

floated considerably lighter upon the water than before, as three oak planks were clear to starboard, and somewhat more to port, with nine bow-irons clear forward. So far as we could see, her hull had suffered no damage whatever, either from the many and occasionally violent pressures to which she had been subjected, or from the recent launching.

The only fault about the vessel was that she still leaked a little, rendering it necessary to use the pumps frequently. For a short time, indeed, she was nearly tight, which made us inclined to believe that the leakage must be above the water-line, but we soon found we were in error about this, when she began to make more water than ever.

For the rest, she was lying very well now, with the port side along an even and rather low edge of ice, and with an open channel to starboard; the channel soon closed up, but still left a small opening, about 200 yards long and 120 yards wide. I only wished that winter would soon come, so that we might freeze securely into this favorable position. But it was too early in the year, and there was too much disturbance in the ice to allow of that. We had still many a tussle to get through before the *Fram* settled in her last winter haven.

Our drift westward in the latter half of June and the greater part of July was, on the whole, satisfactory. I give the following observations:

DATE	LATITUDE	LONGITUDE	DIRECTION OF WIND
	° ' .	° ' .	
June 22d	84 32	80 58	N.
June 27th	84 44	79 35	N. by E.
June 29th	84 33	79 50	E.N.E.
July 5th	84 48	75 3	S.E.
July 7th	84 48	74 7	W.S.W.
July 12th	84 41	76 20	W.S.W.
July 22d	84 36	72 56	N.N.W.
July 27th	84 29	73 49	S.W. by S.
July 31st	84 27	76 10	S.W.
August 8th	84 38	77 36	N.W.
August 22d	84 9	78 47	S.W.
August 25th	84 17	79 2	E. by N.
September 2d	84 47	77 17	S.E.
September 6th	84 43	79 52	S.W.