

The additional power consisted of paddles capable of being folded together and removed from the ship's sides and stowed on deck. The report of Mr. Watkins confirms the views held that the propelling contrivance was of a makeshift or temporary character. We meet entries in the log denoting the fact, such as "got steam up, and it came to blow fresh; we took the wheels in on deck in thirty minutes," (p. 629). "8 a.m.—Folded up the wheels and stowed the wheels," (p. 629). "At 8 a.m. took off the wheels in 20 minutes," (p. 632). Likewise in the statement of Capt. Steven Rogers, the sailing master (p. 637), we learn that the vessel was brought from steam to canvas in 15 minutes, by the watch. The character of the machinery is confirmed by the publication of the account book, which contains a record of the original charges made against the "Savannah" for its construction by the proprietors of the Speedwell Iron Works, New York, (pages 618 to 621). The total cost of the machinery is shown to be \$3,704.50, while the ship alone cost about \$46,300. On the return of the "Savannah" from Europe to the United States all the machinery was removed and sold for \$1,600, and applied to other uses, furnishing the undeniable proof that its application to the purposes for which it had been designed had not been successful.

The log shows that the "Savannah" left the City of Savannah on May 22nd, for Liverpool, and that she used her paddles for a few hours in the smooth water of the river; when the pilot left the vessel, they were unshipped and not again put in place until May 30th, when they were worked for ten hours. Mr. Watkins furnishes a summary of the several occasions on which the paddles were at work during the whole period of the voyage to Liverpool on the following dates, (p. 633).

Got Steam up.	Shut Steam off.	Hours.
May 30th, 8 a.m.	May 30th, 6 p.m.	10
June 1st, 8 a.m.	June 2nd, 2 a.m.	18
June 6th, 8 a.m.	June 6th, 12 p.m.	16
June 9th, 8 a.m.	June 9th, 12 m.	4
June 11th, 10 a.m.	June 11th, 12 p.m.	14
June 16th, 8 p.m.	June 17th, 2 p.m.	18

Total hours..... 80

I take this opportunity of correcting a mistake into which various writers on the subjects have fallen, and which I have myself repeated in the absence of better information. It has been frequently stated that the "Savannah" was driven by steam on *eighteen* days of her voyage. According to the log, the engines were worked on *eight* separate days, not *eighteen*, and on no occasion for a whole day of 24 hours. Mr. Watkins' points out that the ship "came to anchor off Liverpool, 29 days, 11 hours, from Savannah, during which time the vessel had run under steam eighty hours." That is to say, the "Savannah" used her paddles as a means of propulsion 3 days, 8 hours, —on a voyage of 29 days, 11 hours.

The "Savannah" remained in the port of Liverpool several weeks, then proceeded to the Baltic, calling at Stockholm, St. Petersburg and Copenhagen, before she returned to the United States. I copy the following from a brief account of her voyage from the Baltic to Savannah in Mr. Watkins' report (page 635).

"The homeward passage was a stormy one; heavy winds, rough sea, gales and storms being almost daily noted in the log. The engines were not used during any part of the return trip until the 30th of November (the fortieth day after leaving Arendale, Norway), when Capt. Rogers 'took on a pilot inside the bar,' and at 10 a.m. anchored in the Savannah River and furled sails on the flude tide, got under way with steam and went up and anchored off the town. Thus the 'Savannah' safely and triumphantly returned to her home port."