

anchor was weighed the shank was found broken two feet below the stock. This probably took place when the anchor was let go, as the ground was rocky, and it was fortunate that there was little or no wind during the night, or the ship might have been drifted on shore. After weighing both anchors the berth was shifted to Oldfield Anchorage, and the vessel came to in 18 fathoms, veering 50 fathoms, but keeping the fires banked. The wind inside was from the northward all day, and kept the ship swung across the anchorage, but outside the port a westerly gale was blowing, as indicated by the movements of the clouds. The force of the wind was not felt much at Oldfield Anchorage, and the squalls were not nearly so severe there as in other parts of Port Churruca, still, lying across the Oldfield arm, with the anchor in the centre and 50 fathoms of cable out, the stern was unpleasantly close to the shore, and had the anchor dragged or the cable parted, the ship would probably have grounded; steam was however kept in readiness to guard against such a contingency. The anchorage in Port Churruca was decidedly the worst experienced since entering the Messier Channel, being confined as to space, with rocky bottom and deep water (see Pl. XXXIV.).

On the 13th January, at 4 A.M., the anchor was weighed and the ship left Port Churruca. Outside, in Sea Reach, a westerly gale was found blowing, with a considerable sea and thick dirty weather, so that the ship had to be steered along the land by patent log. From the entrance to Port Churruca the vessel was steered N.E. 2 miles, then E. by N. $1\frac{1}{2}$ miles, and then east, which latter course took the ship about $1\frac{1}{2}$ miles northward of a number of islets two-thirds the distance from Port Churruca to Cape Upright. At 6.30 A.M. Cape Providence was seen N.E. $\frac{1}{2}$ N. and Cape Upright S.E. by E., after which there was no difficulty in running for and through Long Reach, at a speed averaging 10 to 12 knots per hour under double-reefed topsails and foresail aided by steam. After rounding Cape Monday there was smooth water. In Glacier Bay, Snowy Sound, and Snowy Channel there were magnificent glaciers extending to the water's edge. From Cape Upright to Port Churruca and between Cape Providence and St. Anne Island the chart appeared to be much in error, but there was no opportunity of correcting it. At 4 P.M. Cape Froward was rounded, and at 6.30 P.M. the ship anchored in Port Famine with St. Anne Point N.E. by E., Tablet Mound north.

On the 14th, at 4.30 A.M., the vessel left Port Famine and steamed towards the Chilian settlement at Sandy Point, anchoring there at 8.30 A.M. in 10 fathoms, with the Cemetery Cross S. 82° W., Block House N. 56° W., and Sandy Point N. 8° E. The day was fine and clear, with a moderate breeze.

The Chilian settlement at Sandy Point was founded in 1850 after a trial of a few years of Port Famine. It is built on the summit of a bank about 35 feet high, in front of which is a large flat formed by the deposit of a river which runs past it on the north side. A raised road has been constructed from the village to the water's edge where a pier runs out. The first pier was washed away in 1867, but another has since been built;