

materially indebted to the suggestions of my friend Mr. Hooper, purser of the *Fury*, the ships were effectually victualled and stored for a period of three years. During the progress of their equipment they were occasionally visited by the Lords Commissioners of the Admiralty and the Comptroller of the Navy, and subsequently by Lord Viscount Melville, who was pleased to express his approbation of the various arrangements. As however the ships, when completely stowed, were found to be very deep in the water, it was deemed advisable, to prevent the possibility of risk, that the Expedition should be accompanied by a transport as far as the margin of the ice, in order to relieve them of a part of their lading in crossing the Atlantic; and the *Nautilus*, of four hundred and five tons, Lieutenant William Scrymgour agent, was appointed by the Navy-Board for this purpose. A portion of the weight was accordingly removed on board the *Nautilus* till the ships were considered to be in safe trim; and some extra stores were also put into the transport, to enable us to complete the Expedition to the time of her leaving us. Of these perhaps, twenty live bullocks and a quantity of coals (making our whole supply in each ship one hundred and eighteen chaldrons) were not the least important.

A number of valuable chronometers and instruments, of which a list is here subjoined, were embarked on board each ship; and a variety of useful experiments, for which the requisite materials were provided, were suggested by the Council of the Royal Society, to be conducted by Mr. Fisher as circumstances might permit in the course of the voyage :—