

was to drive the dynamo and produce the electric light. While the ship was going, the dynamo was driven by the engine, but for a long time past we had had to be contented with petroleum lamps in our dark cabins. The windmill was erected on the port side of the fore-deck, between the main-hatch and the rail. It took several weeks to get this important appliance into working order.

As mentioned on page 71, we had also brought with us a "horse-mill" for driving the dynamo. I had thought that it might be of service in giving us exercise whenever there was no other physical work for us. But this time never came, and so the "horse-mill" was never used. There was always something to occupy us; and it was not difficult to find work for each man that gave him sufficient exercise, and so much distraction that the time did not seem to him unbearably long.

There was the care of the ship and rigging, the inspection of sails, ropes, etc., etc.; there were provisions of all kinds to be got out from the cases down in the hold, and handed over to the cook; there was ice—good, pure, fresh-water ice—to be found and carried to the galley to be melted for cooking, drinking, and washing water. Then, as already mentioned, there was always something doing in the various workshops. Now "Smith Lars" had to straighten the long-boat davits, which had been twisted by the waves in the Kara Sea; now it was a hook, a knife, a bear-trap, or something