

could not be taken in the boat. The soil was soft and spongy, yielding to the pressure of the feet. The staff and signal being planted, they returned on board, and now passed the surf without difficulty.

On the 12th, they put away for the next rendezvous, Emerald Isle. They reached its position on the 14th, but nothing was seen of it; the weather was thick.

On the 16th, they kept off to the southward, with the wind from the southwest, accompanied with sleet and snow. In latitude 61° S., longitude 164° E., they saw the first ice. The next day, the 19th of January, the water was very much discoloured; got a cast of the lead in ninety fathoms: no bottom; passed a number of icebergs that were all flat on the top, with perpendicular sides.

On the 21st they made the icy barrier, in longitude $159^{\circ} 36'$ E., and latitude $65^{\circ} 20'$ S. From the number of icebergs and the frequency of snow-squalls, they found great danger in running through them, although the water was quite smooth.

On the 22d the weather proved pleasant, and they followed the trend of the ice. The ice-islands still showed flat tops and perpendicular sides, and there were a number of birds, seals, and whales around them; they were at noon in longitude $158^{\circ} 27'$ E. On this day they were close by an iceberg, from the main body of which a large mass fell with a noise like thunder; the snow flying into the air resembled smoke, and the swell produced by the immersion of the fragment caused the schooner to roll water in on her deck. A number of large penguins were in sight, differing from any they had heretofore seen.

On the 23d the weather was pleasant, and they had light winds from the southward and westward. Longitude $157^{\circ} 49'$ E., latitude $65^{\circ} 58'$ S. They continued coasting along the ice in search of an opening. At 8 P. M. they discovered several dark spots, which had the appearance of rocks, and on approaching the margin of the ice, they could make them out to be such with their glasses, but they were situated too far within the field-ice for a boat to get near them. This day being fine, an opportunity was afforded of drying the deck and clothes, and searing the seams with a hot iron. The vessel had been very wet, and her decks leaked badly, notwithstanding the thorough calking and repairs she had received at Sydney: the crew were almost constantly wet, below as well as above deck.

On the 24th they were obliged to steer again to the northward, in consequence of making the barrier ahead. Sea-lions were seen on the ice. They continued to follow the barrier, which trended north-northeast; the compasses were very sluggish. On the 26th and 27th the