*, but from the rock on the spot, and that the property of the City of Dublin, under the immediate direction of the Dublin Harbour Committee †. There is only money wanting to pay labourers there. We should soon see our West-India ships unladen, and brought to a draught of water.

* The Devil's-Rock is the property of Lord Howth.

† At this moment there are owing to the Ballast-Office Committee 130,000*l.* This debt has been due some Time. I think Government ought to be just before they are generous; and pay that debt, before they sanction the voting away 148,000*l.* for Howth, to be squandered on what may be almost termed an individual speculation, and for a purpose that all agree can be of no use to the public, whose money is thus given away.

in order to enter the Harbour of Dublin without the risque of anchoring in the Bay and waiting for lighters or other tardy assistance.

Let any man of common sense travel the road from Dublin to Howth. Let him there see what security he can find for his person or property in a dark night. He should have a troop of horse to guard him against land robbers: and at high-water, which at some times must be when the mail coach goes that way, he ought to have a gun-boat sailing along the strand, inside of the North-Bull, to prevent sea-pirates from attacking and plundering him on the coast! and having got his property, they need only row across the Bay and share the booty in safety.

Having said so much against Howth, let us see what can be said for Dunleary. First, the road from Dublin to the Pier of Dunleary is not now to be purchased and made; but is as safe and as good a road as any in Ireland: it is almost one continued street. You can throw a stone from house to house all the way; there is no need to be under apprehension of land or sea-robbers attacking the mail coach, and at their leisure making off with impunity. There, at least, the expense of a troop of horse or a gun-boat would be saved.

Secondly, should any accident take place by which the carriage might break down, there are

wheel-wrights living within a quarter of a mile of each other. The passengers and drivers need not ever be at a moment's loss for assistance.

Should a passenger get injured by any accident, professional men reside contiguous to the road.

When the harbour is built, such as proposed, Dublin will have a place of safety for all vessels, from one thousand tons to a boat of ten tons, there to lay afloat, at all times of tide, with inlet and outlet in all wind and weather; an harbour surrounded with plenty of every necessary article of food a vessel can stand in need of after a long voyage.

I think it not amiss to propose a plan for a new establishment in our mail-packet service, which will in a great degree do away the necessity of the Howth-Harbour scheme, so far as may relate to the packets in the Holyhead service. I am certain no other packets will ever make Howth their rendezvous for passengers, neither do I think the Holyhead captains will much approve of the situation, or resort to it, if they can any way avoid it. Should it so happen, that a change should take place in the mail service, and that the present packets continue to carry passengers only, the futility of Howth-Harbour will then be proved to a demonstration, as no vessel will put in there as a station for any purpose, except the discharging a

collier or two in the year for the use of the inhabitants about Howth, Malahide, &c.

Let us suppose, for a moment, the following regulation to take place.

Let twelve wherries be employed to carry the mails only. They would not cost so much as the packets and expresses now do; and there will not once in ten times be a second mail at either side. Let the packets carry passengers only; then they may set out from Howth or any other place. It may perhaps be said, that to break up that establishment would be doing an injury to the persons in that employ at present. That I would consider no injury: they have each made a handsome fortune, and can therefore afford to retire without grumbling, when it is to serve the public that has so materially served them.

That wherries are the most fit vessels for the packet service will be allowed by all. Many proofs might be added, which cannot be denied by the captains now in the service. They would save government the great expense which they now are at in keeping up the express-boats which are at present employed; but if twelve stout wherries were put on the mail-establishment, and to carry the mail only, there would be no need for express-boats; at the same time we should never be without a vessel at this side, to take the mail over;

as too often happens on both sides the Channel under the present establishment. The packet-vessels are too large for the mail service. This principally arises in consequence of the badness of Holyhead-Harbour, as well as that of Dublin, and therefore they ought to sail with passengers only; for which they are undoubtedly the most complete and best adapted in England or Ireland.

No passengers should be allowed on board the mail-boats, excepting a King's Messenger; he could not complain of the regulation, as they at present often take their passage in the Cook Wherries or the Swift Cutter now in the express service; and I believe it can be easily proved that either of these two small vessels has got out of harbour and made a passage when the regular packets could not venture. Should such an establishment be approved of, and adopted, the merchants of Dublin would never be disappointed in receiving their letters or expected remittances, as now too often is the case, when they are compelled to wait until they receive two, three and four mails at a time. A letter to a merchant in a commercial country like Ireland, is often of more consequence than twenty passengers waiting eight days for an opportunity of sailing. Indeed, to most of them, it is no matter by what conveyance they go; their voyage is for pleasure. That being the case, they can well afford to pay double price for their passage, which will remunerate the captains of

the packets for any loss which they might suffer by such a change in the establishment. It has been said that each packet receives 200*l.* per ann. from the Post-Office for taking the mail over. Should this be the fact, I am sure the captains will consider that sum no vast loss, if by a change it should be taken from them.

As to masters and men, enough may be found for twenty-four wherries who are capable to conduct the mail service; and they will be found (what they ought to be) men accustomed to bad weather and every hardship, where the master will not stay at home and let the mate sail his boat.

Let the wherries be stout built, sixty tons burthen, well fitted, with masters and proportioned crew. Let each have a plain comfortable cabin, with a state-room for the King's Messengers, which is all that can be needful for the purpose.

An establishment of this kind wants no spacious harbour, as vessels of that burthen will be of small draft of water, and can turn in the length of themselves into any harbour where the wind and weather might force them. What would such craft not do when an harbour may be erected at Dunleary, such as proposed! I will recapitulate its mighty advantages, which are scattered up and down the different paragraphs of this pamphlet, in one short sentence. It will be an harbour projecting 2,500

feet into the Bay, in a N. and N.W. direction, with seventeen feet water at low water spring tides, within a pier sufficient to shelter vessels of every burthen, from a stone-hacker to a seventy-four gun ship, and with an outlet, be wind and weather what they may. This no nautical man will dispute, if he will take the trouble to examine the spot fixed upon. Let art do its utmost, Howth never can boast advantages like these in any one, and much less in a combined respect. I am ready to argue this point with any person, *before seamen*; but not before jobbing speculators, or interested landlords and their tenants, who have nothing in view but increase of rent, and the enriching of their estates at the expense of the public. I have seen a number of publications, maps, &c. stuck up in coffee-rooms, to amuse the landmen, about Howth Harbour; I have not seen a word annexed to them that, to me, contained a single proposition which tended to the good of the shipping trading to Dublin: neither have I seen the names of any merchants to a line approving of this wonderful and expensive work, carried on at Howth. But I find that all disapprove of every thing that has been done. Even Providence itself (if we may so speak) seems to put its face against the completion, by destroying as fast as man can build.

For an harbour near Dunleary I can produce the approbation of Lords, Bishops, disinterested Gentlemen, Merchants, and Captains of Ships, all

being convinced that such a measure carried into effect would be of the greatest utility to the City of Dublin, and the public at large. Can the harbour-mongers at Howth boast any thing like this? *No.* So far from it, they have not been able to make out a single seaman to support their plan, but are obliged to import one from England. (Heaven help him!) he has a hard task to perform, before he will be able to make a single seaman believe a word that can be said in favour of that undertaking, more than I have before allowed—that it is good, so far as it will be frequented by small craft, and in bad weather, with the Wind from East to South East. I have already observed, that they have ruined the entrance between Ireland's Eye and Howth, and the farther they go on the worse they make it: so that with the wind from these points a vessel must go North of Ireland's-Eye, and anchor under the Martello tower on that Island, until good weather, and then proceed on her voyage. This she can do; and this many did do, before this harbour was thought of.

I allow Dublin-Bay is an unsafe roadstead in winter, and ought not be attempted in bad weather by any vessel, wind from N.E. to S. E. unless at high water, and then not by a vessel drawing more than twelve feet, as in that case she cannot enter the East Bar. All that risque will be done away by the proposed harbour at Dunleary; no vessel need at any time of tide and weather anchor in the Bay,

but immediately, even without anchor and cable, proceed and take shelter in the harbour; and, if bound for Dublin, proceed at her own convenience with a fair wind. Can she do the same from Howth? *No.* Wind at East, she must beat out of Howth, round Ireland's-Eye and Howth, before she gets into Dublin-Bay. And if the wind is at West or South West, it is fair out of Howth-Harbour; she will then have to beat into Dublin-Bay and Harbour. In the latter case, Dunleary-Harbour has the advantage. Wind East is fair up to the quay; wind West or S. W. she can make Dublin-Harbour without making a tack, until she is in safe anchoring within the Light-House, on the South-Wall.

The advantage that must and will arise to the shipping in general trading to the port of Dublin, by an harbour on the South side of Dublin-Bay, are so many, that to go on I should swell this pamphlet beyond my means to defray the expense of its publication.

Numerous advantages for trade and shipping attach themselves to an Harbour at Dunleary, that no other place near Dublin possesses.

1. The distance is but four miles and an half from the capital, with a safe and good road all the way.

2. A vessel of burthen may load at the Custom-House Dock, until she shall draw eleven feet

water, with which she can proceed down the Liffey any time of high-water (spring or neap) to Dunleary, there load the remainder, and with a fair wind (being bound North or South) put to sea. It ought likewise to be observed, that she can have her cargo sent along-side by land or water, as the shipper shall think fit.

A pier that can be built there for a small sum, when compared to its value, would extend its influence to the whole trade of the United Kingdom, through the Irish Channel; and would often afford protection to those from the Western World bound up it, caught by adverse winds on the coast between Carlingford and Tusker. It would not only be a place of security in storms; but being a central situation, easy of entrance and departure, and so near the open sea, it would become also a principal stopping-place for those vessels bound through the Channel.

By erecting such a structure there, the uncertainty of attempting tide and bar harbours in the Channel, at such times as would make an entrance into them dangerous or difficult, would always be avoided; and the disastrous consequences that constantly occur by waiting at the mouth of Harbours for a rise of water, are too well known to need farther comment.

I am astonished that the gentlemen composing the Dublin Harbour Committee never had the

curiosity to send some of the nautical men of their office, and have that fact ascertained; so that the minds of the public may be put at rest and the ship-owners made easy that a tax will not be imposed on them for the support of an harbour that cannot be of any use but to fishing-boats or stone-hackers, and to the latter no longer than they are employed in landing stones for its erection.

These stone-hackers are at this moment destroying the Bay of Dublin. The vessels employed to carry stones from Dalkey to Howth are loaded at Dalkey, and are paid by the ton according as they take in. They are careful in loading the vessel to her full burthen; and set sail while the inspector is in view: but in crossing the Bay it perhaps comes on to blow, a sea arises, and the boat-man finds his vessel is too deeply laden, and knowing that he is not in view of any one, immediately throws a quantity of the stones overboard in some part of the Bay, on his passage across. The reader may naturally ask how does he account for his load when he arrives at Howth? I will tell him. They let as much water remain in the boat as will, on her arrival at Howth, make her appear on her lading marks. The stones thus thrown into the Bay, when the fisherman throws out his thrawl for the purpose of catching fish, in a moment after he finds it fast, and on hauling it up, he finds his net in a thousand holes, and a stone, perhaps from three to four hundred weight, in the bottom of it.

This is not the worst of the mischief; the Bay of Dublin, thus filled with stones, a vessel arrives in it, and lets go her anchor; it comes on to blow, no matter from what point; being low-water she cannot enter Dublin-Harbour, there is no place in the Bay to run for shelter, and he is obliged to remain at anchor; her cable gets across one of these stones, and, perhaps in the middle of a long winter's night, the cable breaks, the vessel is without sails set, and, according as the wind may be, drifts to sea, perhaps on the Kish, where all hands must be lost! Or perhaps on Merrion Strand, there to share the fate of the unfortunate Rochdale and Princess of Wales!

Could a vessel in this situation possibly make Howth-Harbour? Certainly not. But I know, with a light on the Pier of Dunleary, with the wind from North to South East, she could make that harbour (if erected as intended) at any time of tide. The fact is, with such an harbour in the Bay, no vessel would drop anchor; but immediately run from sea there for shelter.

I say, unless the Ballast-Office Committee takes measures to stop this daily growing evil, and prevent the Bay of Dublin from thus being destroyed, they will have to answer for many a life.

But it may perhaps be asked, how is this to be prevented? Let no vessel be permitted to carry

stones across the Bay, without being decked, and her hatches put on by the Inspector before she leaves Dalkey. By that means they would not only prevent the Bay from being destroyed, but the public, who pay for these stones, from being defrauded, by the stone-hackers at least!

As a further convincing proof that the Howth scheme ought now to be abandoned, the late Eastwardly gales have destroyed one hundred feet more of the pier, and thrown that ill-contrived heap of stone and rubbish from a due North to a due West direction, forming an angle of ninety degrees West, and nearly filled up the intended harbour. This has happened before; and must again, as often as the wind blows a gale from N. E. to S. E. Indeed, the further they go on, the more certain will be the daily destruction of the works, and the less the chance which the pier has for standing. The depth of water encreasing, the sea will become more mountainous, and beat on the rotten materials with redoubled force. I am not sorry for the accident: man may be blinded by self-interest, and act against the reasoning of man; but when it is seen that Nature herself works in opposition to that interest, I hope the gentlemen projectors will at last take the advice of Neptune, and finish the pier according to the form in which his winds and waves will permit it to remain: as it appears to me, so far, and no farther, are they to proceed.

The injury done to the Sound of Ireland's-Eye already is immense. Let them finish the present works inside and outside with Dalkey stone, and make it a dry harbour for small craft. That done, Howth may become a neat town for fishermen. Nature never intended it for any thing else: or she would not have placed Ireland's-Eye so near it, and left a rock in the middle of the Sound; as without that rock the passage is extremely narrow in bad weather. If this advice should be followed, I think my Lord and his engineer might get some little credit for the undertaking. But, certain I am, that if they proceed further they will ruin the Sound; fill it with scattered rubbish and stones; and at last leave the whole unfinished, with disgrace to themselves, and inevitable destruction to any vessel that shall be forced to take shelter there in bad weather.

What has happened at Howth can never take place at Dunleary. The works will be carried on in another, and most masterly manner, with materials fit for the undertaking; the whole will be superintended by an Irishman, who has the good wishes and approbation of all the citizens of Dublin. It was the abilities, the knowledge, the experience of this gentleman which procured him the appointment. In the number of nautical men whose approval has been bestowed on this measure, will be found more than *one* solitary mariner (*and he an importation!*) Captain Huddart has certainly

no inconsiderable claims to the appellation of the *Howth Atlas*; for he supports the mountain, and all its tottering concerns on his own shoulders.

The general cry is, where is the money to come from for this so much wished-for Harbour at Dunleary? I answer, From Parliament, where, on the application of one man*, 148,000*l.* has been voted for Howth, to be “cast into the sea” for no use whatever. Parliament can, and ought to vote to our Harbour Corporation 130,000*l.* (a debt long due to them). That sum would make a beginning; and the shipping trading to this port would cheerfully submit to a tax, the amount of which would finish the remainder.

I have no doubt but many will say, the building of an harbour (such as ought to be erected at Dunleary) would cost a large sum of money. I have the pleasure to inform my readers (from authority on which I can rely) that 200,000*l.* would finish a pier at Dunleary, according to the dimensions in the annexed map. It ought to be understood, that such a sum is not immediately wanting there: for money might be raised as the works go on, and an application made to Parliament for aid. When a bill for that purpose is brought in, a clause might be introduced to levy the tax I have already mentioned, on shipping, for the support of the

* Mr. Foster.

harbour, which should be charged with the repayment of any sums that, on the exigence of the moment, might be borrowed for its use.

Happy would it have been for many a brave mariner had this Asylum-Port been at Dunleary during the last heavy Eastwardly gales. Many would have made for it; and there found shelter. We should not, at this moment, have to lament the loss of THIRTY-ONE sail of vessels on our coast, from Wicklow-Head to St. John's-Point! and of many out of that number the whole crews drowned!

Thus have I at length brought these remarks to a conclusion. I might go on; the subject is far from being exhausted; but enough, I trust, has been urged to prove, beyond a doubt, the imperious necessity of Government doing something towards the erection of an HARBOUR at DUNLEARY. It is a public measure, bottomed on public good alone. It is not the experiment of a job which I advocate. No; it is the lives of hundreds; the property of thousands; the agonized feelings of millions that are placed in the scale, and weigh down the balance.—It is not the cause of party, or self-interest; but of HUMANITY ALONE.

I now have performed what I thought my duty ; my ideas on the subject are before the public ; and should I not succeed, I have nought wherewith to reproach myself ; but I shall ever lament the inattention of those who ought to pay especial regard to these matters.

FINIS.

APPENDIX.

COPIES OF PETITIONS.

*The Memorial of the undersigned Owners, and others, concerned
in Ships and Vessels trading to the Port of Dublin,*

TO HIS GRACE CHARLES DUKE OF RICHMOND,
LORD LIEUTENANT-GENERAL AND GENERAL
GOVERNOR OF IRELAND,

Humbly Sheweth,

That Memorialists have long observed with much regret the many and repeated shipwrecks which have happened on the coast of the Bay of Dublin, by which many valuable lives, property, and also His Majesty's revenue, have suffered in a dreadful degree. The frequent occurrence of these disasters in winter time, not only calls on humanity; but, as Memorialists conceive, should be considered as a matter of public interest and concern.

With the hope that such melancholy evils may be prevented, Memorialists beg leave to state to your Grace, that having given the subject much consideration, they are fully of opinion, that a new pier at Dunleary, forming a small Harbour, would have the effect so much to be wished. Memorialists beg leave to suggest this proposed pier to be erected to the Eastward and as near the present one as the nature of the place will allow, and on such plan and extent as to your Grace's wisdom shall seem meet. Memorialists could, if necessary, explain to your Grace, the many circumstances existing, to shew the great utility of this proposed pier; but feeling that when your Grace will please to order enquiry to be made, it will appear that a place of safety for vessels to run to, when in distress in our Bay, is of the greatest necessity and consequence to the trade of Dublin.

Memorialists therefore pray, that your Grace will take the same into consideration, and should it meet your Grace's approbation, that your Grace will please to direct enquiry to be made as to the necessity and utility of the proposed pier.

And Memorialists will pray.

Fred. Darley, Lord Mayor,
 John Carleton, Alderman
 Geo. Lunell
 Ralph Shaw
 Joseph Sandwith
 Peter Wilkinson
 Wm. S. Magee
 Phil. Molloy
 Mich. Kehoe
 S. S. Robinson
 Geo. Drevar
 Hawksley and Rutherford
 Francis Codd
 P. Blackwood
 Hugh Hamill and Co.
 Finlay Alder
 James Hilles
 Francis Shearman
 J. Clinton
 Alex. Jaffray
 Nath. Hone, Alderman
 Nath. Trumbull
 Rich. Litton
 Thos. Whelan
 Charles Fawcett and Co.
 H. H. White
 Wm. S. Hamilton
 Thos. Prentice
 Thos. Brown
 Tobias Pim
 Croker, Darling and Co.
 O'Connors and Moore
 John Walsh and Co.

John Montgomery
 John Classon
 G. Wm. and H. Sneyd
 James Kenny
 George Casson
 John Hone
 Perrot and M'Calls
 E. Byrne, R. M'Donnell & Co.
 B. T. Ottley
 Folliot Magrath and Co.
 Williamson and Pim
 Geo. Hamilton
 Sneyd, French, and Barton
 P. Roe and Son
 James Hartley
 Dan. Kinahan
 Rainsford and Co.
 Leland Crosthwaite
 Whyte and Kirwan
 Val. O'Connor and Co.
 Roche and Co.
 Drury Jones
 J. Stewart
 Boileau, Sons, and George
 Maurice Blake
 Geo. Thompson
 Joseph Wilson, Son and Co.
 Lovell Pennell
 Nich. Fleming
 John Martin
 Cardiff, Furlong, and Co.
 Sinnnet and Abbott

[The Petition also bears the signatures of a long List of Names, equally respectable; which are omitted, from want of room.]

TO HIS GRACE CHARLES DUKE OF RICHMOND,
LORD LIEUTENANT-GENERAL AND GENERAL
GOVERNOR OF IRELAND.

*The Memorial of the undersigned Masters of Ships and Vessels
trading to the Port of Dublin,*

Humbly Shewth,

That Memorialists have been informed and believe that the Noblemen and Gentlemen residing near and about Dunleary, and also that the most respectable of the Ship-Owners and Merchants of Dublin, have presented memorials to your Grace, respecting a pier at Dunleary.

Memorialists beg leave to state to your Grace, that they have a long time considered the very great necessity of a place of safety for vessels to run to, on the South Coast of the Bay of Dublin. Memorialists having had long experience in approaching Dublin-Harbour, have been often in the most dreadful and dangerous situations running into the Bay in hard gales, when the Bar could not be attempted, and obliged to come to anchor under the greatest peril of their lives and property; when such place of safety to run to would be to them desirable indeed.

Memorialists beg leave to suggest, that an Harbour at Dunleary would have this most desirable effect; and prevent many disasters which for several winters past have been numerous and melancholy in the extreme.

Memorialists beg leave to state, that the place mentioned and set forth in the annexed map, from every survey and consideration they have given the subject, is, in their opinion, the best spot on the South coast of the Bay to erect this pier, it being the most to leeward of any place where such Harbour could be made. It consequently would be the most easy of access with such winds as are most destructive; also close in shore this place has a smooth sandy beach, and outwards complete depth of water, and clear of rocks and stones.

Memorialists beg leave to point out the necessity of this sandy beach in such harbour. The frequency of vessels in distress being obliged to cut all their cables, to run for such place of safety, they could run aground on this sandy beach in perfect safety; though without cable or anchor; whereas, if the whole of this harbour had at all times more water than such vessel might draw, the violence of a storm would drive her against the rocks or quay, when she could not escape destruction, for want of this sandy beach, which is at the place mentioned answering the purpose.

Having no doubt of your Grace's goodness to promote any measure that may tend to the safety and security of His Majesty's brave seamen, when approaching the dangerous Bay of Dublin, that your Grace will be pleased to recommend this our humble Petition to His Majesty's Parliament, that on application a grant may be ordered to carry the same into execution.

GEO. CUNNINGHAM, Pilot-Master.

JOSEPH WARNER, Inspector of Packets.

THOMAS PHEPOE,

THOMAS HUDDLESTON, } Haven-Masters.

JOHN HERD, Haven-Master, Dunleary.

THOMAS HARRIS, Inspector for Insurance.

WILLIAM DYKES, Ship-Master.