

26 COMMUNICATIONS IN REFERENCE TO VESSELS OBSERVED

Had the ships their lower yards across, and if so, were they aloft or struck?

Cannot say whether any yards were up or not, but rather think not.

Were their topmasts up?

Already answered.

Any topsail or topgallant yards across?

None.

Any stays to the lower masts?

The larger vessel had fore and aft stays to all lower masts. I could not distinguish whether the smaller vessel had any stays to the lower masts.

Any rigging or stays to the topmast; and if so, in what state?

Cannot say whether there were or not.

Were the ships on their beam ends, or were they upright on the ice?

The larger ship was quite upright, well raised up on the ice. The smaller ship had a great list to starboard.

In what direction were their heads?

The larger vessel had her head about N. W. The smaller had her head about N. The two ships appeared about a cable's length apart.

Did you look, or did you order any one to look attentively to see if there was any living being on board of the ships?

There was no appearance of any living being on board of the ships. The mate, the passenger (Mr. Lynch), and myself, particularly examined them with the glass.

If any person, or any living being, had been on board, could you have distinguished them easily?

If any living being had been moving about the decks we could easily have distinguished them with the glass. When I first saw the ships I believed them to be two Greenlandmen abandoned; and such is my impression to this day. I was ill at the time, and the ship was surrounded by icebergs, and I was anxious to get away while the weather was clear. No mention was made at the time, nor did the idea enter my head, that these ships might be Sir John Franklin's ships. This supposition was first mentioned before me next day, in conversation with Mr. Lynch, and the mate, Mr. Simpson. None of the crew who were with me at the time are now on board the "Renovation," excepting two apprentices. The second mate, Andrew Beale, and the rest of the crew, deserted at Quebec.

Edward Coward, Master of "Renovation."

Sworn before me, on board the brig "Renovation," anchored off Alberoni, in the port of Venice, this 29th day of April 1852.

*Clinton G. Dawkins,
Consul-General.*

Sub-Enclosure 2, in No. 41.

STATEMENT of *William Lambden*, Apprentice on board the Brig "Renovation."

WILLIAM LAMBDEN, apprentice on board the Brig "Renovation," had the middle watch, as far as he remembers, on the night of the 17th and 18th of April 1851, when the middle watch was relieved about 4 o'clock, A.M. As far as he recollects, the mate, Mr. Simpson, who had the morning watch, called the attention of the second mate, Andrew Beale, who had had the middle watch, to two ships which were fast in an iceberg, about three or four miles on the starboard beam.

Thinks, to the best of his recollection, they had no topmasts, but that they had their lower masts standing. They appeared about the same size; one of them appeared upright, the other had a list, but in which direction cannot recollect.

His watch being over, he did not remain on deck to examine them.

William Lambden.

Sworn before me, on board the "Renovation," anchored off Alberoni, in the Port of Venice, this 29th day of April 1852.

*Clinton G. Dawkins,
Consul-General.*

Sub-Enclosure 3, in No. 41.

STATEMENT of *James Figgis*, Apprentice on board the Brig "Renovation."

JAMES FIGGIS, apprentice on board the brig "Renovation," had the morning watch on the 17th of April 1851, as near as he recollects. Remembers seeing two vessels fast in an iceberg on the starboard beam; was doing cook's duty, the cook being sick, and was busy in the galley, and did not pay much attention to what was passing.

James Figgis.

Sworn before me, on board the Brig "Renovation," anchored off Alberoni, in the Port of Venice, this 29th day of April 1852.

*Clinton G. Dawkins,
Consul-General.*