

A  
**JOURNAL**  
OF  
A VOYAGE OF DISCOVERY  
TO THE  
**POLAR REGIONS,**

*In the Year 1824,*

IN HIS MAJESTY'S SHIP, GRIPER,  
G. F. LYON, CAPTAIN.

WITH

A PARTICULAR ACCOUNT OF THE PROCEEDINGS  
DURING THAT PERILOUS VOYAGE.

---

BY JOHN PATON,  
*A Native of Paisley, who accompanied Capt. Lyon in that Expedition.*

---

PAISLEY:

PRINTED FOR THE AUTHOR, BY J. FRASER.  
SOLD BY J. WEIR, R. SMITH, T. AULD, AND T. DICK, PAISLEY;  
AND J. CAMERON, AND J. M'VEAN, GLASGOW.

1825.

Robert Brown  
Underwood & Co.  
LIVERPOOL

PREFACE.

UPOON account of the general interest shown by the public, respecting the several attempts made to discover a northern passage, it is presumed the following Journal, kept on board the Griper, will not be an unacceptable addition to what has already been advanced on the subject. It is well known that Captain Lyon sailed in the above ship on the 10th of June last, in order to effect a passage into Repulse Bay. The vessel seems to have been quite unfit for the hazardous attempt; consequently the hands on board were exposed to a series of hardships and sufferings, which the cool and collected mind, while it admires the courage and bravery of the sufferers, regrets that the hardy seaman should be so exposed, in a project which held out no allurements, either for the advantages of commerce, or the improvement of the solitary inhabitants of such an inhospitable clime. It is philosophy alone that can assist with eagerness the scanty addi-

tion to science which the phenomena of the northern regions exhibit to the wondering sailor. The contemplative mind, on taking a view of the awfully grand appearance of the polar regions, encompassed with islands of floating ice, and suffering under the influence of perpetual frost, must admire with wonder the goodness of the Almighty Author of nature, who, in the midst of this seemingly waste of creation, has nevertheless fitted its wondering inhabitants with the means of happiness, and blessed them with humble content. They, however, seem to have no religion, save that of belief in a future state, as there are some among them who pretend to have the gift of foretelling future events.

The following simple narrative gives an unembellished yet correct account of the voyage. A number of incidents were intended to have been inserted, illustrative of the voyage; but the author, by profession a seaman, and not furnished with the means of remaining long at home, was obliged to go again to sea before he had fully completed his purpose. It is however hoped his impartial and strict regard to truth will furnish a sufficient apology to the interested and candid reader.

## JOURNAL, &c.

---

Thursday, June 10, 1824. At 8 o'clock A. M. the orders came on board to be ready to sail at 9. At 9 o'clock A. M. His Majesty's Ship **GRIPER** cast off from the Chatham Hulk, lying at Deptford, and was taken in tow by the Earl of Liverpool Steam Yacht, which proceeded with the Griper as far as Green-Hive, where we let go our anchor.

Friday, June 11. All hands employed swinging the ship to try the compasses. At 6 o'clock P. M. hove up the anchor and made the ship fast to the buoy.

Saturday, June 12. Cast the ship off from the buoy, and made sail. At 6 o'clock P. M. brought ship to anchor in sea reach.

Sunday, June 13. At 3 o'clock A. M. hove up our anchor and proceeded to the Nore. At 7 o'clock A. M. brought ship to anchor off the Nore light. Handed topgallant sails and royals; hauled the courses up, and lowered down the top-sails. At 9 o'clock A. M. hove up the anchor, and brought to anchor at the little Nore, and furled sails.

Monday, June 14. First part, rainy weather and strong winds; sent down royal yards; winds variable.

Tuesday, June 15. First and middle part, strong winds and rain; the latter part more moderate.

Wednesday, June 16. First part, moderate weather. At 11 o'clock A. M. paid ship. At 2 o'clock P. M. weighed anchor and made sail. At 9 o'clock P. M. brought ship to anchor in Shoe Hole; handed sails and set the watch.

Thursday, June 17. First part, fresh breezes; sent down topgallant yards. Middle and latter part, more moderate.

Friday, June 18. Moderate weather. At 4 o'clock A. M. hove up the anchor, and made



part, same weather; the wind hauled more to the eastward; took in the larboard studding sails, the wind varying; down all studding sails.

Monday, June 21s. First part, calm; lowered two boats down to tow the ship. At 2 o'clock P. M., light breezes from the N. W.; lowered down two boats and went on board a fishing smack, and got some fish for the messes. Latter part, same weather. At 9 o'clock P. M. tacked ship to the N. westward. Winds variable.

Tuesday, June 22. First part, light breezes from the N. N. E. At 8 o'clock A. M. tacked ship to the N. eastward off Whitby; the people employed scrubbing hammocks. At 10 o'clock A. M. tacked ship to the northward; winds E. N. E. At 11 o'clock P. M. took in staysails, royals, and flying jib, and sent down royal yards. At 12 midnight tacked ship to the eastward off Sunderland. Winds variable.

Wednesday, June 23. First part, fresh breezes. At 2 o'clock A. M. tacked ship to the N. westward. At 6 o'clock A. M. discharged

the North-sea pilot, and sent him on shore with a North-Shields pilot boat. At 9 o'clock A. M. tacked ship to the eastward. At 11 o'clock A. M. tacked ship to the N. westward. At 3 o'clock P. M. tacked ship to the eastward, close in with Sunderland; ship standing off and on to advantage.

Thursday, June 24. First part, fresh breezes; took in the royals. At 3 o'clock A. M. tacked ship off Tynemouth. At 10 o'clock A. M. the breeze freshening, took one reef in each top-sail; ship still standing off and on to the best advantage. Winds N. N. W.

Friday, June 25. First and middle part calm. At 3 o'clock P. M. showers of rain; still in company with the Snap. The latter part, same weather.

Saturday, June 26. First and middle part, calm. At 3 o'clock P. M. light airs from the S. E. A boat came off from Newbiggan with Lord Dacares to visit the Captain, and see the ship; studding sails set low and aloft.

Sunday, June 27. First part, light airs from the S. eastward. At 5 o'clock A. M. the breeze



freshened from the s. s. e.; set the larboard main topgallant studding sail.

Monday, June 28. First part, fresh breezes from the s. s. e. with showers of rain. Middle and latter part, same weather.

Tuesday, June 29. First part, fresh breezes from the s. s. e. At 9 o'clock a. m. the Snap parted company, with our first lieutenant, Mr Manico, on board of her, making the best of her way for Stromness, to get matters arranged for us by the time we arrived, that we might put off as little time as possible there. At 6 o'clock p. m. we made the Caithness land out quite plain. Half-past 7, got a pilot on board from Wick. At 9 o'clock, thick weather; down all studding sails, and hauled the ship by the wind on the starboard tack. Half-past 10, tacked ship to the westward; stowed topgallant sails, double reefed the main topsail and single reefed the fore topsail; down royal yards, and struck the masts. At 15 minutes past 11, less wind; set the topgallant sails again.

Wednesday, June 30. First part, thick wea-

ther, with light airs of wind. At 1 o'clock A. M. tacked ship in five fathoms water, under Ness-Head. At 15 minutes past 10, clued all sails up, and brought the ship to anchor in 14 fathoms water, under Ness Head. At 1 o'clock P. M. clear weather; got under weigh, and ran through the Pentland Frith. At 11 o'clock brought ship to anchor, at the back of the Holms, Stromness.

Thursday, July 1. First part, light breezes from the eastward; the people employed variously. Some of the inhabitants of the Orkney Isles brought off some stockings, mittens, night-caps, and various other articles, which we purchased, they being very cheap in these islands; we also got a good supply of water at these islands.

Friday, July 2. First part, fresh breezes from the eastward. At 4 o'clock A. M. all hands employed picking potatoes; finished at 8 o'clock. Middle and latter part, same weather; the people employed getting on board two horses, and watering ship.

Saturday, July 3. First part, light airs from

the N. E. At half-past 2 o'clock A. M. the pilot came on board; hove short, set the sails, weighed anchor, and ran out of the Hoy Sound. At 3, discharged the pilot, stowed the anchors, and unbended the cables. Wind N. E. by N. took our departure from Hoy Head; lat.  $58^{\circ} 57'$ , long.  $3^{\circ} 25'$ . Set studding sails. At 10 o'clock A. M. same weather; made a signal for the Snap to take us in tow, shortened sail, and hove both ships too, made a hauser fast, kept the ship in her course, made sail, and set studding sails. At 6 o'clock P. M. fresh breezes; took in all studding sails, double reefed the topsail, and set the topgallant sails over them; sent the royal yards and mast down on deck.

Sunday, July 4. First part, fresh breezes and clear weather. At 4 o'clock A. M. the Snap hove in the wind, which deadened her way, and we ran close under her stern, let go the hauser, and let our vessel come round on her heel, to keep clear of the Snap. At 6 o'clock A. M. let a reef out of each topsail.

Monday, July 5. First part, light winds

from the n. e. Sent up the royal masts and yards. At 8 o'clock A. M. a steady breeze; taken in tow by the Snap, set royals, and studding sails, low and aloft. Latter part, same weather; the people employed variously by the Boatswain. At 4 o'clock P. M. the Snap damaged her rudder; cast off the tow-line, and hove to to repair damages. We still continued on our course.

Tuesday, July 6. First part, light breezes from the s. e. At 8 o'clock A. M. the Snap, having repaired damages, again took us in tow. Middle part, same weather; wind s. w., took in the starboard studding sails. Latter part, fresh breezes.

Wednesday, July 7. First part, fresh breezes from the s. westward. At 8 o'clock A. M. the wind hauled round to the s. s. e. Set the starboard main topmast studding sail. Same weather to the end.

Thursday, July 8. First part, fresh breezes from the s. eastward, with cloudy weather, and small rain. At 9 o'clock A. M. the watch below employed clearing the main-hold, and making

a tent for the travelling party, out of water-proof canvass. Latter part, same weather; still in tow by the Snap. Wind E. N. E.

Friday, July 9. First part, fresh breezes from the N. N. E. At 3 o'clock A. M. handed topgallant sails, sent down the royal yards, struck the royal masts, and double reefed the topsails. At 7 o'clock A. M. the towing hauser broke. At half-past 7, more moderate; set the topgallant sails; the people employed splicing eyes in hausers for the ice anchors, and making tents. Latter part, same weather.

Saturday, July 10. First part, fresh breezes from N. N. E. with showers of rain, and thick weather. Spoke the Snap. Middle part, same weather, wind variable. Latter part, strong breezes; double reefed the topsails, handed the topgallant sails, and sent the royal yards down on deck.

Sunday, July 11. First part, fresh breezes from the northward, with cloudy weather. At 4 o'clock A. M. a strong head sea; rove straps in the hauser holes, and set the runners and tackels up to support the foremast. At 11 A. M.

strong breezes; took another reef in the topsails.

Monday, July 12. First part, more moderate, and clear weather. Let two reefs out of each topsail, and set the topgallant sails. Sent the royal masts and yards up. Middle and latter part, same weather; the people employed variously. The Snap still in company.

Tuesday, July 13. First part, light breezes. Middle part same weather. At 10 o'clock A. M. served out a fur blanket to every officer and man on board. Latter part, weather continued the same.

Wednesday, July 14. First part, calm and clear. At 3 o'clock A. M. a breeze sprung up from the S. S. E.; set studding sails low and aloft. At 10 A. M. served out to every officer and man in the ship, one pee jacket, one short jacket, one pair of trowsers, one pair of drawers, one pair of cloth boots, one pair water boots, one red flannel shirt, one Scotch cap, one Welch wig, one comforter, one pair of mittens, one pair of stockings. At 12 noon, the wind came to the N. E.; taken in tow by the

Snap. At 2 P. M. strong breezes; double reefed the topsails, handed the topgallant sails, sent down royal yards and masts, cast off from the Snap, and close reefed the topsails. Strong gales from the N. N. E.

Thursday, July 15. First, middle, and latter part, strong gales throughout.

Friday, July 16. Weather in first, middle, and latter part, the same as yesterday.

Saturday, July 17. First part, strong gales. At 3 o'clock P. M. it looked very black, and a heavy squall came on, with rain; the sea run very high, which caused us to batten down all our hatchways, and hand all our square sails; we then set our storm try sails, sent down topgallant yards and masts, sent all small sails out the tops; shipping a great deal of water. At 7 P. M. the gale abated, the sea still running very high. At 9 P. M. we set the close reefed topsails; at 10, set the courses. Latter part, fine weather, and the sea gone down.

Sunday, July 18. First, middle, and latter part, fine weather. At noon, by observation,  $57^{\circ} 55'$  N. lat.  $37^{\circ} 29'$  W. long.

Monday, July 19. First part, fine weather. A scale of the allowance of provisions was placed in the mess deck, viz. per week, 4 lb. of bread;  $3\frac{3}{4}$  lb. flour; 2 lb. corn beef; 1 pound salt pork;  $1\frac{1}{2}$  lb. preserved meat; 1 pint vegetable soup;  $1\frac{1}{4}$  pints pease; 12 oz. sugar; 6 oz. cocoa; 8 oz. pickles; 6 oz. lime or lemon juice, and 6 oz. sugar allowed to the lime juice. We had also a quantity of vinegar allowed us; and, lastly,  $3\frac{1}{2}$  pints of rum. This is the allowance for each man per week, until the 1st day of October, when frozen in amongst the ice, when tea is to be issued out, and a shorter allowance of provisions will be served out to us after that date, till Spring.

Tuesday, July 20. Commences with strong breezes, thick fogs, and rain. Middle part, same weather; latter part, more moderate and clear. A few sheep (which came on board from the Snap,) were killed, and served out to messes. I omitted to mention, that the time we lay at the Orkneys, was employed in taking on board live stock, as well as water. The Snap took on board two cows, and a few sheep



for us; and we also took a number of pigs and fowls on board, for the officers, and a great quantity of eggs, which are very cheap in those islands.

Wednesday, July 21. Commences with a fine breeze. Saw something afloat upon the water, at a small distance from the ship; lowered a boat down to pick it up;—the boat returned, but could not find it. Latter part, strong breezes, with fogs and rain.

Thursday, July 22. Commences with strong breezes; the people employed variously. Middle and latter part, same weather.

Friday, July 23. Commences with strong breezes and foggy weather. Middle part, the same; but the latter part, more moderate. The people employed at sundry jobs.

Saturday, July 24. Commences with strong breezes, and hazy weather. At 3 o'clock P. M. the Snap lost her main topmast. Middle and latter part, more moderate. At 11 o'clock, the weather became a little clear. Observation, lat.  $57^{\circ} 42' N.$ ; long.  $42^{\circ} 28' W.$

Sunday, July 25. Commences with fresh

breezes, and hazy weather. Middle and latter part, the same.

Monday, July 26. Commences with moderate breezes and clear weather; the people employed variously. Middle and latter part, same weather.

Tuesday, July 27. Commences with fine weather. Lowered down our topsails, and set the topmast rigging up, as it was rather slack. This day being fine, we got the remaining part of our live stock of sheep on board; the cows were also killed, and sent on board. We observed; lat.  $58^{\circ} 57'$  N.; long.  $49^{\circ} 40'$  west.

Wednesday, July 28. Commences with moderate breezes and clear weather; middle and latter part, the same.

Thursday, July 29. Commences with moderate breezes and hazy weather; middle and latter part, squally, with rain.

Friday, July 30. Commences with squalls and rain. Middle and latter part, same weather.

Saturday, July 31. Commences with light breezes and clear weather; middle and latter

part, the same. The people employed variously.

Sunday, August 1. Commences with fresh breezes; middle part, same weather. At 10 o'clock, A. M. saw the first iceberg; at half-past 10, saw the land. We passed a great many icebergs this day. It cleared away at noon, and we observed; lat.  $59^{\circ} 32'$  N. long.  $61^{\circ} 32'$  West.

Monday, August 2. Commences with fine weather. This day we entered amongst the first ice, when Mr Bullock, commander of the Snap, came on board, and expressed his anxious wish to be cleared from us, for the ice, he said, was stripping the copper completely from his vessel's bows, which we saw was true; and had he continued with us but a few days longer; he would not have had a single sheet of copper left upon the vessel's bows. The weather at this time was very thick and bazy; however, we immediately dispatched all our boats, and Mr Bullock also gave us all the assistance he could with his boats and men. We cleared the Snap, about 11 o'clock, P. M. though she

lay to all night among the ice with us, waiting for our letters and dispatches. When these were delivered we parted company, when the two ship's crews gave three loud parting cheers, and were soon lost to each other's view. We are close in with the Labradore shore. Got our spike plank across.\*

Tuesday, August 3. Very hazy weather. We got beset with a large pack of ice.

Wednesday, August 4. This day we were completely enclosed with ice, which drove out the Straits. We are to the southward and eastward of Davis' Straits. Sent a boat among the ice to get some water, which was got and brought on board.

Thursday, August 5. Still abundance of ice round us. About 2 o'clock p. m. the ice thinned away a little, and we got a lead through, and got into clearer water, where our progress was not so much retarded.

---

\* The spike plank is a large plank across the after part of the ship, for the quarter master to walk upon, in order to ascertain where a passage may be best made. All the whale-ships use them when among the ice.

Friday, August 6. Still leeding or sailing through the ice; the weather rather hazy, with light breezes.

Saturday, August 7. Still a great quantity of ice around us, but not so close as to obstruct our passage. Latter part of this day, strong breezes.

Sunday, August 8. A good deal of large icebergs seen to-day, but the small or pack ice more scattered than it has been since we first entered amongst it. We are off Lower Savage Islands; the weather clearing a little. We observed; lat.  $62^{\circ} 12'$  N., and long.  $69^{\circ} 28'$  west.

Monday, August 9. At noon, strong breezes. At 5 o'clock P. M. we struck upon a sunk rock, but received no damage. At 6, the ice coming down the Straits very plentifully; we were obliged to make fast to a floe, and got beset; furled all sails; thick weather.

Tuesday, August 10. Still fast amongst the ice; the weather still very hazy.

Wednesday, August 11. Still fast to the ice. The people employed washing clothes; after

which, the officers and men employed firing at a target. About 4 o'clock P. M., the ice being upon a move, we made sail, although we made but little progress.

Thursday, August 12. We could force our passage no further; the ice surrounded us so close, that we were completely beset with it. We had once more to apply our ice anchors, and made fast to one of the largest floes we could get to, which was at 2 o'clock in the morning. About 3, A. M., we saw some canoes, the first we have seen in these frozen regions; they soon reached our ship. The natives went upon the ice, and hauled their canoes after them. Our Captain and some of the officers went upon the ice, to traffick with these Esquimaux Indians; Captain Lyon could converse a little with them in their own language, although I have heard him say, that there is a material difference in their language, according to the places they frequent. Their dress, however, is nearly, if not wholly the same, which is generally made of deer or seal skins; and others again have the diver, loom,

and various other sea birds' skins, sewed into dresses. Captain Lyon went up to one of the natives, and pointed to the skin jacket he had on him for a covering, and at the same time produced a piece of an old iron hoop; the native no sooner perceived the piece of iron, than his jacket was in his hand, which he immediately presented to Captain Lyon, in exchange for that attractive article. Captain Lyon again pointing to his trowsers, or, more properly termed, breeches, and his boots, and at the same time showing him another piece of iron hoop, he instantly pulled them off; and the Captain became possessed of the whole dress for about one foot of hoop iron, an inch and a half in breadth. And the Indian, I am sure, would not have parted with one of those pieces of iron for two dresses. He seemed quite overjoyed with the iron; he licked it so often, that I thought he would have cut his tongue to pieces. About 10 o'clock A. M. three large flat bottomed canoes, full of women and children, came to the piece of ice we were fast to. We traded with them also for skins, ivory, and

other articles; and in return, we gave them needles, knives, beads, old hoops, tinpots, &c., which they seemed greatly overjoyed at receiving. Captain Lyon never allowed them to go away without making them some small present. He told me to take the two natives that first came to us on board the ship, and shew them the two ponies we had on board; when they saw them, nothing, I believe, could have surprised them more; they were so much afraid of them, that they would not go near them. I left them on board, and went down on the ice, among the rest of the ship's company. The natives by this time were beginning to steal, forcing their hands into the sailors' pockets, as well as the officers'; and the two whom I had left on board, were busily employed taking down the boarding pikes from the main mast, when Mr Kerr the Gunner observed it, put a stop to them. The ice being on a move, and the natives so much inclined to theft, we cast off from the ice about 12 o'clock noon, and made sail, when the natives all left us.

Friday, August 13. The weather fine.



When beating along the land to keep clear of the ice as well as we could, about 6 o'clock P. M. some more of the savages came off to us. About 7 P. M. another canoe, full of women, came along side; we gave them ropes to hold on by, when another canoe, with a male Indian in it, came up, and getting athwart the bows of the women's canoe, he was, in consequence, upset. The rest of the natives never expressed the least concern for him. Captain Lyon immediately ordered a boat to be lowered down, into which he jumped himself, picked him up, and saved him. The natives all left us shortly after, and went to the land.

Saturday, August 14. The ice gathering very fast round us, we were again obliged to make fast to it in the evening, and furled sails.

Sunday, August 15. Still surrounded with ice. The weather very fine. We observed; lat.  $63^{\circ} 9'$  N., long.  $79^{\circ} 59'$  west. All hands well.

Monday, August 16. The ice being a little open, we cast off, and wrought our way into a little clear water. Still abundance of ice in sight.

Tuesday, August 17. This day, saw a good number of sea-horses. Captain Lyon ordered a boat to be lowered down; Mr Manico, our first lieutenant, and Mr Leyson, the surgeon, went into the boat, with six men from the ship's company; they chased about an hour and a half, and killed two, one of which was a young cub. We got tackles up and hoisted them on board. The young one's flesh was very good; the other was an old female; we took out her heart and liver, and cut her head off; and hove the rest of her overboard.

Wednesday, August 18. Very fine weather. Still a great deal of ice about us.

Thursday, August 19. Still very fine weather. The people employed variously. A great many very large icebergs seen to-day.

Friday, August 20. The weather still continues fine, with light breezes. Close in with Charles and Salisbury Islands, and making a little progress.

Saturday, August 21. Fine weather. There is still plenty of ice about us. The people employed variously.

Sunday, August 22. Fine weather, and light wind. Abreast of Nottingham Island to-day; and a great deal of ice about us. By observation at noon, in lat.  $64^{\circ} 12'$  N., and long.  $79^{\circ}$  west; all hands well. A herd of sea-horses was seen to-day. We lowered down two boats, manned them, and went in chase of them. We got among them, and killed two, one of which was a young cub, the same in size as the one we killed on the 17th. The other was a large male. We got fast to another, which towed us about four miles among the ice; the boat which accompanied us, was left with the two that were killed. We had every hope that we would be able to destroy the one we were fast to, when, to our surprise, it had taken us into a place among the ice where there were upwards of fifty of them around us; just at that instant the harpoon drew; and one of them came towards our boat, opened his mouth, and made a bite at us, but, fortunately, he fell short of us about a foot. Had the tusks got a hold, they would most assuredly have taken the boat down. At this time, Mr Manico, as he afterwards told Mr

Leyson, fired a musket two or three times. We tried to extricate ourselves from among the ice, which we at last effected with a little difficulty; and after we got clear of that part of the ice we were entangled with, we found ourselves once more in clear water. We saw two or three sea-horses that had been separated from the main body of them, which we would have attacked, had not Mr. Manico then fired his musket again as a signal for us to return on board. We then pulled toward the other boat: they had got the two sea-horses secured; one was lying upon the ice, and the other in the boat, it being very small; not exceeding, in my opinion, five-hundred weight. We cut the head off the large one, took out his heart and liver, and a small piece of his flesh, and returned on board. As soon as the boats came alongside, and were cleared of what we had brought, Captain Lyon and Mr. Kendall, the astronomer, stepped into them and went ashore, to observe particularly what part of the land we were then abreast of, as it is not laid down correctly in any chart yet made: it proved to be

Sea-horse Point, off Southampton Island, lying in  $81^{\circ}$  west longitude.

Monday, August 23. We had but a small portion of ice about the ship to-day, although we made but very little progress, the wind being low, and the current strong; the weather was also hazy.

Tuesday, August 24. We had light winds from the southward and westward. The weather still hazy.

Wednesday, August 25. We saw a good deal of ice to-day, but at a considerable distance from the ship which still left us in clear water. The weather a little milder. Nothing strange occurred during the last three days.

Thursday, August 26. This day we saw some very low land. Captain Lyon ordered one of our boats to be got ready, to go ashore; the land being distant from the ship about seven miles. Captain Lyon had not proceeded with the boat above half way, when the weather became so hazy that nothing could be seen, even at a very short distance; which obliged them in the boat to return on board. We

brought the ship to anchor in twenty-four fathoms water, and handed sails, at 7 o'clock P. M.

Friday, August 27. The weather still hazy. At 4 o'clock A. M. we weighed anchor, but the weather clearing at 6 A.M., we again brought ship to anchor. At 7, Captain Lyon ordered two boats to be got ready, and seven days' provisions put into them, for the officers and crew belonging to them. The Captain and officers, when on their passage ashore, saw one of the natives approaching towards them on three dans or seal skins, blown up like bladders; but on perceiving them he made for the shore. The three blown skins or bladders were tied together with a piece of strong hide, and the Indian was seated in the centre, paddling with great dexterity. As soon as the boat reached the shore, the Captain and officers, with the crew belonging to each boat, landed and proceeded toward the huts of the natives, who received them with inexpressible joy; and when the Captain made them a present of some beads, needles, &c., as was his usual custom,

the natives would have given him any thing they had in their possession. But that tribe had no canoes, as would appear from what has been before related about the adventure with the seal-skin bladders. They had a great many salmon, or rather salmon trout, which they kill with spears in inland lakes of fresh water, and these they shared with our people liberally, both fresh caught and dried. They use no salt to any of their provisions, either in curing or eating. They had them buried under piles of stones, and upon them they generally subsist during the summer; and in the winter, when the snow is deep, they generally subsist upon the walruss, or sea-horse flesh. They kill them during the summer and bury them under the snow; and in the winter they take their dogs and sledges and bring a part of the flesh into their snow-huts. These natives are a very dirty inclined race of people; they never wash their skins, which gives them the appearance of a much darker copper colour than they would have, if washed and kept clean. The natives are generally from five feet to five feet six or seven

inches high. The skin dresses which they wear are manufactured by chewing; a number of the natives sit down together, and take a hold of a portion of the hide in their mouth, while one of the company generally gets up, dances, and shouts, while the others are busily employed chewing the hide, to make it into a kind of leather. After a general explanation on both sides, the boats arrived safe to the vessel. At half-past twelve noon, we hoisted up the boats, weighed anchor, and sailed along the shore about the distance of six or seven miles from it. Captain Lyon cannot be too much praised for his cautious proceedings while sailing along that barren unfrequented coast. At eight o'clock P. M. we brought the ship to anchor in 17 fathoms water.

Saturday, August 28. We weighed anchor at 4 A. M. and beat along the shore. The land which is quite low and level is the finest we have seen in these northern regions. It is still a part of Southampton Island. At 7 o'clock P. M. we brought the ship to anchor and furled sails.



Sunday, August 29. Still at anchor. A great deal of rain fell during the night. At 6 o'clock A.M. two boats were ordered to go ashore to procure a supply of fresh water for the ship as the quantity we had got from the ice was nearly exhausted. Captain Lyon, Mr. Manico, the first Lieutenant, and Mr. Kendall the Astronomer, went ashore with the boats' crews. Upon the part of the coast where we landed we saw some tracks of the natives; such as remains of huts long since deserted, and parts of large tusks of the sea-horse converted into front pieces for the sledges. We likewise observed an oblong stone about 22 inches by 14, and about 8 inches deep, which had by all appearance been used upon a fire, and a piece of ivory formed into a knife: the portion of the tusk above-mentioned, measured in length two feet, and in breadth nearly two inches and a half. It had been worked into a kind of flat form, for running, or rather sliding upon the snow, and weighed two pounds, twelve ounces and a half. This is the measure and weight in solid ivory, as the socket or root of the tusk

was cut away, which would have added eight or ten inches to the length. We also discovered one of their tombs here; the stones were loosely piled up one upon another and formed into an oblong square. One of the boats' crew, who first discovered it, not knowing what it was, tumbled it to the ground, and a human skeleton was presented to his view. The officers upon being acquainted with the circumstance, ordered the bones to be immediately covered. We saw a herd of very large deer, fourteen in number; and from some of the deer's horns that we saw strewed about the deserted huts, we conceived that the deer here must be very large; as one horn had a branch, the top of which measured about 20 inches by 14. Captain Lyon, Mr. Manico, and Mr. Kendall, remained on shore, while the boats came off to the ship, and were cleared of the water. At 9 o'clock A. M. the boats with a fresh crew, and a supply of empty casks, having also a number of boarding pikes, and knives, put off from the ship. These Captain Lyon caused to be left ashore as presents to

the first natives that might arrive upon the spot. He ordered one knife to be placed on the remains of every hut, and another under the mouth of the stone kettle which we had discovered there. These articles would be joyfully received by the natives that would first discover them. Captain Lyon and officers came into the boat, and arrived on board. At 1 o'clock p. m. hoisted up the boats, and weighing anchor, sailed along the land. Long.  $84^{\circ}$  west.

Monday, August 30. At 3 o'clock a. m. it began to blow very hard, with heavy squalls of rain, which caused us to close-reef the top-sails, send down the royal and top-gallant yards, and strike the masts.\* At 5 o'clock a. m. it increased to a violent gale, the weather also became very thick, and our compasses at this time were rendered quite useless, as the attraction was so great that they would not traverse.

Tuesday, August 31. The weather became

---

\* To strike the mast, is lifting the mast up a little, and taking out a square piece of wood or iron, which keeps it up, and lowers it down as low as the rigging or shrouds will allow, by which means the ship is considerably eased.

more moderate; the wind changed to the southward, and the sea became more calm. At 12 noon, the weather became quite clear, when an observation was obtained, and we saw land, bearing to the N. eastward. At 4 o'clock P. M. it again became quite thick, with showers of rain. At 5, it came on to blow very hard, and a heavy sea arose. The night being very dark, we hauled the ship close up on a wind, with the larboard tacks a-board, heaving her head from the land, as we supposed. Our soundings at 10 o'clock P. M. were sixty-four fathoms, rocky bottom.

Wednesday, September 1. At 2 o'clock A. M. our soundings began to decrease very suddenly to nineteen fathoms. All hands were immediately called to shorten or take in what little sail we had then set, which was only close-reefed top-sails. At 4 o'clock A. M. the soundings began again to increase to twenty-four fathoms. At 6 o'clock, our soundings again decreased to nineteen fathoms; the next cast of the lead announced seventeen, the third fifteen, the next thirteen, and the fifth gave us only ten fathoms.

It blew a strong gale, and the weather was very thick. Captain Lyon, therefore, ordered the hands to be called, to bring the ship to anchor. Just at that period it cleared a little, and we observed land, as we supposed, on our larboard bow. Finding we were shoaling water very fast, we hove the ship in the wind, let go our starboard anchor, clued our top-sails up, and pointed our yards to the wind. Perceiving the ship was driving very fast, we suspected our anchor was gone, which, on examination, we found to be the case. We sheeted home the top-sails, set the fore-sail, and hauled the ship upon a wind, to keep clear of the land as well as we could. At the same time we hove in the chain cable, and finding the anchor was gone, we immediately bent the chain cable on to one of our spare anchors. Our ship, at this time, was making a great deal of lee-way, and our soundings were decreased to six fathoms. We let go one anchor; but finding her drive, we let go a second, and veered away upon both chain cables as far as we could with safety; we then let go another anchor. As she was still driving,

we veered away upon all cables till both the chain ones were out to the ends; the one being clenched to the main-mast below, in the hold, and the other round the main-mast, on deck. One of the Quarter-masters was placed at the gangway to attend the soundings, when, to our distressed minds, he announced that we shoaled our water fast. Captain Lyon then ordered all hands without exception to heave the lumber overboard, of whatever description, and also to clear the long boat, and every other boat belonging to the ship. Our long boat was stowed with hay for the two ponies, and various other articles. Every man exerted himself to clear it, and lighten the ship: We hove all overboard. The Quarter-master again announced that the water was still shoaling very fast, and the sea at this time was so high, that every wave that came was rolling right over us, and freezing into ice, which made our case truly deplorable. The only resource that we had now left, was to take to the boats, which was a very poor one, for the sea was running mountains high. Provisions, water, arms, and ammunition, were then ordered to be handed along, and put into

the boats, which was quickly done, every man exerting himself as much as lay in his power. At this period, to our great astonishment, we found that our larboard anchors had got a good and firm hold, which raised a feeble ray of hope in the face of every man on board; besides, the Quarter-master said, the water had only shoaled one foot during the last two hours. Our ship was then riding in four and a half fathoms water; but the sea was running so terribly high, that she struck upon the ground, which threw a damp over our minds. We then hoisted out our long boat, to the great danger of staving it to pieces, but with the assistance of God, we got her safe out, and moored her a-stern of the ship, when provisions, arms, and ammunition were put into her. Captain Lyon ordered all hands to be sent on the quarter-deck, when every officer and man in the ship were appointed to their boats, as decided by lot; and each man heard his appointment without the slightest murmur, or confusion. Every man was then ordered to get ready to leave the ship, as she was then striking very heavy. Captain Lyon said it would be recommendable for every man.

to put on a suit of the warmest clothing he had got; and to take no more, as it would only load the boats and endanger our lives still farther: and if God was pleased to land us on shore, it would be encumbering ourselves, as we would have five or six hundred miles to travel, to the nearest place that was inhabited by any individual that could understand a sentence we could speak to them, or get any meat we could eat. Captain Lyon then ordered us some refreshment as we had been up all night; and not having got any meat to nourish us during twenty hours, we stood very much in need of it. All our anchors being gone from the bows made the ship ride a good deal easier; but still we had but little hope of saving her, as she was then striking very heavy. We struck our topmasts; but we kept our lower yards aloft. Every thing was done that possibly could be of any service to ease the ship, in the hope of being able to save her. After we had done to the utmost of our power, we were all called *ast* on the quarter deck. When assembled, Captain Lyon read, in a



most solemn and impressive manner, the prayers most suitable for our then distressing and awful situation. After which he addressed us in a brief but impressive speech, with regard to the awful situation in which we were then placed, hoping we were all resigned to our fate ; observing to us that he had made his mind up, and hoped that we had done the same, seeing nothing but death staring us in the face on every side. He then addressed us with regard to temperance ; at the same time saying he was rejoiced to think he had had such proofs of the ship's company's steadiness and sobriety. Again the Quarter-master tried the depth of water, when he announced that the water had shoaled another foot. At three o'clock, P. M. she struck very heavy, which we thought was an indication for us to be off. We were then ordered, every officer and man in the ship, to take to the boats. Captain Lyon said, " I think before we take to the boats, that a glass of wine will nourish the men, and do them some good after their fatigue." We then got a glass of wine a piece served out. The boats were then ordered

to be hauled up under the lee side of the ship. Not a murmur was heard—not a complaint was uttered;—the countenance of every man displayed a firmness to meet his approaching death with a resignation to the will of the almighty disposer of events. Captain L. observed to us that the sea was running very high. We were then desired to lie or sit down a little to rest our wearied limbs, when she struck again and again with redoubled force. Our anxious and eager eyes were now directed to the man at the lead. With what distress did it fill our minds when he still announced the continued hoaling of the water; and our poor bark still striking harder and harder. The pump well was now sounded, when to our great joy we found she did not make much water in the hold; and the weather at the same time clearing away a little, we saw the land a-stern, distant from us about a mile or a mile and a half. There being a very heavy surf running upon the shore, we did not know whether the boats would not ground long before we were near it. Our principal thought now was to see what was

best to be done, as we expected our poor bark to go to pieces every moment; and if we took to the boats we must have perished. Our fate from this seemed inevitable; but as the anchors still held on, and the ship not making much water, we thought it most advisable to remain a little longer on board, to see how God Almighty would direct us, or order things for us, when, to our great joy, at four o'clock, P. M. the Quarter-master announced the water had flowed one foot. To describe the beam of joy that brightened every countenance would defy the pen of the best author. Our downcast eyes were instantly raised to the Almighty Preserver of our then despairing lives; and our lips poured forth our heartfelt thanks to the great and merciful disposer of all goodness, who is able to save to the uttermost all who put their trust in him. At six, P. M. our ship ceased to strike; our soundings increased, and our spirits revived; and we in a manner were reprieved from death to life again. To have seen, at that time, the cheerful countenance each displayed, when Captain Lyon told all hands to

go below and get a little refreshment, and put the lower deck to rights again. The scene was one of the utmost confusion, every person expecting to leave the ship, never more to return to her. The first thing that met the view was the seamen's clothes' bags, half empty, and their clothes lying strewed about under foot; the floor filled with beds, blankets, and every article of wearing apparel belonging to seamen fitted out for such a voyage. While busily employed replacing our clothes, and getting a little refreshment, the seaman at the lead, with a loud cheering song, announced the increase of water at every cast. Our wearied ship's company, after taking some refreshment, lay down to take a little sleep; it being, at this time, half-past eight, P. M. and the gale considerably abated. At eleven o'clock, P. M. a very heavy shower of rain fell, which smoothed the sea considerably; and our once more floating bark rode the night out quite secure.

Thursday, September 2. At four o'clock A. M. all hands were called; we then cleared away our top-mast rigging, and swayed up the top-

masts. The gale being over, we began to heave up our starboard anchor; we suspected there was something wrong with it, as it did not hold on well during the gale of yesterday; and when it was hove up to the bows of the ship, we found, to our great grief, that one of the arms of the anchor was broken. We then weighed our larboard anchors; and were rejoiced to find them come up all safe. We then made sail; every man rejoiced and happy to escape from the jaws of death, which, but a few hours before, seemed inevitable. At nine, A. M. the fog cleared away, and displayed to us the perilous situation we had been placed in during the gale. It was a bay full of rocks and sand shoals; Captain Lyon gave it the name of God's Mercies' Bay. Every one's heart was full of joy, when the man at the lead sung out, "By the mark seven." At ten, having got the ship a little to rights again, and the sails set, we went to breakfast. We had not been ten minutes below when the officer that had the watch on deck, said he saw the buoy of the anchor we had lost on the preceding day. All hands were

instantly on deck; and an officer and six men went into the long boat with some whale lines. The boat was soon at the buoy, to which the boat's crew made fast one of the whale lines. They then pulled to the ship again; and now having got the end of the whale line on board, we hove the ship to the buoy. We perceived the buoy rope was stranded, or, in other words, partly broken. We got a hawser, and made a bowline knot, or running noose; lowered it down with a deep sea lead, and fished the anchor, which we hove to the ship's bows quite safe, and found it was all well. We then hoisted our long boat on board, and made sail; when, after sailing eighteen or twenty miles, and in sixteen fathoms water, about five o'clock, p. m. the weather being calm, we brought the ship to anchor, and handed sails. About six, Captain Lyon ordered all hands on the quarter deck, when he read, and our hearts joined in the most grateful praise and thanksgiving to the Almighty God, for his wonderfully delivering us, poor miserable sinners, from the devouring jaws of death. After we had returned

thanks to God, Captain Lyon sincerely thanked us for the good conduct, sobriety, and behaviour of every man during our late perilous state. We obtained an altitude that night from the polar star, and found we were in lat.  $69^{\circ}$ ,  $36'$ , N. long.  $86^{\circ}$  west.

Friday, September 3. We weighed anchor at four o'clock, A. M. when, shortly after, a violent gale of wind arose, and the sea running very high, we close-reefed the topsails, and sent down the royal and top gallant yards and masts. The gale increasing towards evening, we hauled up our courses, and handed them; then clued up the fore top-sail, and handed it. We next reefed the mizen, and set the storm trysails, and laid the ship to; for we did not know where we were, as our compasses were become quite useless. At this time we expected we were close to the magnetic pole, as the variation of the compass by an azimuth obtained, was  $123$  degrees west. We had nothing to go by but the sun, moon, and stars; and owing to the thick fogs so frequent in that quarter of the globe, it was but seldom we could obtain a sight of any of them.

Saturday, September 4. The gale still continues. We this day hove all the oats overboard that was sent on board for the horses, and other animals. As they had nothing now to subsist upon, we shot the horses and hove them overboard, and killed the rest of our live stock.

Sunday, September 5. No alteration on the weather, as the gale still continued.

Monday, September 6. The gale rather abated. Towards noon the weather cleared a little; and an altitude of the sun being obtained, we found we were in lat.  $63^{\circ} 5' N.$  and  $89^{\circ} 20'$  west longitude.

Tuesday, September 7. The weather more moderate. We hove the ship to during the night, as sailing in hazy weather at night was very dangerous, our compasses being now rendered quite useless. Our situation at this time was like that of a blind man placed in a piece of ground surrounded with coal pits, from which he is condemned to grope his way without a guide. I have not the smallest doubt but

Journal may fall into the hands of some individuals who will think, and even say, I ex-



aggerate ; but I must tell them candidly, that I have advanced nothing but plain and simple facts, which occurred during our voyage. At five o'clock, A. M. we made sail. At noon saw land, which we supposed to be Cape Fullerton. At four o'clock, P. M. brought ship to anchor, about six miles from the shore—blowing strong breezes. Our stock of fresh water, upon examination, was found to be very small ; and, owing to the weather being so tempestuous, we could not get a supply.

Wednesday, September 8. We had strong breezes during the night. In the morning, the sea was running so very high, that though the wind had considerably abated, we could not send a boat ashore for water. At noon, more moderate, and the sea going down fast. At six o'clock, P. M. the weather fine. Two boats were dispatched ashore for water ; and during the time they were gone, we hove our larboard anchor to the bows, where we secured it ; and shortened in the cable of our starboard anchor to the long range.

Thursday, Sept 9. The weather still mode-

rate. At half-past 12 midnight, the boats returned, but brought very little water. At four o'clock, A. M. weighed anchor, and made sail with a fine breeze from the westward. As we were sailing along the land, towards evening it came on to blow strong breezes from the south. We shortened sail, and hauled close to the wind, supposing ourselves to be across the Welcome. At ten o'clock, P. M. the breeze died away, and the sea fell. The clouds cleared; and displayed to our view one of the most beautiful scenes we ever witnessed; for the Aurora Borealis broke forth with all its brilliancy, shooting its rays across the hemisphere, while the silver moon arose with great splendour, and displayed to our view some very high land on our weather bow. It was indeed one of the most interesting scenes that any man on board had ever seen. The breeze freshening, we reefed topsails; and went under easy sail. At two, A. M. strong breezes from the S. eastward.

Friday, September 10. Strong breezes from S. eastward. At two o'clock, P. M. we saw Southampton Island. We beat in toward the land; and, as night approached, shortened sail,

and continued during the night to beat off and on, waiting for the approach of day-light, to send our boats ashore for water.

Saturday, September 11. As day-light appeared, we stood in towards the land, which we found to be a part of Southampton Island. We reckoned ourselves to the northward of the Duke of York's Bay, where the ship was last voyage. As we neared the land, the wind became light, and we brought the ship to anchor with the stream anchor and cable. Two boats were sent ashore for water; Mr. Manico, the first lieutenant, in the one boat; and Mr. Kendall, the Astronomer, in the other. The officers had their fowling pieces with them, and one of the men had a musket. We travelled about two miles on land, when we met with some wild ducks in a lake of salt water. I think there was to the number of eight. Mr. Manico and Mr. Kendall both fired, when three of the eight were killed. The remaining five did not seem to mind the report of the fowling pieces; but as we approached towards them, they dived under water. The lake, however, being shallow, and we having on sea-

boots, we waded into the lake, and pursued them till we killed them all. The other party fell in with another lake, where there were six more, and shot them also. They were large sized ducks, of a grey colour. Besides a great number of plovers, sandpipers, and looms, we also caught a number of malemacks, with fishing hooks and lines. We baited the hooks with a piece of fat pork, and floated the bait with a cork; when the bird making a dart at the pork, was caught by the hook. At this time the rest of the boats' crews were busily employed filling the casks and buckets with fresh water, a lake of which they discovered after a great deal of labour; but it was completely frozen over with ice, which they had to break before they could get at the water; and then they had to carry it upwards of half-a-mile over rocks, and wading up to their knees amongst ice, snow, and water, before they could get to the boats. The casks and buckets being all full, we pulled off for the ship, and at two o'clock, P. M. arrived safe on board. The boats were then hoisted up to the davits, and at half-

past two, we weighed anchor and made sail. At eight o'clock, strong breezes. Shortened sail, and made all snug for the night.

Sunday, September 12. At four o'clock, A. M. all hands were called to shorten sail. The tide had set us down upon the lee shore, as we reckoned, close to the entrance of the Uyagea river. We wore ship, and beat up to windward; when it came on to blow, with a fall of sleet; and freezing as it fell, made the decks like a sheet of ice, and completely casing our standing and running rigging with ice; at the same time came on a very thick fog, which caused us to lose sight of land.

Monday, September 13. At two o'clock, P. M. finding we shoaled our water very fast, all hands were again called to stand by the anchors. At three o'clock, it came on to blow with more violence than we had felt this voyage. The wind came from the eastward, and raised the sea amazingly high: we shipped a great deal of water, and the snow fell very fast. We let go our best and small bower anchors, which, most fortunately for us, took hold; but the sea

was so heavy, that it tore our bows completely under water, and the waves washed fore and aft the ship so deeply, that we were forced to cut a passage through the waist bulwarks on both sides, to let the water get a passage off the decks. We next had to batter down all our hatchways, and take a passage up the cabin ladder. Both of our patent chain anchors being down, we then let go our remaining spare anchor, with a new hemp cable bent to it; and veered away upon all, till we came to the clinches of the chain cables round the main mast. We were riding then with nearly two hundred and fifty fathoms of cables out; and the bowsprit was pitching three or four feet under water. We sent our top gallant yards and mast down on deck, took down lower yards, and struck our topmasts, to ease the ship as much as possible. We were at this time most perilously situated with a strong tide and a heavy sea; and, if we parted cables, there was nothing left for us but a lee shore close to us, though we did not at that time see it, owing to thick weather and the heavy snow; but we

knew perfectly well by our soundings, that we were not far from the land, as we were now riding in thirteen fathoms water, and the snow and rain falling into icicles, owing to the state the decks and rigging were in at this time. We resembled an iceberg rather than a ship. Towards night the gale rather abated, and the snow ceased: the sea also fell considerably; but a great quantity of ice came down, which completely surrounded us, and made our case truly deplorable. For the last fortnight we had been most perilously situated, as we were continually exposed to dangers, owing to these unfrequented places not having been laid down in any chart, and no ship or vessel of any kind being nigh us. But the Almighty was our pilot and guide. At twelve o'clock, midnight, it came on to blow a perfect hurricane. The bows of the ship being torn completely under water, we suffered more than I can possibly describe, from the immense quantities of ice, frost, and snow that surrounded us. At five o'clock, A. M. our starboard chain cable parted. All hands were instantly on deck; for not one man

on board had turned into his hammock during the night. At half-past five, our larboard chain cable and our hemp cable both parted. I will not attempt a description of our condition at this time. There was a strong tide, a dreadful hurricane, and the sea running mountains high. We had only nine fathoms water; and the wind, when we came to anchor, blew so directly on the land, that we expected every moment to be dashed to pieces upon the rocks, as the wind was s. e. and the land n. w. from us. But God, of his infinite goodness, had shifted the wind to the n. w. the directly opposite point to that which it blew in when we came to anchor. Owing to the weather being so thick and hazy, however, we could not see the sun, moon, nor a star, to tell us how the wind was. One might as well have looked to the carpenter's grindstone as looked to the compasses. At this time the snow was falling very heavy, and freezing instantly into ice; we were therefore obliged to work incessantly at the shovels, in order to keep the decks clear of



it, while marline spikes \* were constantly employed to clear the shaver holes where the ropes pass through, on purpose to set our storm sails, and keep the ship out of the hollow of the sea. We had the main trysail set, and were setting the fore trysail, when the gaff broke. We could not at that time take it down to replace it with another; but allowed the vessel to drive at the mercy of God, with the wind and sea. The weather was very thick, and our compasses were of no use, as was before observed. We could neither get up the rigging for ice, nor do any thing for a considerable time, but stand and look at each other, expecting every moment when the ship would strike on some rock, or be cast ashore on some part of those frozen and unfrequented regions. We had nothing to guide us now but our soundings. The leads were kept constantly going to try the depth of water. It is impossible to express the joy that now beamed on every eye, when the men who were heaving the lead, said we were deepening water.

---

\* A marline spike is a round piece of iron, about 10 inches long; thick at the one end and tapered small at the other.

fast. This certainly was a great and wonderful thing in our eyes, to think we were now getting into deeper water; when, but a very short time previous to this, we were thinking of nothing but being driven on shore; and, if saved from the watery element, left to perish amongst frost and snow, or be torn to pieces by savage bears, which abound in those frozen regions. But God, of his infinite mercy, spared our lives, when we were most given to despair. When our spirits, however, were most elevated, a serious circumstance occurred to our minds. We had lost all our anchors; what were we then to do? We had but one small stream anchor which was not one-third of the weight of four we had just lost; we were short of water, and could not venture to approach near a tempestuous shore without anchors, to get a fresh supply. It was certainly wisely ordered for us that our cables parted; for had they not done so, we would in all probability have foundered and sunk. We tried to heave in our larboard chain cable, but without effect, as it had parted close by the anchor, which made it ex-

tremely heavy; and the sea running very high, rendered all our efforts abortive. However, we proved successful in saving about thirty-five fathoms of our starboard chain cable, which we bended to the broken anchor. We also hove in the hemp cable, and bended it to the stream anchor, which was the only one we had now to trust to. We had lost about one hundred and sixty fathoms of chain cables. The gale still continuing, and the water again shoaling, we wore ship on the other tack, as we did not know where we were driving, from the unremitting fall of snow, which made the weather so thick, that we could see no distance from the ship. In the evening, a heavy sea broke aboard, and tore away one of our waste boats from the davits. It likewise broke and carried off one of the davits. The loss of this boat grieved us a good deal, as we depended more upon our boats at this time (if I may be allowed the expression) than we did upon our ship. My reason for this seemingly weak expression is, that should our ship have got a-ground and gone to pieces, the boats would still be able to float, and be a

means of preserving life a little longer; and probably take us to some part of the coast, where we could more conveniently travel to one of the Hudson's Bay Factories; as we had always kept a supply of preserved provisions in them, in case of danger, ever since the gale on the first of this month, when we thought we would have been obliged to have recourse to them. Our hopes were once more revived when the leadsmen told us we again deepened the water very fast, which we thought a good sign that we were driving from the shore. Our fore mast at this time looked as if it was crippled; which, upon inspection, we found to be true; and upon examining the fore topmast, we found it to be sprung. Night now coming on, we were ordered to take our hammocks below, so that the one-half of the ship's company that had the watch below might get a little sleep; but when we went to the netting, the hammocks were completely cased over with ice; consequently, when the watch went below, they were obliged to lie down on any place they could find most comfortable.

Tuesday, September 14. The weather more moderate, although still blowing very strong. Towards evening it became clear, when an altitude was obtained from one of the fixed stars; after which, Captain Lyon and officers held a consultation upon what was best to be done. After consulting some time, all hands were called aft on the quarter deck, when a letter was read to us, both officers and men, stating, that, owing to our distressed situation, we could proceed no farther. We had lost all our anchors, we were short of water as we all knew, the season was far advanced, and nothing but continued gales of wind and a tempestuous sea were to be expected. Therefore, Captain Lyon said, it was his determination to run to a place called Marble Island, if possibly he could make it; which lay distant about five hundred miles to the south and westward, where the weather would be more mild; and if we should neither reach that place nor be able to save the ship, to try and find some place where there might be a prospect of saving the lives of the ship's company; and from which we might be able to

travel to one of the Hudson's Bay Factories, where we could winter till the spring of the year, when Captain Lyon said he would be able to procure a passage for us by means of the Hudson's Bay Company's Ships. Captain Lyon then returned us his sincere thanks for the manner in which we had conducted ourselves during our late perilous situation; and ordered us to take our hammocks down below, and such as were wet to be immediately shifted, and new blankets served out to us till our own were completely dry. Our water being pretty far exhausted, our allowance of that necessary article was again diminished, and the armourer was ordered to make a distill for distilling fresh from the sea water. Captain Lyon also ordered our salt provision to be stopped, and to serve us with preserved meat in lieu of it, which was quite fresh. Captain Lyon studied to make our then miserable situation as comfortable as it lay in his power to do. He is certainly one of the most feeling gentlemen ever a seaman could sail with; and acted more like a father to the ship's company than a Post-

Captain over them. We were now obliged to heave the ship to every night, owing to our having thick weather; and our compasses not acting, although at this period we had a fair wind, it blowing strong from the N. W.

Wednesday, September 15. At five o'clock, A. M. we made sail, the wind still from the N. W. and a strong breeze. At night shortened sail. At eleven o'clock, P. M. all hands were called, as we again found the water shoal. We had only seventeen fathoms water; and one hour previous to this we had upwards of seventy fathoms. At one o'clock, A. M. the water again began to deepen, when the watch went below, it being only a sand-bank we had gone over.

Thursday, September 16. At five o'clock, A. M. we made sail again; the wind still N. W. At noon, all hands were again called on the quarter deck, and a fresh arrangement was then made with Captain Lyon and officers. As the ship was in a complete state of distress for the want of anchors and cables, it was dangerous in the extreme in that case to offer to approach near any shore; and as the season

was now set in, in which strong N. W. winds might be expected, which were fair for home. It was therefore determined, that we should now try if possible to proceed for England, providing our passage was not obstructed by ice; and even granting that we should be frozen in with ice, it would still be considerably better than being in continual danger, tossing about upon an unknown sea, or wrecked upon a coast where there was nothing but savages, ice, snow, and ravenous animals to contend with. The ship's company knowing the dangerous situation we were then placed in from the loss of boats, (for we had then lost two,) having no anchors and no charts of the coast, that could be depended on, it was taken into consideration, and agreed to, that we should proceed to England. Captain Lyon then asked the ship's company, if any of us would like to examine the chart, (the only one he had of the Hudson's straits,) and see where the ship then was. He then placed it upon the head of the capstern, and showed us where we were, and how we were situated. We then agreed to do whatever he



thought was most adviseable; for it is my firm belief that there was not one man on board who would not have endangered himself to save the captain.

Friday, September 17. The weather being fine, we sent up top gallants, royal yards and masts; set the sails, and trimmed the yards.

Saturday, September 18. The weather still fine. We set studding sails, and carried all sail we possibly could to help us to England.

Sunday, September 19. The weather still fine; and carrying on a crowd of sail. We attended divine service. As soon as service was over, an investigation into our stock of fresh water took place, when, finding it getting very short, our allowance was again diminished to one English pint and a half each man per day, cooking and every other thing included. We had only one tun of water on board, and the number of our ship's company, captain and officers included, was forty-one. We had an English pint of wine served out to us this day, in lieu of half a pint of rum which was to be continued till we should get a supply of water, which we expected from the ice.

Monday, September 20. At three o'clock, A. M. it came on to blow from the s. eastward; we reefed the topsails, and sent down the rōyal and top gallant yards and masts. The gale still increasing, we close-reefed the topsails, and handed the courses. The gale becoming more violent, we were obliged to hand the topsails, and set the fore and main trysails, to keep her bow to the sea, which being now very high, we were forced to batten down all hatches.

Tuesday, September 21. At noon, the sky began to break, and the gale to abate. We got an observation of the sun to day, and to our great satisfaction we found we had drove a good deal to the southward, although the wind was from s. e. Our compasses were of no service yet, as they continued not to act.

Thursday, September 22. At four o'clock, P. M. the gale came on again, much harder than it was the preceding day, and continued all night, when a heavy sea broke on board, and washed several articles over.

Friday, September 23. The gale still continued.

Saturday, September 24. More moderate, but very hazy weather. At half-past three, p. m. it cleared away, when we found we were in Hudson's Straits, with Cape Wallsingham, in lat.  $62^{\circ}, 39'$ , N. and  $77^{\circ}, 48'$ , west long. right abreast of us. We had drifted with the current thirty miles a-head of our reckoning.

Sunday, September 25. The weather more moderate. We made sail, and stood in towards the land, where we saw some floe ice. We sent three boats in search of water, amongst this ice; the boats could find no water, but returned loaded with ice which we broke into small pieces, filling the cook's coppers, and snow tank with it, which, with the heat of the fire, dissolved it into water. The ice the boats brought on board at this time when dissolved, made about two tuns of excellent fresh water. This was a great relief to us, for we now received three pints of water each man per day; and for some time previous to this we had only one pint and a half. The natives' canoes were seen coming towards the ship to the number of ten; they came close alongside. We trafficked

with these natives for some paddles and spears, and gave them old iron hoops and some old files in return. We hoisted up the boats and made sail, when all the natives and their canoes left us.

Monday, September 26. The people employed making water from the ice that was brought on board yesterday.

Tuesday, September 27. The weather very hazy, with light breezes from the n. w.

Wednesday, September 28. Hazy weather and strong breezes from the n. w.

Thursday, September 29. Clear weather and strong breezes from the n. w. We this day saw the North Bluff of Upper Savage Islands.

Friday, September 30. More moderate. We saw a small piece of an iceberg. We sent a boat to it to see whether it was fresh or salt; they found it to be fresh. They immediately fell to work, having axes in the boat, and loaded the boat with pieces, and brought it on board; we sent another boat along with the first, when they soon brought it all on board: when dissolved it made upwards of one tun of water.

Towards evening it became very thick hazy weather. Our compasses now began to act.

Saturday, October 1. The weather still continued hazy, and much the same as the preceding day.

Sunday, October 2. The weather still hazy. At eleven o'clock, A. M. the weather began to clear up; and we saw the land, which we found to be Cape Resolution. Having a strong breeze from the N. westward, we took our departure from Button's Island, which lies in lat.  $60^{\circ}$ ,  $35'$  N. and  $65^{\circ}$ ,  $20'$  W. lon., and bore away for England.

Monday, October 3. At six o'clock, A. M. we came in sight of a small iceberg. The weather being fine we hove to, and lowered down two boats, put axes in them, and sent them towards it, which they very soon cut down; and by twelve noon we had as much ice on board as would make upwards of four tuns of water. We immediately hoisted our boats up and commenced dissolving; and by eight o'clock, P. M. we had dissolved as much ice as produced nearly two tuns of water. Our distilling ma-

chinery was now laid aside for the first time for nearly three weeks, and we were very happy at it; although it was a very good invention, it was very troublesome, as we were obliged to attend it night and day. We still kept dissolving ice all night; and we had a refreshment given us of an extra glass of grog, some dried pippins, and some preserved salmon as fresh as when new caught, which we brought from England with us in cases.

Tuesday, October 4. At four o'clock, P. M. it came on to blow very hard from the s. eastward, which caused us to reef topsails. At six o'clock, P. M. we close-reefed the topsails, and sent down top gallant yards and masts. At half-past six, it increased to a violent gale of wind, which caused us to hand our courses and topsails: we then set the main trysail; but the sea was running so high, we were obliged to set the main topsail close-reefed to keep the ship's head to the sea, and likewise to keep her sides down; we were always completely wet with salt water, the sea continually breaking on board of us when it blew.

Wednesday, October 5. No alteration; as the gale still continues. Wind s. e.

Thursday, October 6. No alteration; as the gale still continues. Wind s. e.

Friday, October 7. No alteration; as the gale still continues. Wind s. e.

Saturday, October 8. No alteration; as the gale still continues. Wind s. e.

Sunday, October 9. No alteration; as the gale still continues. Wind s. e.

Monday, October 10. No alteration; as the gale still continues. Wind s. e.

Tuesday, October 11. No alteration; as the gale still continues. Wind s. e.

Wednesday, October 12. No alteration in the weather, as the gale still continues as strong as ever. At eleven o'clock, A. M. we saw a strange sail; the first we had seen since we parted from the *Snap*, which was on the second day of August; we hoisted our ensign, and she bore down to us; and at half-past six, P. M. we spoke her; it was the *Phoenix* of Whitby, a whale ship from Davis's Straits. They gave us intelligence of Captain Parry, having heard

of him early in September, in lat.  $71^{\circ}$  N. all well.

Thursday, October 13. No alteration on the weather. The Phoenix still keeps company with us; they are very short of bread, and we are going to supply them as soon as the weather will admit of us lowering a boat down; for we also want to send letters home to England with them to let our case be known. At two o'clock, P. M. the Phoenix made a signal for us to come down to her, we being to the windward of them. We had not the smallest doubt but that they were in great distress for want of bread. As we approached towards her, we perceived something afloat upon the water, which we picked up; it was a dan or seal skin, blown up like a bladder. It was made fast to the end of a whale line, and an empty cask also made fast about ten fathoms from this skin. Upon examining the skin and appendages attached to it minutely, there was a note found suspended to it, telling us to open the cask, and there we would find a letter; letting Captain Lyon know what quantity of provisions they



had on board. They had just three hundred pounds of bread, and there were upwards of fifty men on board. Captain Lyon ordered the carpenter to put three casks together (as we always shooke our casks into staves when they were emptied, as they stowed in less bulk,) and they were filled with bread, as also the cask they sent on board; and our letters were put into one of the casks, and then headed up, and all slung with ropes, and made fast to the line that their cask came with, and all hove overboard. They hauled them on board of the Phœnix very speedily. I have no doubt but it was a joyful sight to them. They continued in company during the remainder of the day, but night coming on we lost sight of her.

Friday, October 14. No alteration; as the gale still continues. At five o'clock, P. M. we saw two strange sails to the leeward of us; we supposed one of them was the Phœnix.

Saturday, October 15. The gale rather abated. At ten o'clock, P. M. a brig passed under our stern. We hailed her, but they did not answer us; as it blew very strong I sup-

pose they did not hear us. At two o'clock, A. M. a sea broke aboard, and washed away our spike-plank, a boat's iron davit, and one of our lower studding sail booms. At four o'clock, A. M. loosed the foretop sail, and set it. At half-past four loosed the foresail, and set it. At six o'clock, we let two reefs out of each topsail. At half-past six, loosed the mainsail, and hauled aboard the main tack, and set the jib. At seven, sent up top gallant masts and yards.

Sunday, October 16. At four o'clock, P. M. it came on to blow as hard this day as if it had blown none at all. We sent down top gallant yards and masts, close-reefed the fore and main topsails, stowed the jib, and handed the main sail;—it snowed very heavily during the night. This was the longest gale of wind we had since we left England; for it has never ceased blowing a severe gale these twelve days.

Monday, October 17. About ten o'clock, P. M. the gale broke; and at two o'clock, A. M. we had a fine breeze. At five, we loosed our topsails and courses, and set them. At nine, A. M. we swayed up our top gallant masts, and let the reefs out the topsails. At half-past nine,

sent up top gallant yards, loosed the top gallant sails, and set them. At twelve noon wore ship.

Tuesday, October 18. At two, P. M. a fine breeze sprang up from the N. E. Towards evening we saw a ship to the windward of us. We still supposed it to be the Phoenix. We fired sky rockets, and burned blue lights for her during the night.

Wednesday, October 19. At seven, A. M. the strange sail we saw last night bore away, and came down to us; and at eight o'clock sent her boat on board of our ship: it was not the Phoenix as we expected. It was the Achilles belonging to Dundee. Captain Lyon asked the master of the Achilles (for he came on board of us out of his boat,) if he could spare us any water. He told Captain Lyon he would give him what he thought he could spare. He sent his boat away, and she returned with half-a-tun of water to us, which was a great help. Captain Lyon asked if he had heard any thing about Captain Parry of the Hecla. He said he heard of the Hecla and Fury being closely beset with ice in lat. 71° N. He also told us,

that the Dundee of London whale ship was very badly off for provisions, as the last accounts he heard of her was that they had the allowance of one biscuit each day per man. The master of the Achilles told Captain Lyon, that he was very much in want of snuff. He said he had set the surgeon of his ship to work to make snuff out of leaf tobacco, but he had made but little progress, which, I believe, was more from want of the weed to make it with, than the surgeon's inability to perform the work. Captain Lyon supplied him with some of our present snuff; and we also supplied his men with some tobacco, as they said they were very short of that article: he took our despatches on board of the Achilles. They made sail, and were very soon lost to our view. We were then in lat.  $60^{\circ}, 45'$ , N. and in long.  $55^{\circ}, 28'$ , west.

Thursday, October 20. This morning we saw two ships. Spoke one of them called the Henrietta of Aberdeen, who told us the other ship was called the Alexander of Aberdeen. These ships were poorly fished. They said there were but few fish killed this season.

Friday, October 21. Strong breezes. Saw one small iceberg to-day.

Saturday, October 22. Saw another strange sail this morning; it was the North Pole of Leith, a whale ship. Captain Lyon ordered them to lower down one of their boats, and come on board of us. They hesitated some time; however, they lowered a boat down, and manned the boat with all the principal hands they had on board who were protected from being impressed, thinking our ship was a man of war (as we had a pendant flying,) sent out on purpose to impress men from the whale ships, thinking a war had broke out. Our men supplied the boat's crew with some tobacco and pipes. After remaining some time on board of our ship, Captain Lyon asked the chief mate who came in the boat, if they could spare us any water; he said they were rather short of it, and could not spare us any. Captain Lyon then asked the chief mate if he thought they stood in need of any thing he could assist them with; and if they did to let him know, saying he would feel very happy in relieving

them. The mate said he believed they stood in need of some canvas; the crew went in the boat, and the mate followed. The mate said he would return with an answer from the master; but as soon as they arrived on board of their own vessel, they hoisted up their boat, made sail, and went away in a most ungracious manner.

Sunday, October 23. At day-light this morning it looked very black and squally, when it broke out into a severe gale of wind from the s. e. We close-reefed the topsails, handed the mainsail, and sent down our top gallant yards and masts.

Monday, October 24. The gale still continues, with rain and sleet; and the sea running very high, shipping a great deal of water, we battened down all our hatches. We saw two ships distant from us about seven miles.

Tuesday, October 25. No alteration, as the gale still continues. Wind s. e.

Wednesday, October 26. More moderate; but a very heavy sea running. The people employed repairing damages done to the rig-

ing during the gale. Another strange sail in sight on our weather quarter.

Thursday, October 27. Moderate weather. Carried on a press of sail to hasten our return to England.

Friday, October 28. The weather fine. Carrying on all sail.

Saturday, October 29. Strong breezes from the s. w. We trimmed sails to advantage.

Sunday, October 30. At noon more moderate. Set the foretop mast studding sail. The weather looking very hazy, hauled it down again. At half-past twelve, p. m. a heavy squall came on while we were at dinner, which carried away our foretop mast; it broke in three pieces. All hands were called to clear away the wreck. At two o'clock, it came on to rain very heavy, which continued all the time the people were at work, till they were perfectly drenched. We got another topmast up, and all to rights, by six o'clock, p. m. when it came on to blow, rain, and hail most tremendously. Sent down top gallant yards and masts, and close-reefed our topsails.

Monday, October 31. No alteration; the gale still continues. At noon it cleared away a little. We are in lat.  $52^{\circ}, 30'$ , n. and long.  $33^{\circ}, 17'$ , w.

Tuesday, November 1. No alteration, as the gale still continues.

Wednesday, November 2. More moderate. We saw a strange sail to the windward of us. She bore down unto us, and hoisted her ensign. It was an English Brig homeward bound. Towards evening we lost sight of her again.

Thursday, November 3. Strong breezes from the n. w. which are right after us.

Friday, November 4. The people employed repairing sails. The ship sailing before the wind with a fine breeze, and studding sails set on both sides. Lat.  $50^{\circ}, 30'$ ; n. long.  $19^{\circ}, 50'$ , west.

Saturday, November 5. The weather still the same; and the wind n. w. The people employed variously.

Sunday, November 6. No alteration; the wind n. w.

Monday, November 7. No alteration; the



wind s. w. The people employed making points and gaskets for the sails. At eleven o'clock, p. m. killed a porpoise, distant from Scilly 130 miles.

Tuesday, November 8. No alteration; the wind n. w. We altered our course more to the eastward to-day. At half-past three, p. m. we saw land from the mast head. At nine o'clock, p. m. had the lizard lights abreast of us. Passed by several strange sails.

Wednesday, November 9. This morning we thought we were abreast of Plymouth. We hauled in for the land at eight o'clock, a. m. We discovered we had passed Plymouth; and were abreast of Torbay to the eastward of Plymouth. We made sail for Portsmouth. At six o'clock, p. m. it came on to rain very heavy. And at eight o'clock, it came on to blow a strong breeze. We reefed the topsails, and sent down top gallant yards; and struck the masts. Several strange sails in sight. We kept under easy sail all night. At six o'clock, a. m. we made signals for a pilot, by burning blue lights. At day-light, in the morning, a pilot

came on board. At nine o'clock, A. M. passed through the needles.

Thursday, November 10. The Admiral made a signal for us to bring the ship to anchor at Spithead, when Captain Lyon made a signal of distress, and ran into Portsmouth harbour, where we brought ship to anchor abreast of the King's Stairs, making six calendar months from the day we left the Chatham hulk at Deptford till our arrival in Portsmouth harbour.

THE END.