

with ice. This circumstance was remarked by Commodore Wadsworth when commanding the Vincennes on a former cruise, and as I learn from him, a French man-of-war was about the same time compelled to go far to the eastward of the Falkland Islands in order to avoid the ice, a necessity which he avoided by keeping close to the Patagonian coast, which at such seasons is the safest route. That ice is thus carried far north into the Atlantic, we had in our voyage a sufficient proof; for every thing indicated our near approach to ice in longitude  $54^{\circ} 30'$  W., and in latitude as low as  $39^{\circ}$  S.

The great space in the middle of the South Atlantic is affected by no more than temporary and partial currents. In particular, near the island of St. Helena, little or no current is ever experienced. This is rendered certain by the fact that vessels, which, in striving to reach it, have fallen to leeward, find no difficulty in beating up. The following directions for reaching the island are found both in Horsburgh and Purdy.

“Before the use of chronometers and lunar observations, navigators were directed, in running for St. Helena, to fall into its parallel fifty or sixty leagues eastward of it, to lie by in the night, and steer west in the day till they made the land: this practice is no longer requisite, for most of the East India ships, homeward-bound, steer now a direct course from the Cape to St. Helena, and make the island by day or night; as they generally know the longitude within a few miles of the truth, there can be little danger of missing it, although this is barely possible, the body and leeward part of the island being frequently enveloped in fog clouds, particularly in the night. Should a ship, in such a case, fall a little to leeward, she will seldom find any difficulty in working up to the anchorage, unless she sail indifferently upon a wind, for the current seldom runs strong to leeward near this island: this, however, may happen when the trade blows strong, with squalls, for a few days, which is sometimes experienced about the full and change of the moon: but this lee-current is generally of short continuance. In time of war, when any of the enemy's cruisers visit St. Helena, they keep to the eastward and southeastward of it, at the distance of fifteen, twenty, and twenty-five leagues. Single ships, which sail well, would avoid these cruisers, were they to make the island bearing from north-northeast to east and southeast, and afterwards make short tacks under the lee of it till they reach the anchorage. I have seen store-ships from England make the island, bearing east-southeast, directly to windward of them, at the distance of fifteen or eighteen leagues; they sailed indifferently, but reached the anchorage the third day after making the island.”