

latter boats were topped into the rigging. The pinnace (see fig. 1) was specially adapted for dredging in harbours and in shallow water. A small engine was fitted on the top of the boiler, and was used for hauling in dredging and sounding lines, and a small derrick could be erected forwards, whilst in the bow there was a dredging platform; the dredge rope being coiled away on the bottom in the after part.

#### MAIN DECK.

On the main or gun deck special cabins and workrooms were built; the after part was, as is usual in all ships, appropriated for the use of the Captain, who in this case shared his accommodation with the Director of the Civilian Staff. Outside the foremost bulkhead of the captain's cabin two large workrooms were built, one on each side of the ship, 18 feet in length by 12 in breadth, the room on the port side being appropriated to the use of the naturalists, whilst that on the starboard side was used by the surveying officers as a chartroom. On the foremost bulkhead of the captain's cabin the barometer was hung.

*Zoological Laboratory.*—The zoological laboratory (see fig. 2) was lighted by two skylights and a port fitted with a pair of windows, whilst the bulkhead separating it from the main deck was provided with ground glass sash windows, so as to afford further light. Two dressers reaching the whole breadth of the room were fixed, one at each end, and beneath these were constructed a series of drawers, four large cupboards, and a pair of knee-hole spaces to afford places for seats. The drawers were fitted with a series of sockets for bottles of various sizes, and with compartments to contain instruments of all kinds, which were thus secured from injury by the motion of the vessel. It was found very convenient to have several of the cupboards fitted inside with air-tight zinc linings, or rather complete zinc boxes, each having an opening in its front, about a foot square. The edges of the opening were framed with wood with a projecting ledge, against which fitted a wooden lid, which closed the opening, and was held in position by a couple of buttons. With the edges of the lids greased, the zinc cupboards became air-tight and damp proof, and plants and other objects, when once thoroughly dried by artificial heat and packed into them, were perfectly secure from the effects of the saturation of the air with moisture, which in many regions is one of the greatest obstacles to contend with when preparing specimens on board ship. The ordinary cupboard door of mahogany protected the face of the zinc lining from injury. All round the dresser next to the bulkhead was fitted a rack to hold large wide-mouthed bottles, and other racks, perforated to hold tubes or smaller bottles, were fixed to the ship's side or the bulkheads wherever space was available. These racks proved of the greatest service. In weather at all rough it is most important that plenty of such racks should be ready to hand, so that bottles containing