

from its position, as to carry away the starboard wheel-rope, and to wrench the neck of the rudder itself in such a manner as to render it unserviceable, or even worse than useless. In hopes of lessening the difficulty, relieving-tackles were applied to the tiller, but without effect, for it was discovered that the rudder had been so far twisted as to make a considerable angle with the keel, and every exertion to move it proved ineffectual.

All hands were now called, and every officer and man was speedily at his station. The ship was found to be rapidly entering the ice, and every effort to direct her course by the management of the sails proved fruitless. In this helpless condition scarcely a moment passed without a new shock in some quarter or other from the ice, and every blow threatened instant destruction. The hope was not yet abandoned, that some temporary expedient might be found to bring the rudder again into use, until they should be extricated from this perilous situation. A stage was, therefore, rigged over the stern, for the purpose of examining into its state, but it was found to be so much injured that it was impossible to remedy its defects while in its place, and preparations were forthwith made for unshipping it. In the mean time the position of the vessel was every instant growing worse, surrounded as she was by masses of floe-ice, and driving further and further into it, towards an immense wall-sided iceberg. All attempts to get the vessel on the other tack failed, in consequence of her being so closely encompassed, and it was therefore thought expedient to attempt to bring her head round, by hanging her to an iceberg by the ice-anchors, and thus complete what had been partially effected by the sails. The anchor was attached, but just at the moment the hawser was passed on board, the ship took a start so suddenly astern, that the rope was literally dragged out of the men's hands before they could get a turn around the bits.

The ship now drove stern foremost into the midst of the huge masses of ice, striking the rudder a second time. This blow gave it the finishing stroke, by nearly wringing off the head, breaking two of the pintles, and the upper and lower brace.

The wind now began to freshen, and the floe-ice to set upon the ship. The sails were furled, and spars rigged up and down the ship's sides as fenders. Attempts were again made to plant the ice-anchors, for which purpose the boats were lowered; but the confined space, and the force with which the pieces of ice ground against each other was so great, that the boats proved nearly as unmanageable as the ship. After much exertion, however, the ice-anchors were planted, and the hawser hauled taut. Here they for a time enjoyed comparative