

ice, as a strong southerly breeze had sprung up, and squally weather set in, of which advantage was taken; as it was considered that any further stay in these icy regions would not only be attended with peril to the vessel, but would cause a delay in time, which was required for other services, and having nearly 3000 miles to sail to our next port (Melbourne), course was altered to the northward, and throughout the remainder of the day good progress was made.

*Feb. 26th.*—Hove-to this morning for dredging from a depth of 1300 fathoms. The wind and sea, however, gave evidence we were in for another blow before leaving these regions, lest we should think too lightly of the dangers of ice navigation. The dredge was quickly hauled in before it had reached the bottom. We then steamed under the lee of a large iceberg, which somehow or other we ran into, carrying away our jib-boom and head-gear. Some little excitement now prevailed, for the weather had become so thick with the falling snow that we could scarcely see 100 yards' distance. Steam was ready, and the ship hove-to, drifting to leeward before the storm, with the certainty, as we were perfectly surrounded by icebergs, of sooner or later coming across the path of one of them. In the afternoon, during the worst part of the gale, one of these great ice islands was seen looming through the mist, close to, and directly to leeward of us. With the engines going at full speed, the ship just