

away for the winter; slide-valves, pistons, shafts, were examined and thoroughly cleaned. All this was done with the very greatest care. Amundsen looked after that engine as if it had been his own child; late and early he was down tending it lovingly; and we used to tease him about it, to see the defiant look come into his eyes and hear him say: "It's all very well for you to talk, but there's not such another engine in the world, and it would be a sin and a shame not to take good care of it." Assuredly he left nothing undone. I don't suppose a day passed, winter or summer, all these three years, that he did not go down and caress it, and do something or other for it.

We cleared up in the hold to make room for a joiner's workshop down there; our mechanical workshop we had in the engine-room. The smithy was at first on deck, and afterwards on the ice; tinsmith's work was done chiefly in the chart-room; shoemaker's and sailmaker's, and various odd sorts of work, in the saloon. And all these occupations were carried on with interest and activity during the rest of the expedition. There was nothing, from the most delicate instruments down to wooden shoes and axe-handles, that could not be made on board the *Fram*. When we were found to be short of sounding-line, a grand rope-walk was constructed on the ice. It proved to be a very profitable undertaking, and was well patronized.

Presently we began putting up the windmill which