

of hand harpoon. A Fin tow, or piece of rope for lashing the Whales' fins together - and after tow, or rope to make fast the tail with.

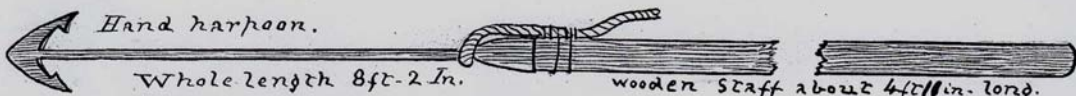
A Grapnel to hook the tail up, or make the boat fast to ice.

A trailer. And in one or two of the boats a winch to heave the lines in again with. Each boat has a jack to hoist when fast.

Lance for killing Whale - Iron <sup>ft</sup> 6 1/2 long. The whole 9 feet.



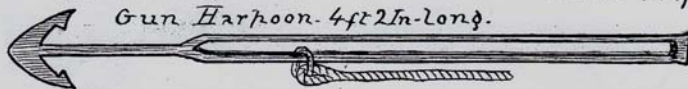
Knife to slit fins and tail for lashing - 5ft 8in long.



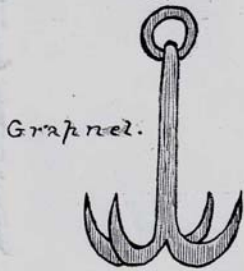
Hand harpoon.

Whole length 8ft-2 In.

wooden staff about 4ft 10 in. long.

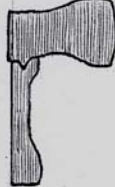


Gun Harpoon - 4ft 2 In. long.



Grapnel.

Hatchet.



The Neek, or Harpoon rest.

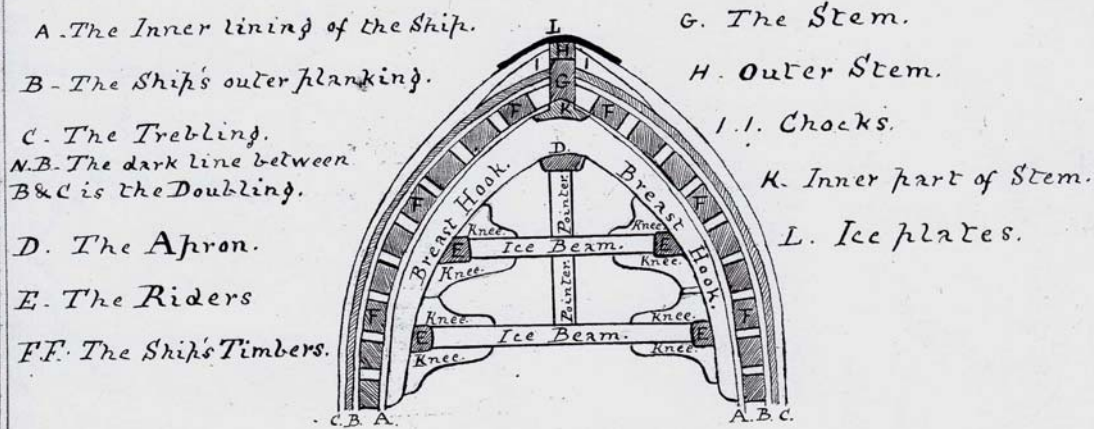


The Whale boat's crew consists of. The "Harpooner" who pulls the bow oar <sup>\*</sup> and commands the boat. The "boat steerer", the line coiler who pulls the stroke oar, and 3 others making 6 men in the boat. These boats' keels are slightly bowed to facilitate their being quickly swept round by the steer oar. A rudder never answers with a boat among ice.

\* With American Whalers the Harpooner steers the boat, while a man called the "Darter" pulls the bow oar & uses the harpoon.



Plan to shew the "Mazinthien's" fortified bow.



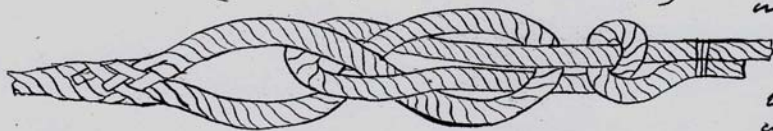
outside the outer lining of the ship is a doubling of 3 inch, all round the vessel from keel to brignt stroke; and on each bow to 33 ft aboat the stem is a trebling of 3 1/2 inch African oak, carried as high as the doubling and down to within 3 ft. of the keel. The doubling is African oak from the water line to the turn of the bilges. Dandy oak above that, and Elm below. outside the regular stem is a false one of English oak, supported by chocks (placed between the doubling and trebling) to prevent it being knocked aside. a stringer 7 inches thick of oak runs all round the ship at the upper termination of the doubling. \* Bands of iron called "Ice plates", one inch in thickness, are bound round the bow extending 6 feet on each side of the stem, outside the trebling. For the inside of the ship; first of all right forward and butting against the inner

\* These ships are never sheathed with copper or other metal, as the ice would soon scrape it all off.

## — Proceedings of the "Fast Boat." —

As soon as a boat becomes fast to a Whale she hoists her jack as a signal to the other boats to come up. The harpooner having taken one or more turns at discretion round the billet head sits down on the port side of the foremost thwart & attends the line. The Boat steerer lets his oar run out to the gunwale, & retreats to the stern of the boat where he sees that the other flashes of line go clear; while the rest of the crew let their oars go fore and aft, and keep the line down by holding boat hooks athwart ships. If there seems danger that the fish will take out all the line in the fast boat before another gets up to bend on, one oar or more according to the haste required is held up to hurry the other boats; the first of which getting along side is given the end of the stray line to be bent by her harpooner to the foremast end of his whale line, (of course first unfast from the harpoons) as follows. Each end in his hand has an eye spliced in it; one of these eyes he cuts off, and then joins the other to the single part of line with a Carrick bend, the end half hitched and stoped back. This he shows to the fast boat by way of security and it is then ready to pay out when wanted.

(Bend for Whale lines.)



N.B. The bend is sometimes made in this fashion with the addition of another turn round the end of the eye -

It is necessary at times to turn the fish or carry away the line, on which occasions a 2<sup>nd</sup> line is bent on with a rolling hitch -



time in this ship since 1851 - meaning of course she has never been nearly full since then - It now remains to be seen if we shall use these casks or not. A S<sup>ly</sup> wind sprang up in the 1<sup>st</sup> watch - made sail to W<sup>t</sup> Lat 68. 77. 33. N. Long: 66. 4. 59. East.

♂ May 21<sup>st</sup>

Wind S. S. W. 3-4. O. C. S. Bar - 29.63. Ther 25. 29. Blew fresh early in the morning but we sail as in a lake under the lee of the ice. About 1<sup>1</sup>/<sub>2</sub> (noon) I saw a Polar Bear he was sitting on a bank of snow on a bit of ice in a stream with paws hanging over watching for a seal - They thought it was to go after it, but it seemed a pity not to make the attempt. Lat. 78. 25. N. In the evening it fell almost calm and being jammed in a great bay floe we got steam up & move out into a hole of water. Shot a snow bird or 2 from the ship.

♀ May 22<sup>nd</sup>

Calm. O. C. Bar 29.46. Ther 26 - 32. Quite a mild day. Cloudy & the sea like a sheet of glass, every thing most clearly reflected in it. Sent boats away to get ice for drinking. Capt. Gray of "Eclipse" & his Doctor came aboard and spent the morning. Got some Medusa up from alongside for the first time. Went away in the dingy in the afternoon with a boy to shoot birds. At 5<sup>h</sup> 30<sup>m</sup> we started under steam for the W<sup>t</sup>. & went on till 10<sup>h</sup> 30<sup>m</sup>. Then put her under sail. Today has been very pleasant - clear but calm & quiet. Ther: higher than it has been for some time. The "Sam May" was