

for we were often surrounded by numerous ice-islands, which the darkness rendered more dangerous.

Towards evening the weather became unsettled, and the 3d of February was ushered in by another gale, accompanied with snow. The barometer fell lower than heretofore, namely, to 28.460 in.; the thermometer stood at 33°. Before the thick snow came on, we had taken the bearings of the ice-islands, and finding we had a few miles comparatively free from them, I determined to await the result of the storm, and made every thing snug to encounter it. The gale continued throughout the day, and although it moderated after 5 P. M., we had some strong squalls, but nothing so violent as those we had already experienced. The ship, in consequence of the snow, became more damp and uncomfortable, and our sick-list was increased to thirty, who were rather overcome by want of rest and fatigue than affected by any disease. To remedy the dampness, a stove was placed on the gun-deck, and fires kept burning in the galleys on the berth-deck, more for the purpose of drying the men's clothes than for warmth. We had no observations this day, but the dead-reckoning gave the longitude 134° E., latitude 63° 49' S.

The 4th and 5th the weather continued the same. As the winds became lighter thick snow fell, and we were able to see only a short distance from the ship. We contrived by manœuvring to retain our position. On this last day we got a tolerable observation, which gave our longitude as 133° 42' E., and latitude 64° 06' S.

The first part of the 6th the same thick weather continued, but towards 4 P. M., it began to clear, when we again made sail, until we saw and took the bearings of the barrier. We found ourselves situated opposite the part of it we had seen three days before. It still had the appearance of being attached to the land, and in one uninterrupted line. Wishing to examine it closely, I hove-to for broad daylight. Many whales, penguins, flocks of birds, and some seals, were reported.

On the 7th we had much better weather, and continued all day running along the perpendicular icy barrier, about one hundred and fifty feet in height. Beyond it the outline of the high land could be well distinguished. At 6 P. M., we suddenly found the barrier trending to the southward, and the sea studded with icebergs. I now hauled off until daylight, in order to ascertain the trending of the land more exactly. I place this point, which I have named Cape Carr, after the first-lieutenant of the Vincennes, in longitude 131° 40' E., and latitude 64° 49' S.

On the 8th, at daylight, we again made sail to the southward, and found at 4 A. M. the field of ice had stopped our progress, and the