

length. Another point of importance was to make the sides as smooth as possible, without projecting edges, while plane surfaces were as much as possible avoided in the neighborhood of the most vulnerable points, and the hull assumed a plump and rounded form. Bow, stern, and keel—all were rounded off so that the ice should not be able to get a grip of her anywhere. For this reason, too, the keel was sunk in the planking, so that barely three inches protruded, and its edges were rounded. The object was that "the whole craft should be able to slip like an eel out of the embraces of the ice."

The hull was made pointed fore and aft, and somewhat resembles a pilot-boat, minus the keel and the sharp garboard strakes. Both ends were made specially strong. The stem consists of three stout oak beams, one inside the other, forming an aggregate thickness of 4 feet (1.25 m.) of solid oak; inside the stem are fitted solid breasthooks of oak and iron to bind the ship's sides together, and from these breasthooks stays are placed against the pawl-bit. The bow is protected by an iron stem, and across it are fitted transverse bars which run some small distance backwards on either side, as is usual in sealers.

The stern is of a special and somewhat particular construction. On either side of the rudder and propeller posts—which are sided 24 inches (65 cm.)—is fitted a stout oak counter-timber following the curvature of the stern right up to the upper deck, and forming, so to