

At 6 A. M. on the 26th, we again made sail, and at 8 A. M. we discovered the Porpoise, to whom we made signals to come within hail. We found them all well, and compared chronometers.

As it still blew fresh from the southeast, and the weather became a little more clear, we both bore away, running through much drift-ice, at the rate of nine knots an hour. We had the barrier in sight; it was, however, too thick to see much beyond it. Sailing in this way I felt to be extremely hazardous; but our time was so short for the examination of this icy coast, that while the barrier was to be seen, I deemed it my duty to proceed. We fortunately, by good look-outs, and carefully conning the ship, were enabled to avoid any heavy thumps.

On the 27th, we again had the wind from south-southwest. The floe-ice had become so thick, that we found it impossible to get through it in the direction I wished to go, and we were compelled to pass round it. The Porpoise was in sight until noon. The weather proved beautifully clear. A long range of tabular icebergs was in sight to the southward, indicating, as I have before observed, that the coast was near. I passed through these, losing sight of the Porpoise to the northwest about noon, when we were in longitude $142^{\circ} 40' E.$, latitude $65^{\circ} 54' 21'' S.$, variation $5^{\circ} 08'$ easterly.

On the 28th, I found myself completely surrounded by the tabular icebergs, through which we continued to pass. Towards midnight the wind shifted to the southeast, and enabled me to haul more to the southward. At $9\frac{1}{2}$ A. M. we had another sight of the land ahead, and every prospect of nearing it, with a fine breeze. The sight of the icebergs around us, all of large dimensions, was beautiful. The greatest number in sight at one time was noted, and found to be more than a hundred, varying from a quarter of a mile to three miles in length. We took the most open route, and by eleven o'clock had run upwards of forty miles through them. We had the land now in plain view, but the weather soon began to thicken and the breeze to freshen. At noon it was so thick that every thing was hidden, and no observation was obtained. The ship was hove-to, but shortly after again put under way, making several tacks to keep my position, which I felt was becoming a critical one, in case a gale should ensue. I therefore looked carefully over my chart, and was surprised at the vast number of icebergs that appeared on it. At 2 P. M. the barometer began to fall, and the weather to change for the worse. At 5 P. M. a gale was evidently coming on, so we took three reefs in the topsails. It appeared now that certain wreck would ensue, should we remain where we were; and after much consideration, I made up my mind to retrace my way, and seek the open space forty miles distant, taking for a landmark a