

Windlass, fitted with patent whelps—old style.

Vessel has 7 pairs of iron davits already fitted, and 3 boats, clinker built, viz., 2 gigs, 18 ft. and 20 ft., and one long boat, 21 ft.

There is a spare rudder and a spare propeller on board.

Engine room is in the afterpart of the vessel, between main and mizen masts.

The engines are compound, with surface condensers, without superheaters.

The cylinders are inserted; they appear to be substantially made, and in good order.

Diameter of cylinders, 23 in. and 46 in.

Length of stroke, 36 in.

The engines and boilers were manufactured by the Greenock Foundry Company in January 1873, and are 96 horse-power nominal.

The boilers are cylindrical, and 2 in number, with return tubes, and are now receiving a new set of iron.

The plates of the shell are $\frac{5}{8}$ -in. in thickness, and the boilers are pressed to 60 lbs. on the square inch. There are two furnaces in each boiler, 6 feet in length by 3 feet in breadth; the tubes are $3\frac{1}{2}$ -in. in diameter.

The consumption of fuel is about 10 tons per diem, and the bunkers, which run athwartships, can stow about 65 tons of coal.

The propeller is of cast iron, with two blades, and is fitted for raising.

There is an auxiliary boiler in the afterpart of the funnel casing, on a level with the upper deck, for the purpose of working the steam winch, which is fitted before the mainmast.

The ship's pumps can also be worked by the auxiliary boiler.

The maximum speed of the vessel in smooth water is 8 knots.

The present internal fittings would have to be removed in order to make the accommodation suitable for the expedition.

Surveying Officers,

JAMES HURRY,
Navigating Lieutenant.

JOHN P. ALLEN,
Chief Engineer.

W. J. SMITH,
Carpenter, 2d Class.
H.M.S. "Aurora."

No. 21.

MESSRS. BAINE AND JOHNSTON TO SECRETARY OF ADMIRALTY.

SIR,

Greenock, 27th November 1874.

WE have to acknowledge the receipt of your favour of 26th. When we made the proposal to submit the S.S. "Miacmac" to a valuation to Sir Leopold McClintock and Messrs. Robert Steele & Co., it was because the vessel was in Newfoundland, and could not be seen and inspected by the Admiralty.

The circumstances are not applicable to the "Bloodhound," which is in port and can be thoroughly examined; and we would have been prepared to name a fair price for that ship, but taking into account the important service for which the ship is intended, and believing the parties will do substantial justice to us and the country, we consent to Sir Leopold McClintock and Messrs. Steele & Co., fixing the value at which the Admiralty shall acquire the "Bloodhound" and all her materials as she now lays in this port.

We are, &c.

The Secretary of the Admiralty.

(Signed) BAINE AND JOHNSTON.

N.B.—The "Bloodhound" is really 100 horse-power nominal, and not 96; and works up over five times that. 668 tons builder's measurement. 556 tons gross register. 378 tons nett register.