ance to the water, both while being lowered and while being hauled in. It is, besides, quite useless for towing, for which purpose it was never intended.

"Michael Sars" tow-nets for horizontal and vertical hauls.

In the construction of our nets on the "Michael Sars" our idea was to make the fore part in such a way that as much water as possible might percolate through. As a rule they are 1 metre in diameter at the entrance and 4.5 metres long (see Fig. 29). The fore part is cylindrical for a length of 1½ metres and of the same size as the entrance. There is first half a metre of shrimp net, then 1 metre of coarse silk with a mesh of 12.5 mm., and the after part, consisting of a cone, 3 metres long, of finer silk with a mesh of 0.8 mm. These filter the water admirably. We can tow them at a great speed and haul them on board rapidly, even with the little after starboard winch; and they capture young

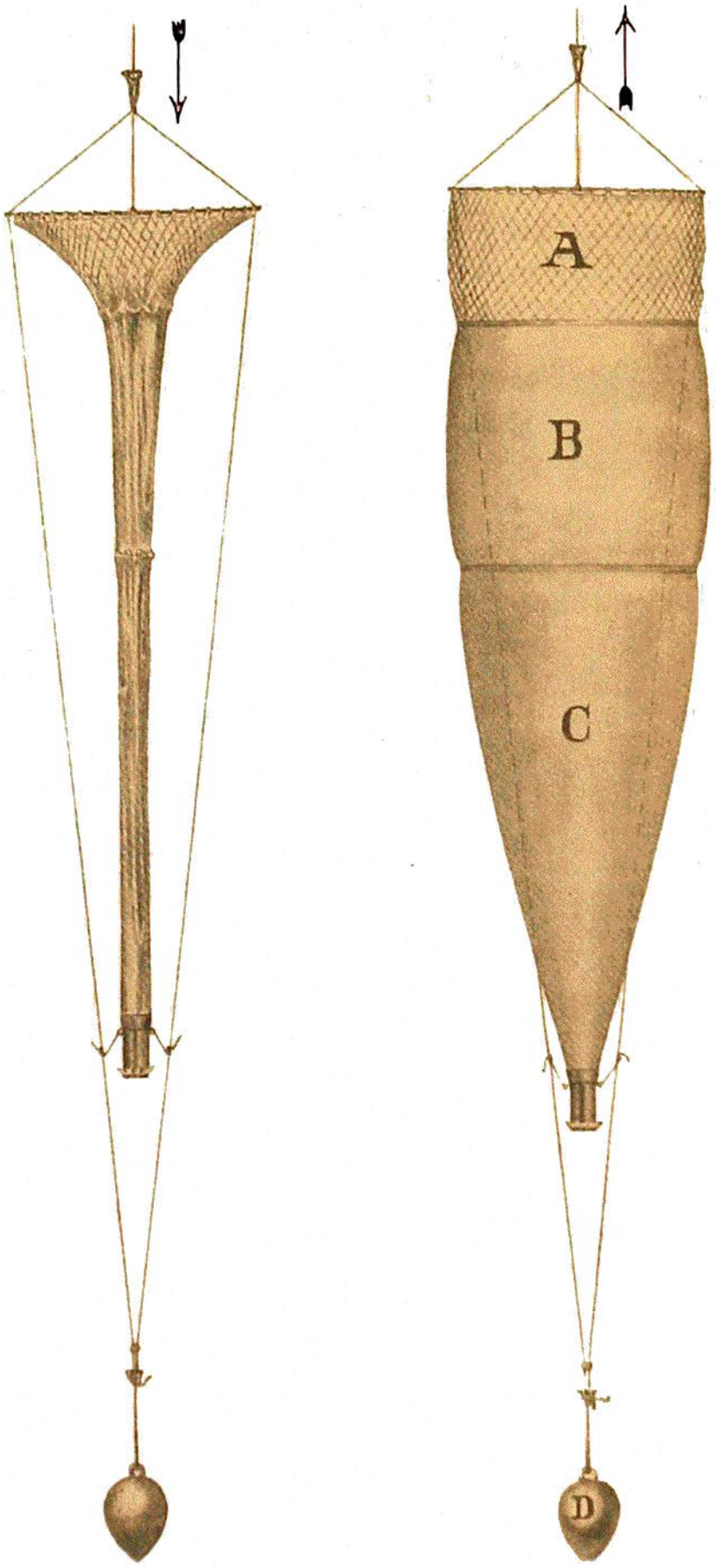

FIG. 29.—THE "MICHAEL SARS" TOW-NET.
A, net; B, coarse silk; C, finer silk; D, lead.