

feet. It was one of the table-topped bergs, and appeared to be quickly disappearing, for it calved in the forenoon, making a considerable commotion in the water near it.

Considerable difficulty was experienced in obtaining any satisfactory temperature observations, as the thermometers, when lowered to greater depths, came up showing the same result as at 50 fathoms.

At 2.30 P.M. the trawl came up fouled, although with a few specimens. Whilst trawling two pieces of drift ice were seen to the eastward; as these were not visible when sounding operations were commenced, and the ship remained stationary whilst trawling, they must have drifted into view. At 3.30 P.M. sail was again made to the southward. At 9 P.M. a piece of drift ice was passed about 100 feet long and 6 feet high, probably the remains of an old berg. The weather during the day was cloudy, but the sun was visible occasionally for a few minutes, so that the position could be ascertained; the horizon was clear and the sea moderate, and a view of 15 or 20 miles commanded from the masthead. A White Petrel was seen during the first watch. The barometer rising; temperature of air,  $34^{\circ}7$ .

On the 12th, at 9.50 A.M., a peaked berg about 100 feet high was seen to the E.S.E., and at 5.40 P.M. two others, one to the southward, and the other to the westward; at 6 P.M. the ship passed close by the southward berg, which was about 60 feet high, with a little drift ice in its vicinity, and of a beautiful cobalt blue colour near its base. At 8 P.M. no ice was in sight. A little before midnight another berg was seen to the southward. The weather during the day was overcast, with a drizzling rain, which on one occasion was so thick as to necessitate laying to, for vision was limited to from a quarter of a mile to 4 miles, the wind being northerly in direction and variable in strength. The barometer stood at 29.500, but fell to 28.862 inches at midnight. No Penguins had been seen since leaving Heard Island. At 11 P.M. the vessel "hove to" until daylight, just in time to avoid collision with an iceberg.

On the 13th, at 2.45 A.M. (daylight), sail was again made to the southward; two icebergs in sight. In the morning watch three others were passed, in addition to several pieces of wash ice. At noon, in lat.  $64^{\circ} 38' S.$ , long.  $80^{\circ} 0' E.$ , one berg only was in sight. In the afternoon two additional bergs were sighted and passed, and at 7.40 P.M. the ship passed within a cable's length of the seventeenth berg, which was a peaked one about 100 feet high. Between 8.30 P.M. and 10 P.M. two more bergs were passed, and at 11 P.M. the vessel ran into a quantity of brash ice, with numerous bergs to the southward, and so hauled to the wind on the starboard tack for the night. The weather on this day was fairly fine, the sun visible from noon until 3 P.M., and the horizon clear. The wind moderate; the barometer steady at 28.781 inches. Temperature of the air  $34^{\circ}$ , of the sea surface  $33^{\circ}$ , but this fell to  $29^{\circ}5$  when the brash ice was entered. No Albatrosses seen, but numerous Cape Pigeons and Prions, and a few Whales.