

18 July 1880

Mr Young Esq.

Sir,

With reference to the
 L. L. "Harris" I have sighted the
 remainder of the bottom outside.
 It is noted that the sides of vessel
 are fast in places in way of
 nothing more. I also examined
 the upper part of the forepeak
 and found there three frames
 broken on the starboard side
 and four on the port side
 at the lower part of the

beam knees. It seems from
 on each side some three - and
 the plating of frames oxidized.
 It is noted also that the bottom
 is forced through the forepeak
 deck in several places.

I have to recommend that the
 above be made good & shall be
 glad if you will let me know
 when the same will be attended
 to, as also the special survey
 etc. and the repairs mentioned
 in my previous letter.

I am, Sir,
 Your obed^t servant



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32 July 1884.

J. Young Esq

With reference to the
 Mr. Jones' name in the above
 paper by Dr. I wrote a letter
 to the Master yesterday morning
 informing him that the special
 survey of 1884 is due this year
 and should be done when the
 vessel will be ready for this
 purpose.

The bottom of the vessel could
 not be properly examined as

there was water in the hold for
 about a week before of the vessel
 to right aft. The water should
 be pumped out in order to
 examine the whole of the bottom.
 Examination outside, however
 as far as practicable, I found
 the plating intact in several
 places at the bow more particu-
 larly on the starboard bow
 and in one or two places in the
 flat of bottom. On the starboard
 side one plate in the fore-
 draught from which plate is
 cracked or
 about 16 ft



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is an interesting history. One of the
on the first side about 1840
many names of the old people
and in other places. It is possible
that in places such as this
the place of the house, the house
was on the first side in this
and is very close to a house.

The house of the first side is not
the same as the house of the
old. The house of the first side is
the same as the house of the
old. It is much more than
the old. It should be the
old. The house is the same.

The first part of the
document is a letter to the
Honorable Mr. [illegible]
of the [illegible] [illegible]
on [illegible] [illegible] [illegible]
one [illegible] to be [illegible] the
other [illegible] [illegible] [illegible]
the [illegible] of [illegible] [illegible]
[illegible] to [illegible] [illegible] [illegible]
the [illegible] [illegible] [illegible] [illegible]
the [illegible] [illegible] [illegible]
on the [illegible] [illegible] [illegible]
[illegible] the [illegible] [illegible] [illegible]
the [illegible] has [illegible] [illegible]
[illegible] there.

Please to recommend that
the cargo battens in the holds
be removed so that the vessel
be ship
and that

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intended to be used and should be
 secured on the inside. Some
 rivets in the doubling on the
 side near the keelson are loose
 and one of the doubling plates is
 very thin at the bow. The
 whole plating requires attention.
 The communication to the fore
 hold is by a small passage.
 One of the beams of the fore
 hold, in the fore part of the main
 hull, has a serious crack - should be
 changed. One plank of the
 at after end of main hull is
 damaged. The machinery in
 the fore hold is not in
 good place. There is only one pillar
 in the hold under the donkey boiler

and this pillar gives support only
 to the fore part of the donkey boiler.
 One plank of the main deck has
 a serious crack - the oakum is
 forced through the place. The deck
 too has been leaky in a few places.
 One or two fore & after at the main
 bulk is broken - and on the fore
 side of this bulk the upper flange
 of the angle iron beam to support
 the keelson is partly broken away
 the whole of its length.
 In the after hold, on the starboard
 side found one frame broken & bent
 and one other frame bent. The front
 bulkhead of the fore & after hold
 in the hold is in good place. The beam
 in the hold is in good place.