

the engine, by the mere turning of a cock or two, could be changed at will into a compound high-pressure or low-pressure engine. Although nothing ever went wrong with any of the cylinders, this arrangement was frequently used with advantage. By using the engine as a compound one, we could, for instance, give the *Fram* greater speed for a short time, and when occasion demanded we often took this means of forcing our way through the ice. The engine was of 220 indicated horsepower, and we could in calm weather with a light cargo attain a speed of 6 or 7 knots.

The propellers, of which we had two in reserve, were two-bladed, and made of cast-iron; but we never used either the spare propellers or a spare rudder which we had with us.

Our quarters lay, as before mentioned, abaft under the half-deck, and were arranged so that the saloon, which formed our dining-room and drawing-room, was in the middle, surrounded on all sides by the sleeping-cabins. These consisted of four state-rooms with one berth apiece and two with four berths. The object of this arrangement was to protect the saloon from external cold; but, further, the ceiling, floors, and walls were covered with several thick coatings of non-conducting material, the surface layer, in touch with the heat of the cabin, consisting of air-tight linoleum, to prevent the warm, damp air from penetrating to the other side and depositing moisture, which would soon turn to ice. The sides of