

21st April 1898.

C. J.

The Hon. Secy. of the Admiralty

My dear Sir,

I have the honor to acknowledge the receipt of your letter of the 14th inst.

concerning the proposed alterations to the plan of the harbor of Portsmouth, and the proposed alterations to the plan of the harbor of Portsmouth.

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Smoke too entered and kept the fire
and port sides and on number of the
drawn from their places; a large waste
steam pipe from the lead hole, buckled
and kept close to frame, the length
of waste steam pipe at the side of
Tunnel slightly bent, the frame on the
Tunnel, and on the Currier and
Bunker sides on base of Tunnel,
overhead and underneath.

The undersigned recommended,
that, the Tunnel be taken out of the
work for further examination and
repair; the smoke too plates be turned
in place and new ones fitted; the
the waste steam pipe be taken down
repaired and replaced.

Subsequently on examination of
the lower part of the inner Tunnel
found three plates badly buckled; four
James Spaulding's belt and samplers
unworkable; four plates of outer casing
of tunnel buckled; and the buckle iron
bar at the bottom bent & twisted.

On examining the upper part of the
Tunnel, found eight plates badly buckled
and various other parts slightly bent
and buckled all on outer casing.

The undersigned recommended that
the three most bad plates at the lower part



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of the inner tunnel is removed, the four inner spindles be repaired and made workable, the four plates on the outer casing of tunnel at lower part which are buckled, be removed, and the bent angle bar at the base of the tunnel be removed. On the upper part of the tunnel recommend that the eight buckled plates on outer casing be removed and the other parts of this casing which are slightly bent and twisted be drawn out and straightened.

When the fire was burning, it was considered necessary to play water by hose on the boat on the port side taken with bunkers, where the heat was most intense. In view of this having been done, it was further recommended that the boat be removed from this tunnel to ascertain if any damage had been sustained therein.

The foregoing recommendations were made in order to put the damaged parts in as good and efficient condition as before the accident.

59-8-0
10-2-0
6-0-0
52-11-0-0

Wm. L. L.



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