

ADDITIONAL REMARKS

ON AN

INTENDED ASYLUM PORT

NEAR

DUNLEARY;

COMPRISING

OBSERVATIONS

ON

THE LAST GRANT

MADE BY PARLIAMENT

OF

£.40,000 BRITISH,

FOR

HOWTH HARBOUR,

WHICH,

With Twenty-five per Cent. for Collecting,

WILL MAKE THE NET SUM

£.50,000.

BY A SEAMAN.

ADDITIONAL REMARKS

OF THE

EXTENDED ASYLUM FOR

1855

DUBLIN

COMPASS

OBSERVATIONS

THE GREAT

MADNESS

ESTABLISHMENT

HOW THE HARBOUR

OF

THE GREAT

ESTABLISHMENT

ESTABLISHMENT

BY A. BERNARD

Houses of the Oireachtas

ADDITIONAL REMARKS.

I HAVE observed in page 20, " Supposing the intended pier at Howth to be completed, in a gale like that of the 14th of November 1808, no mariner, who knew what he was about, would attempt the passage between the Tulloch and Carline-rocks:" I add, From the shallowness of the water, the sea becomes high and broken; the vessel being near the ground, she loses her steerage, and must then broach to on one side or the other. She is a-shore; a thousand to one but she is totally lost, and perhaps most of the crew drowned.

I have scarcely ever visited the Howth-Pier myself, or discoursed with any seaman about that harbour, but I have discovered some new point of objection to the place. It is not alone its local incapacities which render it totally unfit for any of its avowed purposes. Waving every argument of that nature, and supposing the vessels to have actually gained safe shelter in it, more danger, in many instances, awaits them, after they have left it, than they encountered when they sought it as a port of refuge. The Hon. and Rev. William Dawson, in one of his pamphlets, speaks of injudicious harbour-makers only creating " sand-traps."

Perhaps, (considering the dangers to which a vessel must unavoidably be exposed, in many instances, on her leaving Howth) it might not be an inappropriate term, to call that place a "safety-trap." Supposing a vessel to be safely——No, it is impossible (with propriety) to couple that word and Howth-Harbour together. However, at any rate, we will suppose the vessel to be there. What will she not have to encounter before she gets safe to Dublin? To make the Howth scheme at all endurable, they ought, in the very first instance, to remove the Custom-House Docks there. And when the idea of the Author of the *Ensanguined Strand* is acted upon, and "the Post-Office established at Ireland's-Eye," the whole job will be complete!!!!—But, to be serious, let the reader attentively consider the dangers which every vessel must encounter on her leaving Howth for Dublin, and the only conclusion which he can form must be, that the captain was much to blame to go there at all.

Many and serious are the dangers to shipping in our river, come from where they will. It therefore follows, that the place from whence a vessel sailing, she has the least to dread, is the spot most proper for the erection of an asylum-port.

Some will say there cannot be a great risque in going down the river Liffy; that from the Marine School to the Light-House on the South Wall is

but a distance of three miles and an half. For a vessel laden, drawing from twelve to fifteen feet, the risque of damage is more in that short distance, than for the remainder of the voyage, even should she be bound to the West Indies or America.

To ascertain this fact, put that risque on the books in the different insurance-offices; and it will be found, that the premium (from the Light-House to the Quay, or from the Quay to the Light-House,) will be nearly equal to the remainder of the voyage. And in that the underwriters are unquestionably right.

The river Liffy is narrow, and shallow, with an uneven bottom, which cannot be prevented by the art of man; therefore, in order to do away this great inconvenience and risque, let us have an harbour at Dunleary. As Government are about the purchase of Ringsend-docks for their use, having an Harbour at Dunleary, they would soon run a canal from those docks to that harbour, which might be done at one-third of the expense of the proposed canal from Howth to the Custom-House. Numberless are the advantages that an Harbour at Dunleary would possess over that at Howth. One I beg leave to mention, that during war bears more on the subject, and is entitled to higher national consideration than most others: I mean the embarking of his Majesty's troops and horses, where they could immediately proceed on their voyage;

and not (as they often now are) be cooped up on board vessels, waiting days, nay weeks, for the wind. With most winds, if they were at Dunleary, they could make their passage; and Government might there have a barrack erected, wherein they could be safely lodged for a few days, should wind and weather render it necessary, and from whence they could not have the opportunity to abscond, as now they often do, at the very moment a transport is in the act of setting sail from the Quay of Dublin.

Certain I am, that with an Harbour at Dunleary, we should increase the ship-owners of Dublin in a tenfold proportion; our foreign trade would be carried on in shipping belonging to Dublin; and large sums of money would be left in the hands of our merchants, which as freight, now they pay to strangers. At present these sums are mostly carried away in gold, and never return.

We should also, like other cities, be able to boast a nursery for seamen to fight our battles and protect our trade; we do indeed now send men to the fleet—half-starved weavers, &c. The advantages that would arise to the port of Dublin by an increase of the shipping belonging to it, are at this moment, not to be calculated. Every tradesman, having ought to do with commerce, would more or less be benefited by it; every article imported would become more moderate, in proportion as the

freight and other charges would be decreased: and all this, and more, an Harbour at Dunleary would effect.

It may not be amiss to state the cause why we at this time have no vessels of large burthen belonging to Dublin, although, for our foreign trade, we cannot do without them. Thus it is:

1st. A vessel, drawing from twelve to fifteen feet water, loads at the Quay, (which ships often do, as in winter there is no safety at anchor in Poolbeg); on proceeding down the Liffey, the channel of which is shallow and narrow, she frequently gets aground on one side or the other of the river. This happens every day with vessels of less draft of water. On a taking-off tide she is neaped; to lighten her is no use, the tide will take off as fast as she can discharge (particularly with the wind Northerly, the wind with which she could have made her passage, *had she sailed from Dunleary*). There she must remain, until next spring tide; she has lost her passage, and too often it happens it is also the loss of her voyage and the speculation of the owner altogether. So serious an evil to the shipping trading to the port of Dublin, ought instantly to be attended to, which an Harbour at Dunleary would in every respect do away in toto.

Some persons are very angry about what has been said of the Harbour at Howth. I want no

man to take any assertion for granted that I have made, about the pier now erecting at Howth; I therefore beg of the public, before whom I thus have submitted my thoughts on that pier, that they will examine the fishermen of Baldoyle, Malahide, Skerries, and Howth to the following points: Supposing that harbour was complete to the full extent and wishes of the Howth Committee; could it, in gales of wind from a North-West, (North about) to a South-East, afford shelter in safety, and draft of water, for vessels of burthen? Suppose a fleet of colliers to arrive off Ireland's-Eye, at low water, in a gale of wind from either of the points of the compass mentioned; could they take shelter in safety in that harbour? Suppose a vessel of the smallest draft of water did get into the harbour; would she not on an ebb-tide, take the ground, there being no more than nine feet at low water any where within that pier? Would not a vessel so circumstanced, by the heavy swell and undertow* that will be there, (and which it is not in the power of man to prevent) beat her bottom in and fill? Where then is the safety held forth to the mariner by the building such an harbour? An harbour ought to be a place of refuge, an asylum; not an enclosed space wherein there are more perils and dangers than in the open sea. The answer I al-

* Under-tow is caused by a heavy swell of the sea running into the harbour, lifting a vessel suddenly off the ground, and as suddenly dashing her down again on the rocky bottom, to her inevitable destruction.

ready know, and many have told me, it may make a harbour for our fishing-boats; and the City of Dublin will profit from the circumstance, by having its fish-market better supplied in proportion as the number of fishing-boats will increase, by finding good shelter there. This advantage will certainly follow, when the West-Pier is built—but not before.

Further, let the sea and harbour-pilots, of whom there are sixty belonging to the port of Dublin, be asked, Would they at any time seek shelter at Howth-Harbour or around Ireland's-Eye, had they an Harbour at Dunleary, such as is proposed? Ask them, with such an harbour, would they at all anchor in the Bay of Dublin on a winter's day or night? Nay further, ask them, if they have not, in times past, preferred anchoring in the open Bay of Dublin, rather than enter the Sound of Ireland's-Eye? Ask all the masters trading to the port of Dublin, (including the packet-masters) the same Questions, and it will be found that they all agree with me in opinion.

The shipping interest of Dublin are scarcely aware of half the advantages that would arise to them from an harbour at Dunleary, I could prove that with such an harbour it would be twenty per cent. in favour of shipping trading to the port of Dublin. All outward bound vessels would there finish their lading, set sail, and proceed to the end of their voyage; before they, with the same wind

and weather, could leave the Quay of Dublin. Vessels drawing from thirteen to fifteen feet water have often remained at our Quay from spring to spring with an Easterly wind, with which, had they been at Dunleary (or in the Bay, bad as it is) they would have sailed, and made their passage whilst thus they were waiting to get East of the light on the South Wall. For the verity of *this fact*, ask any of our West-India captains how often they have lost convoy from Cork, whilst they were shut up with an Eastwardly wind in the Harbour of Dublin, waiting an opportunity to proceed down the Liffey?

It is not altogether the badness of the Harbour at Howth, after it is entered: from many other circumstances it is equally objectionable. The bed, or botttom, of that harbour will eternally be uneven with rocks and stones; they may make the bottom smooth as far as it is dry at low water; after that, blasting rocks under water must depend on chance; and that every vessel entering that harbour must expect to lay on some of these rugged rugged rocks, is also certain; but it is not when the weather is calm and the water smooth that a vessel will stand in need of such an harbour: it is when she is cast on a lee-shore, during the coming on of a long dark winter's night; then it is the pilot wants an harbour for shelter. On such occasions it is that Howth or the Sound of Ireland's-

Eye, cannot be approached, as I have before stated.

That a vessel, whose master consults her safety, will never enter Howth Harbour in a gale of wind, if he can help it, may thus be proved. I think it does not admit refutation. Suppose in a blowing gale from N. W. to S. E. which must in that harbour make an uncommon high sea, a vessel running for the harbour: she enters within the pier or piers. Will it not be necessary that she let go her anchor to bring herself up, before she can haul to the Quay? With an hard rocky smooth bottom, (for that they must make it as far as low water will permit) will the anchor hold? *No.* Is it possible, in such case, for a vessel to save herself from running against the rocky shore or stone quay, there to have her bottom beat in, or her sides stove? This one attendant evil is sufficient ever to prevent shipping seeking that harbour in bad weather. Objections of this nature can never be made to an harbour, if erected at Dunleary. There any vessel can anchor, in every weather, within its pier, in from twenty to twelve feet water at low-water spring tides. Should it so happen, that the gale should blow directly out of the harbour, she is under a weather shore, smooth water, where she can anchor within a stone's throw or hawzer's length of the pier, get a rope or cable on

shore to a capstern, and with such aid as will at all times be there, heave into that harbour in the worst of weather.

With the wind and sea direct in the harbour of Dunleary, must a vessel not bring herself up by her anchor, before she can haul to and moor at the Quay? To a certainty she must. But I beg the reader carefully to observe the difference between these contending places of safety, in this respect. At Dunleary an anchor is let go on a bottom of sand and clay, where an anchor can never give way, as long as the cable is good. Not so at Howth. There the master of a vessel might as well put his cook's kettle overboard as his anchor; for on a rocky bottom, the one would about hold as well as the other.

Ask the captain of a packet (better vessels cannot be found) would he with a gale from the N. W. turn in between Howth and Ireland's Eye? To make that harbour, would he not in crossing the Sound (from the strength of the tide and shortness of sea) on either side run the risque of missing stays, by the head of the vessel getting into the eddy, whilst her stern would be in the strong tide? This risque she will have to dread either with the tide of ebb or flood, as the wind may be.

When vessels, like our packets, cannot make this harbour without such eminent risque—vessels

that are double manned, as the packets at all times are—what chance can a square-rigged vessel, deeply laden and badly manned, have? Nay, I need not say much about it, I am certain any master I might ask, at such time, to enter either passages North or South of Ireland's-Eye, would have just right to swear the safety of his life against me.

Suppose, however, a vessel, drawing from nine to twelve feet water, to enter this Paradise. When the gale is over, the master wishes to proceed for Dublin; the wind is Eastwardly, or Westwardly; in either case, she must wait quarter-flood before she can fleet. Can she turn through the Sound against wind and tide? *No.* She must go West of Ireland's-Eye. Can she get round Howth in time to save her tide before the ebb is made on the Bar of Dublin? It is ten chances to one that she will not. Therefore she must anchor in some part of the Bay of Dublin, and run the risque *which she thought to avoid* by going into Howth!!! Would it not have been better she had kept the sea, where she could have embraced the first opportunity to make her port of destination? Suppose, for a moment, that there was to be found in the Harbour at Howth, every convenience, depth of water, and shelter, for shipping of any burthen; why go eight miles from Dublin and erect such an harbour, when a place, equally suitable, can be found only four miles from Dublin, with every convenience of

land and water carriage, at half the expense, at Dunleary? Let me ask the merchant, Suppose he had a vessel at Howth, with a cargo of rum, sugar, or tobacco; how is he to get it to the Custom-House, or his own stores, by land or water? And what would the difference of expense be between him and another merchant that had a vessel with a similar cargo at Dunleary? I am sure 50 per cent. is the least difference I could venture to mention. What would a vessel go to Howth for, load, and return to Dublin? Not less than half-a-guinea per ton*. Our lighters will by no means answer such purposes; as they now are constructed, a captain would not get one to undertake such a voyage. Therefore a merchant having a vessel in that situation, would have to add such freight and charges as the article could by no means bear; at the same time he could not bring his merchandize to market on equal terms with another that had his vessel lying at Dunleary. This is a fatal objection to the Howth scheme—an objection which, in no sense of the word, can be made to an harbour erected at Dunleary.

Let us endeavour to ascertain what the difference of premium of insurance would be on goods to be discharged in Dublin at any time of the year, out of a vessel lying at Howth, and one, similarly laden, lying at Dunleary. If in addition to the circumstance, that in winter, with a lighter, no

* Equal to the freight from Dublin to Liverpool.

man would attempt the job at Howth, the odds of premium should appear to be in favour of Dunleary, it surely must follow, that at that season of the year no commander of a vessel would enter a port where she could not have the assistance of lighters to bring her to a draft of water, that she afterwards might proceed for Dublin.

Difficulties of this kind cannot arise in an harbour at Dunleary. There, a lighter of any construction can, in one tide from Dublin, get alongside, lay afloat, load, and next tide proceed and make her passage good into Dublin Harbour at least, (if not to the Quay). Could a lighter, sloop, or flat, do the same from the Harbour at Howth? *I say No.* The first never would get into Howth; the second and third might, with a good opportunity get there the second or third tide, as the wind might be. Again, I cannot conclude this subject without mentioning a matter that to all must bring convincing proof, that the Sound of Ireland's-Eye, and the coast and waters around that island, never can be of any use to shipping trading to the port of Dublin, after that pier and harbour are finished, more than they at this moment are. In support of this fact, I beg leave to refer the reader to the perusal of Captain Blyth's survey of the Bay of Dublin, Howth, and Ireland's-Eye; he will there see the depths of water, the setting of the tides, the narrowness of the Channel North or South of Ireland's-Eye, all combined,

render it the most unfit place for an harbour, or port of safety, for any vessel of burthen more than a fishing-boat. Not so in the Bay of Dublin; there is room for one thousand sail of vessels, depth for an hundred-gun ship high or low water; and, with erections such as are intended at Dunleary, the whole will form an asylum, a life-saving harbour to vessels of all descriptions; and when a vessel is once entered within the pier, all sea risque will be at an end; no beating her bottom in on rugged rocks, nor would a vessel there be for a moment in want of any thing she might stand in need of.

Why are the Howth erections thus permitted still to go on unnoticed, by the Corporation for the improving and preserving the harbour of Dublin? Works carried on at an immense expense, from which no possible good can ever arise to the City of Dublin.

Is it want of judgment, or fear of offending the great that has kept them silent on that subject? If it is the former, they are now told plainly what ought to be done: if the latter, they are supported by the complaints of the Citizens at large against the Howth erections. Are they not the guardians appointed over the commerce and trade of the City of Dublin? If so, why not act in their situation; or go out to make room for others that are under no dread of superior influence? If they are doing the duty of the public *as they ought*, can self-interest clash with public good? Lamentable must

the commerce and trade of that City be, where its guardians are thus constantly acting under apprehensions and fears of giving offence to any power; who have no ideas of their own, cannot act from self-conviction; and put nothing in force, without the approbation of higher authority. I ask, would the Gentlemen composing the Trinity-House of London accept or hold their places on such conditions? Certain I am, they would not? Perhaps it will be contended, that they are better qualified for their situations, and are therefore, in themselves, judges of any thing wanting, or proposed. This must be granted in one sense: they are nautical men; and therefore can better judge what is fitting for the safety of a ship, and where harbours for the preservation of men and vessels ought to be erected. But, are there no men of independence to be found in this great City, possessing liberal ideas, commercial or nautical knowledge, and experience sufficient to judge between right and wrong, where money ought to be expended or erections made for the public good; and where not? Or do they think we have commerce enough, and harbour sufficient for the shipping frequenting the port of Dublin?

What is it makes some persons give opposition to every measure proposed for the increase of the trade and commerce of Dublin, except the fish-market? The moment it comes before them, it is knocked down as it were by a brewer's mashing-oar; and overwhelmed by the menace of a self-

appointed demagogue, reprimanding all about him, and snarling like the cur in the manger.

Is the City of Dublin, its commerce and prosperity thus to be neglected? Are the shores of our Bay and Coast to be left to exhibit wrecks of shipping, the destruction of property, and, (what is far worse) the dead bodies of our protectors, the *Seamen*, floating along them? Citizens of Dublin, you have it in your power to prevent this great and growing evil; therefore come forward as you ought, and have a right to do; make those, whose duty it is, perform that duty: or let them quit, making room for others who will act with promptitude and without fear.

As further proof of the inutility of the Howth Harbour to shipping bound inward to Dublin; and why no vessel will attempt it, Howth Harbour will be dry at low water, at least nearly; so that in fact no vessel will approach it at that time. Let us suppose a vessel in the Channel, the master of which, from various causes, finds he cannot make good the Harbour of Dublin, and save his tide over the Bar: he will not run for Howth Harbour, it being dry at the very time he could reach it. In such case what is to be done? A long winter's night is coming on, *he must heave-to in the Channel*; and wait next flood for Dublin Bar. *This he would not do, with an Harbour at Dunleary*; he would run boldly for that place high or low water, night or

day : and with a light on the Pier Head, he could never miss it. Can the same be said of Howth ?

There is a further evil attending Howth, which must ever operate against shipping resorting that harbour, or the Sound of Ireland's-Eye. It is not generally known by the landmen. *The tide sets nine hours one way and three hours the other.* So that any vessel anchoring there, with the wind at East, must wait half-flood, before she can attempt to turn through that Sound ; and when she does, by that very delay she has lost her tide for getting into Dublin Harbour ; as before she can get near the Bar it will be low water. She must then anchor in the Bay at all risque and wait next flood. None of these difficulties can arise at Dunleary ; from thence she could set sail, on the first of a flood, be the wind from what point of the compass it may. As long as she can carry canvas she is sure of making Dublin Harbour ; and should it so happen, by calms or otherwise, that she does not get in around the light on the South-Wall, the very ebb-tide that prevented her doing so would set her back to Dunleary Harbour. So that she need not anchor in Dublin Bay, except from the master's pleasure.

The Harbour at Howth, as per map annexed, the reader will perceive is intended to be inclosed 242,000 square yards of rocky bottom, dry at low-water, rise of the tide from ten to twelve feet neap and spring. It must therefore be evident, that a

vessel entering that harbour, let her draft of water be what it may*, must take the ground, be dry at low-water, and wait next flood to take her afloat again; and that with a gale from N. W. North-about to South-East, which from either of these points will cause a swell and undertow in that harbour sufficient to make a vessel strike on the rocky ground under her for a considerable time before she is completely afloat to heave out between the Pier-Heads and anchor in the Sound. Should she not be able to effect the same, she must there remain, take the ground on the following ebb, and (the gale continuing) it is probable that she will beat her bottom in before she gets out of that blessed spot.

Such being the fate attending a vessel drawing twelve feet water and under, I should be glad to know what chance would any of the foreign shipping trading to this port have, in that harbour, most of them drawing from fourteen to sixteen feet? With sixteen feet they could not even attempt the Sound at low-water; there not being water for them to anchor any where within Ireland's-Eye. With twelve feet, fine weather, and smooth water, they might anchor in the Sound, and at high water get into the harbour. Would they be safe after they were in? Would not the above risque attend them during their stay? The importation of American produce to Dublin is mostly carried on in ships of that nation. Are

* Above twelve feet draft, she could not enter the harbour.

American vessels fit to take the ground any where? Much less on a rocky bottom. American vessels trading to Europe are sharp-built for fast sailing; it is required they should be so, in order the sooner to make their long passages. With an harbour at Dunleary none of the before-mentioned risques would at all attend shipping resorting there.

From Dunleary Harbour, as no vessel would anchor in the Bay, the merchants of Dublin might in forty minutes after the arrival of a vessel there, know her name, master's name, unto whom addressed, and the contents of her cargo. Such early information would save many pounds in premium of insurance, and very many an uneasy hour to the captain and passengers, which is now unavoidably the case whilst riding in our Bay, between the first day of October and last day of March. For a small expense they might have a man and horse on the spot, to attend on the Quay, during night and day; with a public office at the Commercial, where the notice of such arrival should be open for public inspection. This might be supported by a small subscription from the merchants themselves.

Let an American captain be asked, had he an harbour to run for, where he could lay afloat with his vessel to discharge and load, would he not come to Dublin for much less freight than he now does? What adequate profit does a high freight yield him

for coming to an harbour where he gets his vessel ruined and wrecked, and perhaps has the half or whole of the freight to expend on her in repairs, loss of time, wages, and provisions for his seamen, &c. I think I can safely say, the evils attending shipping coming to Dublin are the cause of twenty-five per cent. addition to the freight; it actually being that much more than it would be, had we a good harbour at Dunleary. Would not our Dublin merchants consider a saving of twenty-five per cent. in the freight a good profit on any article of American produce? And would not the Captain be better satisfied to carry home 75*l.* with a whole and sound ship, in the same condition as when she left America, rather than 100*l.* with a vessel completely ruined? I think I may assert, that of the vessels making voyages to Dublin, for one which gets out without damage, ten go away broken and shattered: and all this from the badness of our harbour. What, however, infinitely aggravates the mischief is, that there is nothing doing to make it better; nor likely to be done, without the aid of Parliament.

A further grant of 40,000*l.* has been made for the Howth works, to be thrown into the sea! to inclose an harbour dry at low-water; [see Captain Blyth's survey]. Is judgment like his, with that of every nautical man, who ever saw the erections there, to go for nought? Are men thus to blunder on, destroying thousands after thousands of the

public money? Can the Citizens of Dublin look on such conduct with supineness? Will they suffer themselves to be thus duped without a murmur? Or are they so much employed in trade, that they have no time to consider these matters, until the tax-gatherer is at the door to make up this sum of 40,000*l.*? It is not then that remonstrances will be of use. It is now, and now only, *before the money is issued*, and thrown into the sea. As a body, they ought to come forward, and by legal means put a stop to this lavish and useless expenditure of the public money. Or are the Citizens of Dublin waiting another night like that of the nineteenth of November, 1807, when the Rochdale and Princess of Wales were lost, as a further Proof of the necessity of an Harbour at Dunleary? Do they need such a stimulus before they come forward, to prevent the dreadful calamity ever again appearing before the eye of an humane public? What is it that diverts the public mind from calling on our Government for aid in favour of an harbour at Dunleary? Is it modesty? If so, let them apply a little of the Devil's Rock to their faces and consciences: they will then, perhaps, soon have assurance enough to effect their wishes, get a grant from Parliament, nay even aid for a Harbour at Cullon—letting alone that at Dunleary! Could I think that such are the virtues of the Devil's Rock I should apply for a sample, to be left at the Commercial for the use of our modest Citizens. Perhaps, on application, I might

be told *we want them aw*!! Therefore I think the Commercial Interest of Dublin had better use the means in their own hands, and instantly make application by petition direct to Parliament, where it will meet that success they wish; at least it will put a stop to the issuing money for Howth until a further enquiry is made into the utility of the erections in that place. For certain I am, most of the members must be ignorant of its situation. Can it be otherwise, most of them residing in England, and who perhaps never saw the beautiful Harbour at Howth? How are they to be judges farther than they are told? And what mischiefs arise from taking up things on mere report! But even at this I am not at all astonished; some of our Citizens, when you speak of Howth Harbour, actually believe it to be in the Bay of Dublin. Therefore, say they, what do we want with a second place of safety in our Bay? Is it then to be wondered at, that money is thus granted, on application by men that are supposed to know the proper place for such an harbour; but who are either ignorant of it, or do not tell the truth? This being the case, let the representatives of Ireland (at least) be undeceived; and if we have money to spare, let it be granted for the good of the public, and not thus given away, for want of Parliament being informed of facts. Let it be no longer understood that the City of Dublin is to derive any benefit whatever from the 40,000*l.* so

granted for Howth (except perhaps lowering the price of fish).

It is much to be lamented that Parliamentary grants should be made on the report of persons, who, if we admit their opinions to be governed by the utmost possible purity of motive, are, from the want of nautical information, incompetent judges of a subject on which none but seamen can accurately decide. On what other principle can we, consistently with the high opinion which we would wish to cherish of the honor of the representative body, account for 40,000*l.* more being voted to the service of the Howth scheme? If, in the House of Lords, the prelates of the church are admitted to sit, for the avowed purpose of guarding its rights, is it too much to assert, that in the other House (when the safety of the empire as well as its commerce, depend on the erections made on its shores), a *nautical representation* ought to be allowed; and on every committee wherein marine erections form the subject of deliberation, they should be included? It is not to be expected that the financier should be a sailor. Let the politician govern the wheels of the great state machine. Let the law members trace the arcana of jurisprudence. But allow to the seaman the performance of his duty in marine deliberation. This is no idle speculative reform in Parliament. It has as little to do with party, as it has much concern with public welfare. I hesitate not in asserting,

that if such men had been, as a *pecially appointed nautical body*, sitting in the House of Commons, on the occasion to which I am now alluding, and had put the House in possession of what they knew on the subject (which they would unquestionably have done) the 40,000*l.* would have been with-held from Howth, and granted to Dunleary.

Is it then too late to remedy the evil? Perhaps not. I however see but one method, and that rests with the public, and not with me—*immediate petition*. Let the Citizens of Dublin come forward in the first instance. Let them (it is their duty) shew an example; I will pledge my existence that they will not stand alone in the business. Every man that can feel, or discriminate, will join hand and heart in the application. It is not for me to say Parliament *must*; but I will go further, I know they *will* pay every attention to the subject matter of such a complaint.

Let the Citizens of Dublin call a general meeting of their respective corporations; let them summon before them all the nautical men belonging to the Corporation for Improving and Preserving the Port and Harbour of Dublin, (they are only six in number); let these gentlemen be examined, as to the two intended harbours, Howth and Dunleary. The result of such an investigation would give the Citizens the information they so much want. It would then be seen where the 40,000*l.* recently granted, ought to be expended.

If the calamities occasioned by ship-wrecks, loss of lives, and destruction of property, in the Bay of Dublin, from time to time, are not set forth in this pamphlet, so fully as the reader or the public may wish, I beg leave to refer them to the Board of Inland Navigation. At that Board a list may be found, containing nine years disaster in our Bay, (from 1790 to 1800,) made out by Edward Hamerton, Esq. Long-room, Custom-house. That gentleman can, on application, make out, (and I am sorry to mention it) another dismal list of most dreadful occurrences, (from the latter period to this day). Certain I am, should such a list be laid before the eyes of the humane Citizens of Dublin, they would not be long ere they rallied around the standard of humanity, exerting every effort on behalf of the so much-wished for asylum-port at Dunleary.

I shall add no more at present: I could badly spare from my necessary avocations, the time which I have already devoted to the composition of these sheets. Let the public now do their duty. The evil is of the most pressing nature. The danger is in the extreme. I have stated plain facts uninfluenced by power, unbiassed by avarice. If the trade of Dublin is to continue, she must have an asylum-port; and that asylum-port can never be erected at Howth.

At the close of my last pamphlet I inserted some petitions presented to his Excellency the Duke of Richmond, on behalf of Dunleary Harbour. I have since been favoured with the copy of another on the same subject. The elegance and perspicuity with which it is written; the powerful arguments which it contains, and the high respectability of the parties from whom it came, have induced me to affix it to these additional remarks; as a memorial, that should Dunleary be eventually disregarded, the Irish Government cannot plead want of information as an excuse for lavishing thousands on an useless scheme, and neglecting the only spot where an harbour can be built with safety and advantage.

FINIS.

COPY OF PETITION.

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

The following Address of the Magistrates and Gentlemen residing on or near to the Southern shore of Dublin Bay, Members of the Rathdown Association, and others, is most respectfully submitted.

May it please your Grace,

WE, the undersigned, beg leave thus to lay before your Grace a simple statement of the many and fatal disasters which we frequently and recently have witnessed on our shores, without the power of averting them. Such power we never can possess without the liberal application of public means, to this public, and most important object. Our aid, however humble, in any possible shape, we beg to lay at your Grace's feet, with our petition for that which alone can be competent to the magnitude of the misfortunes, accompanying almost every winter.

It is scarcely necessary to describe our Bay, or its exposure to almost every wind, especially to all from the sea; the consequences of such exposure are painfully obvious even in storms blowing in any degree from the land, a considerable sea is to be found in the Bay; but of such storms we do not comparatively complain. Anchors and cables may resist them in the roads; but against any of those blowing in any degree from the sea, nothing can afford permanent protection but shelter sufficiently to leeward to be at all times attainable.

Many attempts have been made and many great sums expended to procure this indispensable object, without any visible diminution of our disasters. Those of the last few years are

too fresh in the memory of every man to leave a doubt of this lamentable truth. We therefore feel it an imperative duty to submit to your Grace our reasons for thinking that such must still continue till averted by the practical execution of one or some of those plans so frequently formed, but not yet attempted, without our Bar but within our Bay.

The exposure of our Bay, and its consequent dangers, are, we fear, naturally unalterable. Such dangers rather appear augmenting by the constant process of nature, in accumulating sand along the Northern and Western sides of it, at the last of which, the only entrance to the Harbour and River can be found.

To the East (by which we mean to windward in a storm from sea) no Island, or even Bank, can be found on which art could hope to place a break-water against the Channel.

On the Northern shore no situation seems to present itself to the professional skill so often consulted as proper for an artificial harbour within the Bay.

Any thing without the Bay is without the province of consideration as to vessels, once embayed in real storm from sea, such external shelter, however perfect in itself, is unattainable, consequently hopeless.

To East or North such vessels may look in vain. To the West, for the greater part of twenty-four hours, with little hope of safely crossing the Bar.

To our Southern shore they must therefore come as a last refuge, where we have no shelter to offer them at present, but that of a small pier at Dunleary, which at particular times of tide has saved lives and property to an incalculable amount: but at all others, wanting water, light, and every thing necessary to save a vessel, could only offer a softer bottom (on which to strand herself) than she might strike in some worse place.

In this afflicting comparison of evils, hitherto without remedy, we are unfortunately supported by the shocking facts frequent almost every winter: a few of the most conspicuous will best convince your Grace that we do not over-rate them. When his Majesty's ships enter this Bay, possessing no shelter for them to leeward, they purposely moor far to windward in the road. Superior in every other particular to all other ships, especially in the science and skill conducting them, most vigilant in guarding against the worst, by mooring so far to windward, even they have still proved, on many trying occasions, unable to get farther to windward or even to maintain their first offing, have been driven to forsake their anchors, to avoid foundering at them, and seek, as a forlorn hope, for shelter to leeward. This their officers well knew was only attainable at particular times of tide, and even then with a risk only justifiable by absolute necessity.

The Kangeroo, the Spitfire, and other small ships of war, have providentially passed the Bar, some even after striking it. It is scarcely necessary to add, that at all other times their destruction would have been inevitable.

If so to them, what hope could a trading vessel have in a similar situation? Inferior almost in every property, especially that of getting to windward, hundreds of them have in similar danger sought similar safety, and inevitably perished on the sands, wanting sufficient water on the Bar. Hundreds of his Majesty's troops miserably perished on our shores within the last few years, unable to keep clear of the Bay or to enter the Harbour: more, we fear, may meet a similar fate on future occasions, if not saved by some permanent shelter at all times attainable, on the outside of the Bar, but on the inside of the Bay.

It is quite impossible for us too earnestly to invite your Grace's attention to this distinction.

Nine tenths of the vessels trading to our capital will ever seek the Harbour itself, if at all accessible; the wind and tide

with which they reach the Western side of our Bay may warrant their doing so, a change or even increase of both may make the passage of the Bar dangerous or impracticable for many hours. To windward the finest harbour might then be looked to in vain; no alternative remains, they must trust to their cables—a very frail security! perish perhaps if they hold, or immediately to leeward if they part them.

We are well aware of the superior professional ability so frequently directed to the consideration and prevention of these disasters.

The many able plans laid in consequence before the public best prove the possibility of such prevention, on some, if not on several points of this our Southern shore.

To detail or discuss their comparative merits would be an useless trespass on your Grace's time, and on the province of those superior professional judges whose ability you can easily command.

We should, however, deem ourselves accessory to the probable calamities of the approaching winter did we longer hesitate to declare to your Grace, our conviction that such are impending, and almost inseparable from the nature of our present Bay, Harbour, and climate; that nothing in our humble opinion can afford permanent protection against them but a sufficient Pier somewhere on our Southern shore, sufficiently to windward to secure the depth of water at all times of tide necessary for trading or small war ships, such as visit our Bay, but above all, sufficient to leeward to secure the fleets of smaller vessels seeking, perhaps in vain, to cross the Bar, and then incapable of reaching the finest harbour too far to windward.

Such Pier, we venture to hope, will appear as indispensable to your Grace's mind as it certainly does to our repeated consideration and examination of the different places where it is practicable.

Its materials are plenty on our Coast, its regulations might help to defray the costs of the construction lights, and other necessary expenditures. We are assured by excellent naval officers, that its light, when once known, could produce no confusion by combining with those already established on Howth Hill and central Pier.

We flatter ourselves that this, or any other objection to the object of our hopes, would vanish when accurately examined, and as the summer is yet to come, we do most earnestly entreat your Grace's speedy attention to this our humble address, conceiving it the only effort possible to our private exertions to avert the repetition of our past misfortunes. We rely, under Providence, on your gracious interest and timely interference, to prevent it, and conclude with offering to your Grace the expression, however inadequate, of our full confidence in the efforts of both.

Magistrates' Office, Black-Rock,
6th June, 1809.

[Signed by almost all the Magistrates and Gentlemen on the South-side of the Bay. It was regularly presented by a Committee, appointed for the purpose; but no answer received, or any thing done in consequence of it.]