

continued, and in the course of the forenoon we finally succeeded in getting through. During the rest of the day we also made some headway to the south until the ice became impassable, and we were compelled to make fast at 10 P.M., having made about 2 miles.

On account of the fog we were unable to take any observation until the 9th, when we found ourselves in $81^{\circ} 48'$ north latitude, the last latitude observation we made in the drift-ice.

On Tuesday, the 11th, we again proceeded southward by dint of arduous labor in clearing floes and brash, which often blocked our way. At 7.30 P.M. we had to make fast in a narrow strait, until, in the course of the night, we cleared the obstacles away and were able to proceed to the southwest. Progress was, however, slow, and on the morning of August 12th we were stopped by a very awkward floe. We tried to blast it away, but while we were at work on this the ice tightened up quickly, and left the vessel imprisoned between two big floes. In the course of a couple of hours it slackened again in a S.W. direction, and we steamed off in comparatively fair channels until 12.30 P.M., when a floe stopped our farther progress. We had made $9\frac{1}{2}$ miles in about five hours this forenoon. Some thin ice now appeared, and from the crow's-nest we could see, when the fog cleared off a little for a few moments, several large channels running in a southerly direction both east and west of our position. Besides, we noticed an increase in the number of birds and small seals, and we also saw an occasional bearded seal — all evidences that we could not be very far from the open water.

Between 3 and 4 P.M. we were released from the floes which had held us enclosed, and at 5.30 P.M. we steamed off in a S.E. direction through steadily improving ice. The ice now became noticeably thin and brittle, so that we were able to force the smaller floes. From 5.30 P.M. till midnight we advanced about 16 miles; the engine was used as compound during the last watch.

After midnight on August 13th we steered S. W., then S. and S.E., the ice continuing to grow slacker. At 3 o'clock we sighted