

associated with me in oceanographical investigations in the Norwegian Sea, likewise received the proposal with enthusiasm. A large part of the winter of 1909-10 was spent in making the necessary rearrangements on board the ship, in the selection and installation of new apparatus and instruments, and in choosing the routes where we might expect to get the most interesting results.

By the 1st of April 1910 the ship was fully equipped and ready for sea. The first port of call was Plymouth, where Sir John Murray embarked, and the last piece of apparatus—a large centrifuge—was installed on board. After being hospitably entertained by scientific men in London and Plymouth, we sailed on the 7th of April for the south-west of Ireland, where it was arranged that we should occupy our first observing station. The ship worked down the western coasts of Europe as far as the Canaries, then proceeded across the Atlantic, by way of the Azores, to Newfoundland, afterwards re-crossing from Newfoundland to the coast of Ireland, and returned to Bergen by way of the Faroe Channel. About 120 observing stations were established, and the expedition was in all respects successful.

It was agreed that the zoological and all other collections and observations made during the cruise should be sent to Bergen, Sir John Murray generously agreeing to provide £500 to enable the collections to be sorted out and arranged for study by specialists.

It was further arranged that a general account of the cruise and of the results of the observations should be published as soon as possible after the return of the expedition, and this volume has accordingly been prepared. Its main object is to indicate the most important results of the voyage in so far as these can be stated at the present time, although the biological collections and the physical observations have as yet only been examined in a preliminary way. In preparing the various