

Enclosure in No. 10.

Weymouth, 30 March 1852.

BEING requested by Captain Pasco to give an account of what I heard Mr. Coward state at Quebec, concerning two vessels he passed in an iceberg, to the best of my recollection it was as follows:

While running with studding sails set, about the edge of soundings, they passed a large iceberg, in which were two vessels, the one a ship sitting upright, the other with a list; he could not say whether a ship or barque, her mizen-mast being gone. He also stated to me that he mentioned it at the custom-house, upon arrival at Quebec, and expressed his regret to me at not being able to board them, being ill at the time; but there were other vessels in his track, but not in sight at the time.

I left Shields April 8th, 1851, arrived at Quebec May 18th, and left June 19th, 1851.

(signed) *George Cleugh,*
Master Barque "Pearl."

No. 11.

(Confidential.)

Sir,

Coast Guard Office, 30 March 1852.

I BEG to acknowledge the receipt of your letter of the 29th instant, immediate and confidential, with copies of papers respecting two ships having been seen in the spring of 1851, drifting with an iceberg off the coast of Newfoundland, by the brig "Renovation," and to acquaint you that I have transmitted them to Commander Palmer, the inspecting commander within the port of Limerick, with directions to make the most minute inquiry, agreeably to your request.

Captain Hamilton, R.N.
&c. &c. &c.
Secretary, Admiralty.

I am, &c.
(signed) *E. Ommanney.*

No. 12.

Electric Telegraph, 31 March 1852.

To Captain *Hawkins*, Sunderland. From Admiralty.

PROCEED to Mr. Young's, at Shields, and ascertain if the circumstance of the ships and iceberg is noted in the "Renovation's" log of April last.

No. 13.

Sir,

Sunderland, 31 March 1852.

RELATIVE to your telegraphic message of this morning, directing me to proceed to Mr. Young, at Shields, and ascertain if the circumstances of the ships and icebergs is noted in the log-book of the "Renovation" of April last;

I beg leave to inform you, that I immediately proceeded thither, and had an interview with Mr. Young on the subject, but find there is no log-book of the "Renovation" at Mr. Young's office of a later date than April 1850, and consequently that the log-book of 1851 is still on board that vessel. I further beg to remark, that on looking over the "Renovation's" log-books of previous years, kept by Mr. Robert Simpson, chief mate, it is mentioned, the same person whom I have stated, in my letter of the 28th instant, is at present master of the ship "British Queen," and who (as he sailed from Shields on the 22d instant for Limerick) is either now at that port, or on his passage there.

I beg therefore to submit, that, as he probably continued to keep the log-book of the "Renovation" until he left her, he is likely to know the exact words entered on the occasion; and moreover, as he is probably the mate mentioned who had charge of the watch when first the iceberg and ships were seen, must have had a longer and as correct a view of their state and circumstances as Mr. Coward, the master of the "Renovation."

I further beg to state, that Mr. Young, the owner of the "Renovation," informs me that Mr. Coward never mentioned to him the circumstance of having met them; but the brother of the master (a surgeon at Shields), whom I have

No. 12.