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Pushing Northwestward. The Corwin Meets with a Disaster-The Rudder Smashed by Ice Floes-Getting Up a Sleigh Party-Landing on Kolintchin Islands, 6 P.M., June 2, 1881.

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PUSHING NORTHWESTWARD.

The Corwin Meets With a Disaster—The Rudder Smashed by Ice Floes—Getting Up a Sleigh Party—Landing on Kolintchin Island.

STEAMER CORWIN (Near the edge of the Shore Ice, opposite Kolintchin Island), 6 P. M., June 2, 1881.

This has been an eventful day on board the Corwin. Since half-past 12 o'clock this morning we were so unfortunate as to break our rudder, and so fortunate as to land a party fully equipped, with interpreter, dog teams, and supplies of every kind, to search the coast to the westward for the crew of the Jeannette or any tidings concerning them.

FOLLOWING THE SIBERIAN SHORE-ICE.

After leaving Tapkan, 13 miles northwest of Cape Serdze, on the evening of the last day of May, we steamed along the coast to the westward, tracing the edge of the shore ice, which seemed to be from three to six miles wide. The weather was tranquil, though rather thick at times, and the water was like glass and as smooth as a mill-pond. About 4 P. M. yesterday we reached the end of the open lead that we had been following, 130 miles west of Cape Serdze, latitude 68° 10', longitude 175° 48' west, having thus early in the season reached a point farther west than the Corwin was able to do any time last year. At this point the firm coast ice united with the great Polar pack, and as there was danger of its drifting south at any time and cutting us off, we made haste to the eastward, keeping as far off shore as possible, that we might be able to watch the movements of the pack. About 7 P. M. yesterday, the weather becoming thick, the engine was stopped and the vessel was allowed to proceed slowly under sail.

A BROKEN RUDDER—DANGERS OF ARCTIC NAVIGATION.

Shortly after 1 o'clock this morning I was awakened by unusual sounds on deck, and after listening for a few minutes, concluded that we must be entangled in the edge of the pack and were unshipping the rudder for fear it might be carried away. Going on deck, I was surprised to see the broken rudder being hoisted, for 1
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