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ON THE CONSTRUCTION OF THE MERCANTILE NAVY.

LLOYD'S REGISTRY BOOK—INSURANCES, &c.

Condemning unreservedly the *theoretical* construction (as will be hereafter the *practical* or *mechanical* construction) of the merchant navy, the inquiry will naturally arise—"What form of body for a ship is then correct?" We do not arrogate to ourselves to *dictate*, because we wish to allow every mind full scope. All we ask for, all we desire, is to have and know that the construction of a ship is founded on certain elementary doctrines, corroborative of principle. It is presumed nothing can be here considered inconsistent. Surely the individual who assumes to give *lines* ought to be able to assign some reasons of a tangible nature for the various curvatures and forms so presented. An artist will captivate by his pencil, and prove the correctness of the design by the principles of geometry and the knowledge of colours and shades; the surgeon will testify the nature and effects of diseases, because they have been developed to him by previous experiments and results; the pilot will warn the helmsman of the sunken rock, because he has struck on it at a former period. We look, therefore, to these individuals as competent in their several spheres, and rest assured that their competencies being based on theoretical and experimental doctrines, every thing works by system.

Now we could never reconcile the prescriptive regulations of register tonnage to the production of all that is essential in naval construction. We never can admit that the "Capacity Bill" will produce scientific research and decided improvements in ship building; very far from it; for both are visionary, fallacious, undefined emanations of the human mind without reference to natural philosophy, without reference to anything like principle, without the extent of a basis of support equal to the point of a needle.

We venture, however, to assert, from experience, that there is need of extension of breadth in a vessel, in proportion to the length; and that depth will of necessity be regulated by breadth. We also contend for a moderate rising floor, in accordance with the run and entrance of every vessel in opposition to a flat floor. Theoretical search, and practical experience, as developed by the grand element of displacement, will furnish us with a scale of construction for merchant ships something in accordance with the following dimensions:—

The extreme breadth of the load water line to be 5-16ths of the length of the same, taken from rebate to rebate, and being divided into sixteen equal parts. The depth or height of the vessel to be from the rebate of the keel to the main breadth midships, properly placed above the load water section, one-half the extreme breadth of vessel.

The straight of breadth to be continued two thirds of the length of the vessel.

The rising to be two-thirds of the length of the ship.

The position of midship section to be one-sixteenth before the middle line.

These dimensions to apply to all vessels. With regard to the construction of the areas of the mid-sections—Draw a diagonal line from the middle line at height of main breadth to the angle on

the base line and outside perpendicular representing the main half breadth; then set off this diagonal into sixteen equal parts. For vessels to carry from 100 to 200 tons dead weight draw another diagonal from the rebate of keel to the point denoting 10-16ths from middle line; for vessels from 200 to 500 tons, 11-16ths, and for vessels from 500 to 1,500 tons, 12-16ths. These several lines being reconciled with the slightest curvature of the futtocks will represent the rising of the floors for each mid section.

Why all these dimensions in preference to any other, &c, it will be eagerly asked. We briefly reply, that from the several calculations and experiments on these forms of bodies, and dimensions of lengths and breadths, they approximate nearer to establishing a *principle* of construction than has hitherto been available for the merchant navy.

We are prepared to combat opposing sentiments, and by fair inferences and exhibitions to maintain our ground, and establish capacity or burden, stability, velocity, strength and economy. This we shall do in our next.

Your's most respectfully,
ROBERT BRINDLEY,
Naval Architect, Lloyd's Surveyor &c.

ALBION.—The speeches made at the social Conservative meeting last week in Peterborough seem to us to be worthy of more than ordinary attention; first, as a sign of the times—of the spirit and temper which prevail among the gentry of a great agricultural country; secondly, from the ability and intelligence of which they are the cheering evidence. If such zeal and such ability on the right side of politics be found at such meetings as this we now allude to, what may we not expect from a general and vigorous exertion throughout the country, prompted by the necessity of the occasion, and led by lofty-minded statesmen possessing courage worthy of the great cause which they have to uphold? We have no right to suppose Northamptonshire singular in the excellent qualities of its gentry and clergy and where there are such men as they who have come forward publicly to avow their sentiments at Peterborough, we would fain hope that the "good old cause" will not fail, however active the enemies may be who assail it. Let such sound expositions of Conservative duty as were given by the chairman at Peterborough, such animating appeals as that delivered by the gentleman who returned thanks when the health of the officers of the Conservative Society was drunk, or such admirable delineations of the true political state of the kingdom as that given by the gentleman who proposed the health of the Conservative electors of Peterborough; let such information, such principles, and such spirit as these addresses contain be generally laid before the people by those whom they know and respect, and the delusions by which the Whig Radicals have thriven, at the expense of the country, must pass away.

The last of the speeches to which we have referred contains one of the most striking and instructive parallels we have ever read between the state of England as she has been and as she now is. It is these things, be facts, and we cannot question them, what need is there to dispute about political theories? When we see what good we have lost, what evil we have admitted, by the great change in the mode of our government, and the

tendencies of our policy, why will we madly persevere in the course which has led us if not from right to wrong, at least from what was comparatively good, to what is manifestly degrading and dangerous.

It is impossible for those who, reflect upon the advice which is given and the temper displayed at such Conservative meetings not to be struck with the proof which it affords of the consistency and steadiness of principle of the members of this party, compared with those from whose rapacity and rashness they would guard the country. The very measure which these Conservatives opposed with all their force, while as yet there was a possibility that they might prevent it from becoming law, they now support because it is law, and as such entitled to respect. They very well know, what was indeed ostentatiously enough proclaimed that the Reform Bill was intended for their complete destruction as a political party; yet now, because it is the law, they and they alone, are found recommending that it be faithfully preserved—that the settlement of the question such as it was, be not disturbed. But look at their opponents. Look at the supporters of the ministry, already weary of the work of their own hands, and in their lust of innovation, struggling already to alter that which they described as the new and greatest charter of our liberties! Can it be said that these restless innovators have any principles at all, except that of continually changing, as vanity, or caprice, or the hope of gain, or the fear of ceasing to be notorious, may happen to actuate them? What hope of peace, of quietness, of steady government, can there be under the domination of a party who, ere three years have passed, desire to innovate upon their own "good charter"—their "final measure"—their "great settlement" of the elective privileges of the people? What may we not expect of steadiness, of justice, of forbearance, from a party which firmly and faithfully supports a law framed by its enemies, because it is the law, and because its principle is to preserve that which King, Lords and Commons have agreed to. Regarding the one party there is and can be no check—they follow nothing but their own wilfulness—they care nothing for pledges; those whom this month they describe as enemies to the state, are confederates with them in revolutionary exploits the next.

Regarding the other there is *duty*, adhered to through good report and through bad report, and honour which has known no stain. It is for the people to judge between the two.

For several years, the name of Mr. Waghorn has been associated with the subject of steam navigation, as applied to the shortest and most convenient line of communication with India—that by way of the Red Sea. The zeal and ability possessed by that gentleman, and above all, his practical experience, befitted him in an eminent degree, for the completion of such an undertaking; and we believe that his unremitting exertions have at length won for him nearly all the necessary means for carrying it into effect. As however, Mr. Waghorn will have to carry on the most important of his operations in a country whose inhabitants are at best but semi-civilized, and as, although taking so prominent and praiseworthy a station in the farthest advance of those improvements by which

this country will be benefited, he will not be invested with any Government appointment, it is almost indispensable that he should hold his Majesty's commission. Having rank in the British Navy he would be treated with more respect and attention by all the foreign officials with whom he will have to come into contact; and if he have—as it is clear he has—already made his title good to that distinction, we submit to the Lords of the Admiralty that if they do not in his case wave any comparatively trifling adherence to the general rule of promotion, they will fail in the performance of a duty for which there can be none who would not applaud them. Of Mr. Waghorn's persevering devotion to the enterprise he has made his own—of his honesty of purpose—of his general qualifications as an officer and seaman—and of his scientific attainments, we are fully assured: to the evidence of a weekly contemporary, which we append, we refer for testimony of his more immediate claims on the patronage of Government. The *Naval and Military Gazette* says:—

"In our late numbers we called attention to the proposed communication by steam vessels with India, by way of the Red Sea, and which long desired measure we now firmly and confidently hope and believe will be successfully carried into effect. The enterprising individual Mr. Waghorn, to whom the public are mainly, and as we understand are *wholly* indebted for the important information which has been acquired on this subject whereby the practicability of the measure is now made certain, is a master's mate of the royal navy, who passed his first examination for a lieutenant *eighteen years ago*, and his final one about *three years since*, having in the intermediate time, been employed, chiefly, in prosecuting the great object now at length about to be realized.

"When we consider the valuable services which Mr. Waghorn has thus rendered to his country, and find that he has been strongly recommended to the Admiralty for promotion by two successive Presidents of the Board of Control (the present Lord Glenelg and Lord Elenborough) and further, that for his indefatigable zeal and perseverance in exploring the navigation of the Red Sea, for the purpose of opening the communication with India, by way of the isthmus of Suez, he has been honoured with the public thanks of different bodies of merchants and persons connected with the trade to our Eastern possessions, we cannot but believe that the Board of Admiralty will deem Mr. Waghorn to have well merited a lieutenant's commission, and which well earned reward we cordially trust he will very soon receive."

In acceding to this recommendation, the Admiralty would have the reflection of not having done violence to any party feeling. In acceding with our contemporary we are influenced solely by a consideration of the public good. And we shall be happy to find that our views of the subject correspond with those of a large proportion of the daily press.

CIVIL LIVERIES.—The splendour in which our civic functionaries attire their attendants has long been a matter of notoriety. But in this respect, as in many others, modern taste and modern invention seems to be exercised with no small degree of advantage, to exhibit, as it were "the weak and impotent" efforts of pre-