

foremost ports on the starboard side of the main deck, floating everything out of the sick-bay, but fortunately there was no one ill enough to be occupying the swinging cots. The gale broke shortly after this accident, and the barometer beginning to rise, at 4 A.M. courses were set and the vessel bore up to the southward. At 8 A.M. the wind had moderated sufficiently to allow of all plain sail being made, and the day was beautifully clear, with a fairly dry atmosphere, which was appreciated after the five days' mist in the vicinity of Heard Island. This fine weather enabled the ship to keep running south all night, a sharp look-out being kept for icebergs, but none were seen although the vessel was in lat.  $56^{\circ}$  S.

On the 9th the weather still continued fine and clear, and the breeze moderate. A few light squalls accompanied with snow were experienced, during which the minimum thermometer fell to freezing point. No icebergs were sighted. In the afternoon the weather appeared very settled, with high clouds and a steady barometer (29.017 inches), and a view of from 15 to 20 miles was commanded from aloft.

On the 10th a fresh breeze was experienced all day till 6 P.M., the anemometer giving a velocity of 19 miles per hour, the barometer standing at 29.050 inches, but seeming towards evening inclined to rise. Mean temperature in shade  $33^{\circ} \cdot 8$ ; position at noon, lat.  $60^{\circ} 2'$  S., long.  $77^{\circ} 20'$  E. No ice seen. The direction of the wind (S.W. by W.) prevented the ship being steered towards the spot in lat.  $60^{\circ}$  S., long.  $72^{\circ}$  E., where Biscoe and Kemp reported the appearance of land in 1833-34, and the absence of icebergs appeared to indicate that they were deceived. Occasional snow squalls were experienced, which limited the range of vision to from two to four miles.

On the 11th, at 2.50 A.M., the first iceberg was sighted. At 5 A.M. sails were furled,

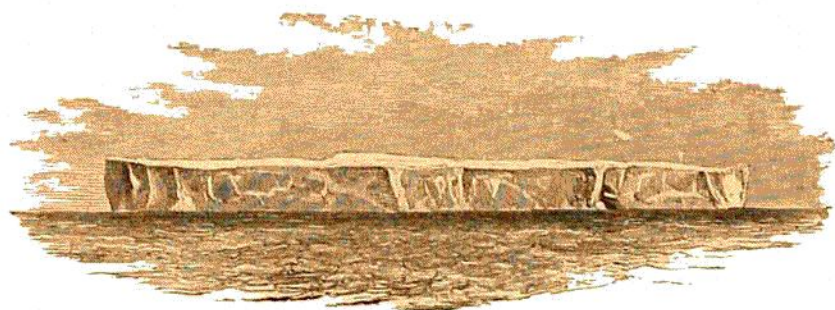


FIG. 151.—Iceberg first seen, 11th February 1874.

and a sounding, trawling, and serial temperatures were taken in 1260 fathoms, Diatom ooze, Station 152 (see Sheet 23). The cutter moored to the trawl line showed the surface current to be setting N.E. true, one-third of a mile per hour, agreeing in direction, though not in velocity, with the result obtained by astronomical observation. The position of the ship was lat.  $60^{\circ} 52'$  S., long.  $80^{\circ} 20'$  E. The iceberg originally seen was in sight during the trawling operations, and was found to be, by angular measurement, 219 feet high and 2100 feet in length; if a cube, its depth under water would be about 1800