

the engines, however, were in serviceable condition, and were transferred to a new vessel, a second "Isabel Secunda," to form part of the Spanish navy. What was left of the original "Royal William" remained a hulk in the French port.

Both Messrs. Tully and Campbell allude to the claims set up in the United States on behalf of a ship, "The Savannah," as the vessel which made the transatlantic voyage under steam at an earlier date. An article making this claim appeared in *Harper's Magazine*, for February, 1877. We there learn that the "Savannah" was built in New York and launched on August 22nd, 1818. She was 350 tons burden. A steam engine was placed on deck, and shifting paddle wheels were contrived so that they could be lowered over the sides of the vessel in calm weather and brought again on deck when the wind rose. She had small capacity for coal, indeed it is doubtful if she consumed coal, a description of fuel but little used in the United States in those days; at least one authority states that the only fuel consumed on the voyage was wood. It is not possible to differ from the conclusions formed by Messrs. Tully and Campbell that the "Savannah" was simply a sailing ship, to which had been added light paddle wheels capable of being driven by steam machinery, the whole of a somewhat rude description yet in a way available for keeping the vessel in motion when the wind failed.*

The "Savannah" crossed the Atlantic in 1819. She left Savannah on the morning of May 22nd and reached Liverpool on the evening of June 20th making the passage in less than thirty days. It is stated that steam was used on eighteen days, and the log records that the shifting paddles were used for a few hours at a time when the condition of wind and sea admitted, but it is obvious that the sails were chiefly depended upon throughout the voyage.†

The "Savannah" remained at Liverpool from June 20th until July 23rd when she sailed for the Baltic and at the ports where she called,

* A writer in *Scribner's Magazine*, May 1887, states, "the paddles were constructed to fold up and be laid on deck while not in use," and the "log" describes the process of shifting the wheels, which did not occupy more than 30 minutes.

† *Popular Science Monthly* New York, January 1893, after an examination of the Log of the Savannah, has the following: "The voyage to Liverpool began May 22nd, 1819. On the 24th, at 5 a.m. the Savannah got under way off Tybee Light and put to sea with steam and sails; at 6 a.m. left the pilot; at 8 a.m. took off the wheels in twenty minutes, this was to insure the wheels getting safely to Liverpool. The Savannah reached Liverpool, steaming up the Mersey, in twenty-nine days eleven hours from Savannah, having run eighty hours under steam." This information gives for the whole voyage 707 hours, of which 80 hours were under steam, and 627 hours without steam being used. Possibly the paddles were employed on eighteen days, for a few hours each day. S. F.