

sisting of several layers of wood with felt between, all of which had to be passed through on going out. And the more completely to exclude the cold air the thresholds of the doors were made more than ordinarily high. On the half-deck over the cook's galley, between the mainmast and the funnel, was a chart-room facing the bow, and a smaller work-room abaft.

In order to secure the safety of the ship in case of a leak, the hold was divided into three compartments by water-tight bulkheads. Besides the usual pumps, we had a powerful centrifugal pump driven by the engine, which could be connected with each of the three compartments. It may be mentioned as an improvement on former expeditions that the *Fram* was furnished with an electric light installation. The dynamo was to be driven by the engine while we were under steam; while the intention was to drive it partly by means of the wind, partly by hand power, during our sojourn in the ice. For this purpose we took a windmill with us, and also a "horse-mill" to be worked by ourselves. I had anticipated that this latter might have been useful in giving us exercise in the long polar night. We found, however, that there were plenty of other things to do, and we never used it; on the other hand, the windmill proved extremely serviceable. For illumination when we might not have enough power to produce electric light, we took with us about 16 tons of petroleum, which was also intended for cooking purposes and for warming the cabins. This