

The Porpoise, a gun-brig of two hundred and thirty tons. The experience I had had in this vessel induced me to ask for an alteration, which was made, and added much to her safety, as well as increased her accommodations. This was to build a poop-cabin and a forecastle on her deck.

The tenders Sea-Gull and Flying-Fish were New York pilot-boats. The former had been known as the New Jersey, of one hundred and ten tons; the latter as the Independence, of ninety-six tons. They were purchased on the 3d of August. Their masts, sails, &c., were reduced, and their outfits completed in the short space of three days, by those enterprising shipwrights, Messrs. Webb and Allen of New York, to whom much credit is due. They joined the Squadron on the 12th of August, in Hampton Roads.

The Relief was a new vessel, originally intended for a store-ship for the Navy, but had been transferred to the Expedition on being launched. She was built for carrying, and her slow rate of sailing made her ill adapted for the cruise.

The Expedition is much indebted to Commodore Ridgely and the officers of the Brooklyn Navy-Yard. To Commodore Downes and Captain Percival, of the Boston Navy-Yard, we are also under great obligations. The boats prepared under the direction of the last named officers, were found to be well adapted for the service. They were all clinker-built, with the exception of the launches, and of the description used by whalers and sealers.

After the Peacock's return in 1837, she had undergone little or no repairs. Her bottom was indeed sound, being built of live-oak, but her upper-works were worn and much decayed, as the sequel proved. After this vessel left the Navy-Yard at Norfolk, her fore and cross-jackyards were found by her commander to be rotten. On its being reported to the commandant of the yard, they were ordered to be replaced, and all the other defects partially remedied.

The carpenter of the Washington Navy-Yard, Mr. J. H. Smoot, built for me, under order of the Commissioners of the Navy, a very convenient portable pendulum-house and observatory, which answered every purpose for which it was intended.

The organization of this Expedition has frequently been a subject of remark. I have therefore obtained all the papers that passed between the government and Captain Hudson, in relation to it, prior to his accepting the position he occupied. They form, with a few remarks, the first pages of the Appendix to this volume, and will place the whole in its true light.

The Narrative will fully show the part he has taken in carrying out the