

on to blow a heavy gale from the northward and eastward in the afternoon, with a short sea; there were many bergs in sight, but as it was daylight all night and fortunately quite clear we had no difficulty in avoiding them.

By noon of the following day the wind and sea had moderated sufficiently to proceed under steam, and I shaped a course to pass outside all the banks.

The weather continued fine and we made good progress under steam till 8 p.m. on the 3rd July when a fog set in, and continued most dense during the night, necessitating very great caution and slow progress. I shaped a course for the Whale-fish Islands (though out of my direct course) to avoid a rock placed on the chart without a name 8 miles from Lievely, and not referred to in the Sailing Directions. From subsequent inquiry at Lievely it was found to be there and known as the Parry Rock; as during our stay there the weather was always fine I had no opportunity of seeing it break and ascertaining if it is correctly placed in the chart. At 3.30 p.m., 4th July, the fog lifted suddenly, and completely disclosing Disco Island, Whalefish Island, and many hundreds of icebergs. At 9.30 p.m. we came to anchor in Lievely Harbour, Disco Island, when we received every attention and information from Mr. Smith, the Danish Inspector of North Greenland, who boarded us outside.

6. On the 6th July H.M. ships "Alert" and "Discovery" came in, the "Alert" came alongside at once, coaled and provisioned, and then the "Discovery." By the evening of the 8th both ships were completed with the exception of stores, which they subsequently demanded from us, which included a jolly-boat and whaler to replace two boats they had lost in the gale of the 13th June, also one of Berthon's collapsable life-boats, 6 feet by 3 feet 6 inches, by 1 foot 4 inches deep, which I supplied at the request of Captain Nares, as he having already two punts of Berthon's on board the ships had found them so useful and so light and portable, and so well adapted for sledge travelling and ferrying over cracks, &c., that though my own private boat, I did not hesitate to supply her for the use of the Expedition. I also supplied them with sundry stores, including 4,500 lbs. of bread, which left us much shorter of bread than I had anticipated we should be. I also discharged one A.B. to "Discovery," per order.

7. On the 14th July I received a letter from Captain Nares, informing me that he had no further need of my services; a copy of this letter is annexed for their Lordships' information. Not having coal enough to carry out my orders, I determined to endeavour to procure some in the Waigat Strait, therefore having partially ballasted the ship with 70 tons of stone, refitted aloft, and caulked in all the main deck ports, portions of the upper and main decks, all of which had leaked badly on the passage out, I went to sea in company with the Arctic ships at 5 p.m. on the 15th July, and proceeded along the south-east coast of Disco Island to Ritenbenk settlement (distinct from the coaling place), situated on an island opposite the south end of Waigat Strait, for the purpose of procuring a Greenlander or Eskimo, who Mr. Smith offered to place at my service to point out the best coal seams at the cliffs, and so save time and labour in looking for it. The Arctic ships were also to procure some dogs here. After being delayed for several hours during the night by fog rendering our progress dangerous on account of the quantity of berg ice about, we anchored in Washing Bay, Ritenbenk, at 11 a.m. on the 16th.

8. Mr. Smith, the inspector (who had taken a passage in the "Alert") having failed to procure a guide for me, offered to come himself in the ship, and I gladly availed myself of his great experience and knowledge of the ice in those straits, of which there was a vast quantity floating to the northward. Having received the last of the mails from the Arctic ships, I proceeded to sea at 4 a.m. on the 17th, intending to examine two harbours on the peninsula of Atanekerdluk on the mainland, said to be available for shelter in gales from the northward and southward, but on arriving a few miles to the southward of the place, I found the berg and loose ice from Tossukatek Glacier, stretching across Waigat Strait from Sakkak Point, N.W. b. W. to Disco Island, quite impassable by this ship, though subsequently passed through with ease by the Arctic ships who at this time (10 a.m.) were observed coming up astern, no paddle-wheel vessel could have got through without destruction to her paddles. I therefore gave up the idea of examining Atanekerdluk at that time, but being most anxious to procure a supply of coal to enable me to carry out their Lordships' directions with regard to the line of soundings, &c., on the way home, I proceeded across the strait skirting the ice, and looking for a passage which I succeeded in finding near the Disco shore. At 12 the Arctic ships were seen standing through the ice to the northward with a fair wind at S.W. under sail. At 2 p.m. I landed with Mr. Smith, the inspector, and the Chief Engineer, to examine the coal cliffs at Ritenbenk Kulbrud, and being satisfied that coal of a very inferior quality, little more than half as good as Welsh, could be got out, I returned on

Enclosure
No. 1.