

“The Seventeenth May, our memorial day,  
Recalls what our fathers have done;  
It cheers us and heartens us on to the fray,  
And shows us that where there's a will there's a way,  
And, with right on our side, we may hope to display  
The proud banner of victory won.”

During the dinner speeches were made in honor of the day, of Norway, of Nansen and Johansen, etc.

During the days following May 17th we were occupied in getting the engine and its appurtenances ready for work and clearing the rudder-well and the propeller-well. First we attempted to pump water into the boiler through a hose let down into a hole out upon the ice. But the cold was still so intense that the water froze in the pump. We were obliged to carry water in buckets and pour it into the boiler by means of a canvas hose, made for the occasion and carried from the boiler to the hatchway above the engine-room. Amundsen thought at first that he had got the bottom cock clear so that he could let the water run direct into the boiler, but it soon became evident that it was too slow work as long as there was still any ice around the cock. Later on we hoisted the funnel and lighted the furnaces, and on the afternoon of May 19th the steam was up for the first time since we got into the ice in the autumn of 1893.

Next we cut away as much of the ice as possible in the propeller-well, and carried a steam hose down into it. It was very effectual. We also attempted to use the steam for melting away the ice in the propeller-sheath around the shaft, but without apparent success. We easily procured water for the boiler now by filling the water-tank on the deck with ice and melting it with steam.

After supper we went down into the engine-room to try to turn the shaft, and finally we succeeded in giving it a three-quarters turn. This was victory, and we were all fully satisfied with the day's work.

The following day we melted away the ice in the rudder-well by steam, and at 1.30 P.M. Amundsen began to “move” the