

exposed position of that area exceedingly heavy winds caused certain unforeseen difficulties.

The *St. Roch* arrived at Langton Bay, N.W.T., on September 4th, 1928, and preparations for the freezing in were barely underway when an exceedingly heavy gale forced the Schooner onto the beach, principally due to the fact that the anchors being in gravel could not hold the vessel against the force of the gale. The crew, however, successfully managed to refloat the vessel and manoeuvred it to another position. After riding secure for a few days, violent winds again beached the Schooner and after the gale subsided the *St. Roch* was high and dry on the beach and remained so for three weeks. During that period, and in preparation for refloating the vessel, everything moveable was taken off and the crew worked day and night digging gravel from under the keel. Their efforts were rewarded when the hoped for north wind arrived and with all sail set the vessel moved off into open water. The vessel was then secured until the freeze-up, and remained so until freed from the ice on June 19th, 1929.

As with other matters, the most difficult time is undoubtedly the first experience and so it was with the winter harbour at Langton Bay.

Profiting from the experience at that point it was decided to winter at Tree River, N.W.T., in Coronation Gulf. This point was chosen for various reasons, the principal one being that the river flows into the Arctic Ocean and thus the Schooner practically winters in fresh water; also, owing to the formation of the harbour, the main ice floes cannot enter without being broken up, thereby reducing possible danger from that source.

The general procedure followed in wintering at Tree River, is that the *St. Roch* is navigated to the chosen point in the harbour about the middle of September of each year, and upon arrival is manoeuvred into the best possible position for the freezing in, after which all gear, etc., is stowed away in the hold. By the time this is done the vessel is usually frozen in, but the first freeze-up might well be termed a false one as, owing to storms, the ice usually breaks up, necessitating moving the vessel several times into a favourable position.

As soon as the vessel is frozen in all machinery is thoroughly greased and protected from the elements and a frame work of two by fours is erected the full length of the vessel, which is then completely covered with tarpaulins, sails, etc. No item of preparation is overlooked and as soon as there is sufficient snow the Schooner is snow-blocked up about deck level. When the extreme cold weather sets in the vessel commences to rise with the pressure and each time such rise occurs, water to a depth of about two feet rises all around the vessel. When this is frozen the snow blocking operations are repeated. This work is usually performed several times, so that finally the vessel is frozen in immovably. About the end of March the stern is cut clear and kept so until after the break-up in order to avoid possible danger to the propeller.

When the spring break-up arrives the ice in the Tree River Harbour usually breaks up and melts away leaving the vessel clear; it only being necessary to move to new points of anchorage to avoid possible danger from moving ice.