

petroleum, as well as 20 tons of common kerosene,\* intended to be used along with coal in the boiler, was stored in massive iron tanks, eight of which were in the hold, and one on deck. In all, the ship had eight boats, two of which were especially large, 29 feet long and 9 feet wide. These were intended for use in case the ship should, after all, be lost, the idea being that we should live in them while drifting in the ice. They were large enough to accommodate the whole ship's company with provisions for many months. Then there were four smaller boats of the form sealers generally use. They were exceedingly strong and lightly built, two of oak and two of elm. The seventh boat was a small pram, and the eighth a launch with a petroleum engine, which, however, was not very serviceable, and caused us a great deal of trouble.

As I shall have frequent occasion later on to speak of other details of our equipment, I shall content myself here with mentioning a few of the most important.

Special attention was, of course, devoted to our commissariat with a view to obviating the danger of scurvy and other ailments. The principle on which I acted in

\* This oil, by means of a specially constructed steam-jet apparatus, was injected into the furnaces in the form of a fine spray, where it burned in a very economical and saving manner, giving forth a great amount of heat. The apparatus was one which has been applied to locomotives in England, whence it was procured. It appeared, however, that it tended to overheat the boiler at one particular point, where it made a dent, so that we soon abandoned this method of firing.