

ward, the brig under close-reefed topsails; at 2 P. M. found it difficult and hazardous to proceed, passing within a short distance of ice-islands, and just seeing them dimly through the obscurity; at three, the brig was hove-to, and Lieutenant-Commandant Ringgold says, in reference to their situation—

"I felt great anxiety to proceed, but the course was so perilous, the extent and trend of the barrier so uncertain, I could not reconcile it with prudence to advance. The frequent falling in with fields of drift-ice, the numerous and often closely-grouped chains of icebergs, were sufficient to point out discretion. The long-extended barrier was encountered in latitude  $65^{\circ} 08' S.$ ; at twelve to-day our position was  $65^{\circ} 16' S.$ ; it is easy to perceive the possibility of a trend northerly again, which would have placed us in a large and dangerous gulf, with a heavy gale blowing directly on, without a hope of escape.

"At 8 P. M., blowing very heavy; the snow falling rendered vision beyond a few yards impossible; I have seldom experienced a heavier blow, and towards the conclusion the squalls were severe and frequent."

The barometer at 3 A. M., stood at 28.200 in., the lowest point it reached during the gale. The temperature of the air was  $26^{\circ}$ .

The severe gale continued during the 29th, with a heavy sea, and snow falling thickly; at 8 A. M. the gale abated, and the clouds broke away; through the day the sun occasionally out; the weather appeared unsettled; the sun set red and fiery; the latitude was observed  $64^{\circ} 46' S.$ , longitude  $137^{\circ} 16' E.$

On the 30th they stood again to the southwest; at 2 A. M. they made the barrier of field-ice, extending from southeast to west, when it became necessary to haul more to the northwest; the weather becoming thick with a heavy fall of snow, at four o'clock, the wind increasing, compelled them to shorten sail; at 7<sup>h</sup> 30<sup>m</sup> the ice in fields was discovered close aboard, heading west; at this time hauled immediately on a wind to the northeast, and soon passed out of sight of the ice and out of danger; during the day blowing a gale of wind, and very heavy sea running, passing occasional ice-islands; at meridian, being clear of the barrier, the brig was hove-to under storm-sails, to await the clearing of the weather. In the afternoon the weather showed signs of clearing; the sun coming out, again made sail to approach the barrier; no ice in sight; great numbers of black petrels about.

At 4 P. M. discovered a ship ahead, and shortly after another was made, both standing to the northward; the brig hauled up to the northwest, intending to cut them off and speak them, supposing them to be the Vincennes and the Peacock; shortly afterwards they were seen to