

edly silent as to the time and date of its being first observed, now speaks throughout of "the land."

After leaving Sydney we had, until the 31st December,* fine weather and favourable winds. We took advantage of these, and all sail was crowded on the vessels of the squadron. At the above date we had reached the latitude of 43° S.

Under such circumstances, the usual order of sailing, in a line abreast, was easily maintained, and the communications between the vessels were frequent. On the 31st of December, I issued the sailing instructions for the cruise, which will be found in Appendix XXV.

During this favourable weather, all hands were employed in tightening the ports, in order to secure the interior of the vessels as much as possible from the cold and wet, which were to be apprehended in the region to which we were bound. For this purpose, after calking all the openings, the seams were covered with tarred canvass, over which strips of sheet-lead were nailed. The sailors exhibited great interest in these preparations, and studiously sought to make every thing snug; all useless articles were stowed away in the hold, for we were in truth full to overflowing, and places at other times sacred were now crowded.

It was fortunate that the weather for the first few days was so favourable; for so full was every place, that we had been compelled to stow bread in the launch and cutter, and this in bulk; for the quantity was so much beyond that which had been carried on any former occasion, that a sufficient number of bags were not to be had, and in the hurry of its reception on board, time had not been found to provide them. Every ounce of bread thus exposed was looked to with solicitude, for there was a chance that all of it might be needed.

Among other preparations, rough casings of boards were built around all the hatches, having doors furnished with weights and pulleys, in order to insure that they should not be left open. Having thus provided for the exclusion of cold air, I contented myself with preparations for keeping the interior of the vessel at a temperature no higher than 50°. I deemed this preferable to a higher temperature, in order to prevent the injurious effects which might be produced by passing suddenly from below to the deck. I conceived it far more important to keep the air dry than warm, particularly as a lower temperature would have the effect of inducing the men to take exercise for the purpose of exciting their animal heat.

* During the 29th, 30th, and 31st December, the sea was very phosphorescent; temperature 56°.