

## Letter to John Washington, 24 March 1862

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[0001]

Kongone 24<sup>th</sup> March

1862

Dear Captain Washington

It is clear that we  
must look out for a new  
Engineer. Hardisty is determined  
to get away by a quarrel.  
the first appearance of the  
wreck occurred when we  
came down to the East Luabo  
lately. there is a bank called  
By Mr Inglis in his late  
survey an "inner bar"  
we ran aground on it at  
low ebb, and resolved just to  
wait till the flow. I told  
Mr Hardisty to have steam  
ready at that time and when  
she began to float all were  
at their posts [but] him - not knowing  
this I simply called down  
[0002]

"a turn astern" and off she came - Having anchored  
a quarter of a mile from the spot to cut wood & wait  
for a man of war. Hardisty came aft to the quarter  
deck and demanded "Did you give orders for the  
engines to go without a calling of me." I replied yes  
I gave orders to you to have the steam ready and  
did not know till now that you were not at  
your duty. "Well I wish you to get another engineer  
if you are going to treat me that way." I told him  
that he was guilty of the impertinence because  
he thought himself indispensable - and an hour  
afterwards he came and apologized. I would  
not have referred to this but it is evident  
that he had made a mistake in his action  
then, and has gone to work more systematically  
since to make himself a nuisance, in order  
to get away. We failed to carry 35 tons. It is quite true  
she was too heavy and listed over often, but we left

Johanna as deep and had 26 tons of coals - & nearly all the mission gear on deck yet came up to Shupanga with wood in 2 days of 20 hours steaming - now we took over three weeks though half the way we had coals We took out 5 tons and dismissed the paddle box boats yet could barely stem the current in parts four and a half knots We could barely make one knot over the ground though going in the shoal parts out of the current. Her speed ought to be at least 8 or say seven. Well even that would give about 3 over the ground, but every one saw the Engines were not properly worked and I suppose some of the 6 officers of the Gorgon had let M<sup>r</sup> H. know what he thought. We came several times

[0003]

to a stand still, and observing M<sup>r</sup> H. sitting on deck quietly smoking I asked him what was the matter with the engines - "Its the list over" was the reply. He then went into the engine room and made them go better. An hour afterwards the same thing occurred & I saw M<sup>r</sup> Hardisty lying on the engine sky lights asleep. I asked him why he did not attend to the engines. He went down again & an hour after he went on the sick list! M<sup>r</sup> Rae then screwed up the packing of the cylinders & mended the feed pump which unknown to me had been left broken all the time we were lying waiting at Luabo and while loading in the Kongone - and the speed was increased by four revolutions per minute of course pumping in cold water had been so much loss of fuel. M<sup>r</sup> Rae suspected

[0004]

that a certain valve was not working - but Hardisty soon came out of the sick list & we were reduced to our former speed. When we resolved to unload a deal of tinkering took place in the engine room - and knowing the engineer to be very touchy I refrained examining what was done. But we

came down to the Kongone  
from [above Mazaro] in 8 or 9 hours  
shewing a speed or at  
least six knots - 10 with  
the current over the ground.  
And then M<sup>r</sup> Hardisty came  
and said "I wish an  
inspection of the engines  
and as you are dissatisfied  
with me send me home "

[0005]

This after the tinkering and after I had carefully  
abstained from saying a word to him. I replied  
that I had been disappointed at not getting up  
and receiving the assistance of the officers & men  
who had come with us, but had never uttered  
a word of dissatisfaction to him. I confess that  
I felt it but never expressed it, or shewed it.

He has since set up his back against M<sup>r</sup>  
Young and answers him in the most impertinent  
way, for instance, Hardisty had placed several  
bags of charcoal on the boiler casing and M<sup>r</sup> Y.  
in giving the whole ship a thorough cleaning &  
white washing asked me if he might place some  
small boxes of shot on them till he found a better  
place. I replied yes. When Hardisty saw that he  
came and bawled out before Captain Wilson  
and his officers to me, that "he had received  
orders (I suppose he meant from you) not to  
allow anything there. And if you dont allow  
me my position in the ship, send me home,  
Captain Washington guaranteed me here only  
one year." &c &c &c." of course I adhered to  
what I had allowed M<sup>r</sup> Young to do feeling  
sure that you had given no such orders &  
no one else had a right to give any. He has  
also sat at table contradicting everything he can  
say a word against - no one replies - and has  
besides tried to create disturbance with M<sup>r</sup> Rae  
by the falsehood that he has been asked to put  
[0006]

the Lady Nyassa together

Captain Wilson who has  
been a witness of his impertinence  
says that he will tell the  
admiral and another engineer  
will be sent up. I see plainly  
that matters with Hardisty  
will get worse & worse - and

will be glad if another is sent  
by the admiral who will be  
amenable to naval discipline  
because while Hardisty is  
here I shall make him do his  
duty though it be by bread &  
water or leaving him on an  
island. He expects that he  
must get a years pay whenever  
he leaves - if that is the case it  
ought to be altered. He has taken  
to this course of conduct entirely  
unprovoked & in the opinion of  
us all is inexcusable

David Livingstone