

## Letter to John Washington, 1 May 1861

*Livingstone, David, 1813-1873*

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[0001]

much crowded - 52 souls aboard and a  
large deck cargo - but for wood cutting

Kongone Harbour

1<sup>st</sup> May 1861

Dear Captain Washington

M<sup>r</sup> Hardesty informs me  
that the brasses or bushes of  
the paddle shafts are cracked  
by a strain put on them  
when aground in the Rovuma.  
He thinks that they were too  
thin originally - some sand  
has got in and worn them  
a good deal thinner. As  
M<sup>r</sup> Penn has the patterns  
we think it well to send  
for new ones and as soon

[0002]

we should be at Murchison's cataracts in  
2 days from this. We came from Johanna

as we have an opportunity M<sup>r</sup>  
H. will make a drawing of  
them with buttresses on them  
from which M<sup>r</sup> Penn will  
be able to send us thicker  
and stronger ones.

18 May Shamo in R. Shire.

After spending some days in  
woodcutting & going round by the  
Pearl's canal to the mouth of  
Parkers Luabo we steamed up  
on the 7<sup>th</sup> & 8<sup>th</sup> to Mazaro taking  
just 16 hours from the sea to  
that point. the last time we  
came over the same ground in  
the famous "Despatch boat" it took  
us ten days. We did not touch  
the ground once - though the channel

is a little altered by the late very  
high flood. At Shupanga

[0003]

in eight days & waited one night only for a  
smooth bar  
I am &c David Livingstone

we went over to the shoal side of the  
river in order to get young mango  
trees & pineapple plants for the  
mission and unfortunately  
drifted on a shoal and had as  
at Rovuma the engines filled  
with sand. They are splendid  
engines and a credit to their  
maker but there is a defect  
which few would think of,  
the pipe which draws in the  
water is placed so as to draw  
in sand whenever we come  
into shoal water - there seems to

be no rose to them  
as pebbles the size  
of marbles were taken  
into the bottom of the air pump. If  
in addition to those [pipes] already in  
we had others as marked by the  
dotted lines & a cock to shut off  
each set one could be used

[0004]

in a sea way the others in the  
river - a few yards of copper  
piping & cocks would not cost  
much and Mr Penn would  
no doubt take the trouble to fit  
them according to his model  
If the roses of the new pipes  
were 3 1/2 feet from the bottom  
no harm would ever come  
to the engines either by sand or  
weeds. As it is now the  
time when we need the engines  
most they are of the least use  
as our bilges are so shallow  
we cannot draw water from  
them.

We spent some days repairing

and are now waiting for our  
cart and cotton gins from Senna,  
the Shire is all deep except one or  
two small spots. We have a good  
deal of fever yet. We are very