

Crowds had rushed to Durham Terrace to get a glimpse of her sailing into port, drop her ponderous anchors a short distance above the King's wharf, and swing to the tide. She left our port on the 6th August, 1861, and arrived at Liverpool on the 15th August. This monarch of the deep, despite her colossal size, did not prove a pleasant craft to sail in. On the 12th and 13th September following, on her trip from Liverpool to New York, in an equinoctial gale, the rudder became damaged and useless, she fell off into the trough of the sea, rolled frightfully, pitching a cow through the skylight into the grand saloon, terrifying the passengers, and had to put back into Queenstown."— (Henry Fry.) The *Great Eastern* was subsequently used in placing several submarine cables, sold and resold at a loss. Her failure as an experimental venture, it is said, shortened the days of her clever naval engineer, Isambard K. Brunel, born fifty years ahead of his time. He died, in 1859.