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HARBOURS OF REFUGE;

NOT

“DANGEROUS DECOYS,” “SHIP TRAPS,”

NOR

“WRECKING POOLS.”

A REPRINT, IN PART, OF A PAMPHLET (DATED 1846), WITH SOME

ORIGINAL PAPERS ON MATTERS OF PRESENT  
INTEREST.

DEDICATED WITH GREAT RESPECT TO THE

LORDS COMMISSIONERS OF THE ADMIRALTY.

By FRED. R. A. GLOVER, M.A.

“The British Coast is the disgrace of the British Nation, and the Grave of the British Seamen.”—Quoted by Calver.

“The Annual Loss of Property from Casualties on our Coast has been estimated at £1,500,000 sterling. \* \* \* In one year alone, no fewer than 1549 persons perished from these causes alone.”—Report of Harb. Ref. Comm., March 1859.

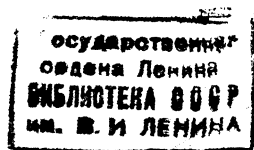
L O N D O N :

EDWARD STANFORD, CHARING CROSS, S.W.

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## NOTICE.

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*It is from no disrespect to a Gentleman, or to his useful and, as I think, meritorious labours, floating-harbour-wise, that all mention of Captain Adderley Sleigh's Floating System of Break-water was omitted by me.*

*It was not until long after that page was printed, that I was aware that Captain Sleigh was prosecuting the Plan be presented to the Public many years ago.*

*I believe that a great deal that he says in his Pamphlet is very excellent, and I am sure, in accordance with Admiral Bullock, that moorings that would withstand any strain, may be placed, so to speak, anywhere.*

## QUESTIONS AND DEFINITIONS.

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### 1. What is a "Harbour of Refuge?"

That into which a ship can sail and come to an anchor safely and lie in safety, under all circumstances and conditions of wind and tide; and also quit it when it suits her.

### 2. When is a Harbour of Refuge—so designated—a "Dangerous decoy?"

Every barred Harbour—so-called, is so, over the bar of which the water is not deep enough for the draught of your ship.

### 3. What is a "Ship-trap?"

Any (so-called) Harbour with One Entrance: the inseparable accident of which is, that a ship, having once entered (say for refuge from a storm), is detained until the wind, though quite fair for her voyage, changes.

### 4. What is a "Wrecking-Pool?"

A Harbour so-called; but, in reality, a Ship-Trap, as above, in which the swell is so violent, that ships will not hold their anchors, and wreck within the Piers in the Basin.

Where are these 2, 3 or 4, to be found? Everywhere that the Admiralty authority has been exercised.

Where are the Artificial Harbours of Refuge? Nowhere.

Where may they be? Anywhere that an Island Breakwater can be placed.

And where can such be placed? Possibilities considered,  
**EVERYWHERE.**

## INTRODUCTION.

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WRECKS increase, but not Harbours. Money is continually spent in *trying* to make harbours, and the result is, invariable failure. Mr. Calver calls our devices in this sort, “Dangerous Decoys.” I call them, at least have called them, for a long time, Ship-Traps. They are both, and that in the worst sense.

Yet there is great talk about harbour-making, as if people really made, or meant to make, *Harbours*. We have, or have had, Harbours of Refuge Commissions, and Tidal Harbours Commissions, and Committees on Harbours, and Royal Commissions, and Roving Commissions to carry out views of Committees of the House, and Discussions at Engineer Institutes, and what not?—all about Harbours. No end of talk; and the thing is as far off apparently, and the wrecking as hopelessly irremediable, as ever.

Fourteen years ago the thing was committed to a Grand Harbour of Refuge Commission; and they committed it hopelessly to an eternal Slough of Despond. They set about so determinedly to tackle with the evil, that they declared they would do the thing effectually, once for all, immediately and eternally; and they laid out plans to do, and modes of doing, vast and grand; “walls of masonry” and nothing else! And so, Millions are wasted instead of Thousands used, and Ages consumed to do the work of Years and to meet the wants of To-day; and Wrecks go on, and Lives are lost, and Property is destroyed, and nobody profits save here and there an engineer. How long is this to continue? Dover, Portland, Harwich,—no end of money spent, nothing