

earnest. I have already mentioned that at the end of the summer I had begun to make a kayak for a single man, the frame of which was of bamboo carefully lashed together. It was rather slow work, and took several weeks, but it turned out both light and strong. When completed the frame-work weighed 16 pounds. It was afterwards covered with sail-cloth by Sverdrup and Blessing, when the whole boat weighed 30 pounds. After finishing this I had intrusted Mogstad with the task of building a similar one. Johansen and I now set to work to make a cover for it. These kayaks were 3.70 metres (12 feet) long, about 0.7 metre (28 inches) wide in the middle, and one was 30 centims. (12 inches) and the other 38 centims. (15 inches) deep. This is considerably shorter and wider than an ordinary Eskimo kayak, and consequently these boats were not so light to propel through the water. But as they were chiefly intended for crossing over channels and open spaces in the ice, and coasting along possible land, speed was not of much importance. The great thing was that the boats should be strong and light, and should be able to carry, in addition to ourselves, provisions and equipments for a considerable time. If we had made them longer and narrower, besides being heavier they would have been more exposed to injury in the course of transport over the uneven ice. As they were built they proved admirably adapted for our purpose. When we loaded them with care we could stow away in them provisions and equipment for three months at least