

"undiscovered. One assertion I have fortunately some clue to, "and which will enable me to recover damages for injury sustained, "as I have, or rather shall have, proof of some proprietors of "steam-vessels withholding an order for boilers, in consequence of "a party pledging himself to the inefficiency of our plan." In short, every one that I heard express an opinion before we sailed, considered it an "utter failure;" but still I had hopes, if the boilers did "take up," that I might obtain a speed of three miles per hour.

Secondly—"Captain Ericsson and myself are charged with gross negligence." Here I must inform the public, that at the time Captain Ericsson was most wanted he did not appear for *six weeks*, and I was informed that he was in Holland. Does Mr. Braithwaite put into comparison the inconvenience of his passing *three* "whole nights" on board the Victory, with the anxiety and trouble which his negligence and delay in fitting the engine occasioned; not to speak of the additional expense *to me*, occasioned by his having "a great number of men at work till the Victory was ready for sea," doing the work indeed which ought to have been completed a month before?

Thirdly—"The coupling-keys of the main shaft." This I have explained before, and therefore have only to reiterate, that when the coupling-keys broke, the paddle-wheels were completely disengaged from the engine, and they of course stopped, although the engine continued to work. They gave way on our passage to Scotland; and the following extract of a letter from Mr. Braithwaite, dated 6th June, 1829 (after being informed by me of the circumstance) will set the subject at rest:

"I have only time to say how deeply I regret the accident, and "that you should not have been provided with spare keys; but "really one would have imagined it almost impossible they should "have given way. I have sent you four, and request you will make "me your debtor for the carriage of them. Hoping to have a "favourable report of the engines, &c." The fact is, that the workmanship was condemned by the inspecting engineer from Portsmouth before we left the Union Dock.

Fourthly—"The external leakage of the boiler." The leakage of the boilers was so great, at the time Messrs. Braithwaite and Ericsson left the Victory off Margate, that it took the whole of the crew to replace it by a force pump, not with *distilled*, but with *sea*