

Greenland Harbour is a fjord, 7 miles in length, and a little over a mile in breadth, which separates the mountain masses of the Wyville Thomson Peninsula from those of the peninsula next south of it. At its head is a narrow neck of land, separating it from Royal Sound; similar low isthmuses, dividing capacious harbours, or inlets, from each other, exist in many parts of Kerguelen, and from the custom the whalers and sealers have adopted of hauling their boats over them, are called by these men "Haulovers."

The sides of Greenland Harbour rise abruptly from the water's edge and half-way up the hills on both sides, the horizontal line where all verdure ends is very well marked at a height of about 600 or 700 feet above the sea level. This line is to be seen more or less in all the mountain ranges of Kerguelen, but not in such a conspicuous manner as in this harbour.

Four miles inside the entrance to the harbour is a reef of rocks, which appeared to extend across the channel, but it was learnt afterwards, from Captain Fuller of the schooner "Roswell King," that there was a deep channel between this ledge and the south side of the harbour. If so, the anchorage in the upper part would be well protected in all kinds of wind and weather; otherwise Greenland Harbour cannot be recommended, as below the reef it is open to the southeast winds.

On the 22nd, at 5 A.M., the ship left Greenland Harbour in a shower of sleet and snow, which succeeded a promising sunrise, of which advantage was taken to land on the small green islet at the entrance of the harbour, and obtain a true bearing. Outside the harbour the weather was unfavourable for proceeding to the westward round Cape George, consequently the vessel bore up and ran along the land to the northward, in order to proceed to Christmas Harbour, there to deposit in a cairn a tin can containing the result of the investigations as to the locality best adapted for observing the Transit of Venus. After passing Royal Sound the weather was much finer, but the mist and rain squalls could be seen at Cape George. After rounding Cape Sandwich the wind hauled to the northward, when the ship had to work to windward for Christmas Harbour. At 9 P.M., Mount Campbell bearing S.S.W. about 12 miles distant, sail was shortened to topsails and jib, and the ship stood off on the port tack for the night. During the afternoon clouds came over the land.

On the 23rd, at 2 A.M., the ship wore and stood in for the land, and at daylight (3.30 A.M.) sail was made. At 4 A.M. the barometer began to fall, and the wind freshened, until at 5.30 A.M., when the ship was about 20 miles eastward of Swain Island, it had increased to a moderate gale with thick weather, necessitating shortening sail and standing off until it cleared. The gale and thick weather continued all day (force of wind 8 to 9). The soundings gave depths of from 50 to 60 fathoms, and several patches of detached kelp were seen at intervals, which being collected in a mass floating well out of the water, cannot be easily mistaken for kelp attached to rocks. The sea was short and heavy, so much so, that at 5 P.M. a sea which struck the ship on the port bow stove in a