

Sub-Enclosure 1, in No. 41.

QUESTIONS and ANSWERS from Mr. Coward and others respecting two Ships seen by him and his Crew on an Iceberg, from the Brig "Renovation," while off the Banks of Newfoundland, in the Spring of 1851, before me, Clinton G. Dawkins, Esq., Her Majesty's Consul-General for the Lombardo-Venetian Kingdom, on board the "Renovation," now anchored off Alberoni, in the Port of Venice, this 29th day of April 1852.

In the spring of 1851, was not an iceberg, with two ships on it, seen from your vessel, the "Renovation"?

Yes.

On what day was the iceberg seen, and at what hour, and by whom was it first observed?

To the best of my recollection, the iceberg was seen on the 17th April 1851—I cannot remember the hour—by the mate, Mr. Simpson, and Mr. Lynch, a passenger. I was sick in bed at the time, and I immediately got up on being called by the mate, and saw two vessels embedded in an iceberg.

Did you see it yourself, and if so, how long after it was reported to you?

I saw the iceberg about five minutes after it was reported to me.

What latitude and longitude were you in at that time?

Latitude $45^{\circ} 50'$, by observation, as per log; longitude, by dead reckoning, $57^{\circ} 47'$. Found, on making Cape Frele, at the east end of Newfoundland, that we were above five degrees behind our reckoning, which would make our corrected longitude at the time about 52° .

Was land then in sight, and if not in sight, what was the bearing and distance of the nearest principal point?

No land in sight, but numerous icebergs. No entry in log to show the bearings of the nearest point.

What course were you steering at the time, and how was the wind?

Steering N. W. by W.; wind N. E. blowing strong.

What sail were you under, and at what rate were you going?

All reefs out of the topsails, and starboard studding sails set; going about eight knots.

Was the weather clear?

The weather was very clear.

Was it threatening to come on to blow or to become foggy?

No appearance of foggy or threatening weather.

How high was the iceberg out of the water?

The iceberg appeared about 200 feet out of the water, with much field ice about it where the two ships were embedded. The iceberg appeared to rise behind the ships to the above-mentioned height.

What might be the length and breadth of the iceberg?

The iceberg appeared to be about two miles or more long; cannot give an opinion as to its breadth.

Were the ships to windward or to leeward of the iceberg?

The ships were on the lee side of the iceberg.

How close did you pass to the iceberg?

We passed about five or six miles from the iceberg.

Were the ships you saw entirely housed in, or only partly so?

Neither of the ships appeared to be housed in; at all events, I could not distinguish whether they were or not, they being covered with ice and snow.

What might be the tonnage of the ships?

They appeared to me to be, one about 600 or 700 tons, the other about 300 or 350 tons.

How were the hulls painted?

The hulls were covered with ice, and I could not distinguish how they were painted.

How many lower masts had they each, and how painted?

Each vessel had three lower masts, but so covered with ice that I could not distinguish how they were painted.

Had they all their lower masts and bowsprits?

The larger vessel had all three lower masts and topmasts up; the smaller vessel had the mizenmast gone about 10 or 12 feet above the deck, but had the foremast and mainmast with topmast up; cannot say whether the bowsprits were there or not.

What state was the lower rigging in?

Cannot say what state the lower rigging was in.