

arising from her confined stowage, and her incapacity to receive the crew of the other vessel in case of serious and irreparable injury happening to the latter. Any vessel unable to carry every item of her own resources, must at some period or other of the voyage become a burthen, and, in case of separation, helpless and inefficient; a contingency which there is no necessity for risking. If to what has just been stated be added the advantages, which every seaman will readily appreciate, of each ship being enabled to furnish her consort, on any occasion of loss or damage, with stores of a size and nature exactly suited to her wants, no doubt can, I think, exist of the expediency of having the two ships precisely similar.

So rigidly was this principle adhered to in the equipment of the present Expedition, that, taking into consideration the improbability of both ships sustaining losses in the same articles, our supply of stores might almost be considered as doubled by this arrangement. Thus, for instance, the fore-masts and main-masts were not only "equalized" in each ship, but the dimensions of these, and of every thing belonging to them, were precisely alike in both, so that any article belonging to either of these four masts might be transferred from ship to ship, and at once applied to its proper use, without selection, trial, or alteration of any kind. In the course of the following Narrative, it will be seen what essential service was derived from this plan in the indispensable article of anchors, on which the safety of a ship so often and so entirely depends. I have been thus explicit in stating some of the advantages of this arrangement, from a conviction of the absolute necessity of resorting to it in the equipment of two ships that must necessarily be dependent solely on their own resources, for a long and uncertain period of time.