

unpleasant. The vessel had now a greater list to the port side than ever.

“ During the afternoon various preparations were made to leave the ship if the worst should happen. All the sledges were placed ready on deck, and the kayaks were also made clear; 25 cases of dog-biscuits were deposited on the ice on the starboard side, and 19 cases of bread were brought up and placed forward; also 4 drums, holding altogether 22 gallons of petroleum, were put on deck. Ten smaller-sized tins had previously been filled with 100 litres of snowflake oil, and various vessels containing gasoline were also standing on deck. As we were sitting at supper we again heard the same crunching and crackling noise in the ice as usual, coming nearer and nearer, and finally we heard a crash proceeding from right underneath where we sat. I rushed up. There was a pressure of ice in the lane a little way off, almost on our starboard beam. I went down again, and continued my meal. Peter, who had gone out on the ice, soon after came down and said, laughing as usual, that it was no wonder we heard some crackling, for the ice had cracked not a sledge-length away from the dog-biscuit cases, and the crack was extending abaft of the *Fram*. I went out, and found the crack was a very considerable one. The dog-biscuit cases were now shifted a little more forward for greater safety. We also found several minor cracks in the ice around the vessel. I then went down and had a pipe and a pleasant chat with Sver-