NANTUCKET SLEIGHRIDE

BIOGRAPHY: YOU ARE GOING ON A WHALING VOYAGE! LET’S FIND OUT THE DETAILS.

1. Draw a card to determine by suit what type of CAPTAIN your ship has, from “kind” to “cruel.” (See 1 below)
2. Draw a card to determine by face or number your POSITION and pay (called a “LAY”) for the voyage. (See 2 below)
3. Roll the die to determine the number of WHALEBOATS and the size of the CREW on board the ship. (See 3 below)
4. Draw a card to determine by suit your home PORT along the coast of New England. (See 4 below)
5. Draw a card to determine by suit your date of DEPARTURE from your home port, in January 1846. (See 5 below)

****************************************************************************************************

RECORD THESE RESULTS IN THE BIOGRAPHY SECTION IN THE UPPER LEFT OF YOUR SCORESHEET

1. CAPTAIN: You may draw ANY card. The KING from that suit tells you what type of Captain you have.
   HEARTS = a CRUEL captain – the raised sword indicates he uses a “cat-of-nine-tails whip very often.
   SPADES = a MEAN captain – his facing the sword indicates he uses the whip somewhat frequently.
   CLUBS = an AVERAGE captain – his back to the sword indicates he uses the whip on occasion.
   DIAMONDS = a KIND captain – his pardoning hand indicates he rarely if ever uses the whip.

2. POSITION and LAY: Your position determines the “lay” or fraction of the profits you receive at voyage’s end.
   K = Captain (1/10) - head of the ship and the voyage
   Q = First Mate (1/25) - heads the first whaleboat
   J = Second Mate (1/35) - heads the second whaleboat
   10 = Third Mate (1/45) - heads the third whaleboat
   9 = Fourth Mate (1/55) - heads the fourth whaleboat
   8 = Cooper (1/60) - he makes the barrels or casks that store the whale oil
   7 = Steward (1/70) - supervises the kitchen and the cook(s)
   6 = Blacksmith (1/100) - fashions and repairs harpoons, lances, and blades for “cutting in” the blubber
   5 = Carpenter (1/120) - repairs or builds the whaleboats and any other wood pieces needed for the ship
   4 = Cook (1/140) - prepares whatever food is available or becomes available on the voyage
   3 = Seaman (1/160) - experienced deckhand
   2 = Green hand (1/180) - first time deckhand
   A = Cabin Boy (1/200) - serves the Captain and/or the Mates
   Joker = Stowaway (0) - boy who has snuck aboard, seeking adventure

3. CREW: Roll the die until you get a 3, 4, 5, or 6. This is the number of WHALEBOATS your ship starts the voyage with.
   To determine the size of your crew, do these two things:
   A. Multiply the number of whaleboats times 6, as the number of men manning the whaleboats;
   B. Then add 8 more for the captain, skilled positions, and cabin boy. The sum equals the size of the CREW.

4. PORT: Call it home!
   DIAMONDS = Sag Harbor, New York
   HEARTS = New London, Connecticut
   CLUBS = New Bedford, Massachusetts
   SPADES = Nantucket Island, Massachusetts

5. DEPARTURE: A Sunday in January 1846. You depart after a sermon, and say goodbye to your family at the dock.
   You will be gone from your family for as many as three years. Changes will take place in you and in them.
   DIAMONDS = Sunday, January 4, 1846
   HEARTS = Sunday, January 11, 1846
   CLUBS = Sunday, January 18, 1846
   SPADES = Sunday, January 25, 1846
**THE VOYAGE: Reshuffle the deck.** The Voyage is conducted by drawing cards from a deck of 54 cards (which includes 2 jokers) through 12 rounds. Each round is a stop to hunt whales at a “Whaling Ground” listed on the scoresheet (2-K). These Whaling Grounds proceed down the center of your scoresheet, beginning with the Azores and ending at Home. Just like any “board game” you proceed from whaling ground to whaling ground, in order, from departure to return.

THE OBJECT OF THE GAME IS TO KILL MOBY DICK, THE WHITE WHALE OF LEGEND IN THE NOVEL OF THAT NAME (See “JOKER” below). BUT THE ODDS ON THAT ARE LONG, SO SEEK FIRST A PROFITABLE VOYAGE!

Each WHALING GROUND, beginning with “2 THE AZORES” requires a DATE, EVENT, and RESULT (thereafter D, E, R). When you draw a card it tells you the DATE and EVENT as listed below, and usually the RESULT requires a roll of the die.

**DATE -** Each CARD drawn advances the date 3 months, plus the number value of the card in days. An Ace is 1 day.

- 2-10 are equal to the matching number of days. JACK = 11, QUEEN = 12, KING = 13, JOKER = 14 days.

**EVENT -** This SAME CARD gives you the EVENT as well, as listed below. The RESULT appears to the right of it. The smaller cards are ill-fated disasters (2-6) while the larger cards (7-K) are GOOD HUNTING. (See below)

**EVENT and RESULT:**

**ACE** = A “Gam” at sea. Two ships, often from the same port, meet at sea to exchange news. This happened around the world! For purposes of our game we will ask what maniacal Captain Ahab asks in *Moby Dick,* “Have you seen Moby Dick?” The location last seen will equal the sum of TWO ROLLS of the die, always a number between 2 and 12 to match the whaling ground locations. The Game starts with Moby at 7, the Japanese Ground, but may move if an Ace is drawn. You would record the event as a “Gam” and the result as the whaling ground that matches the sum of the die rolls.

**RED SUITS, CARDS 2-6:** An ill-fated mishap or disaster to the ship, it’s crew or cargo. Record results as in the bold italics.

- 2 = STORM – A storm in the whaling ground ruins whaling there, and so you sail on to the next whaling ground.
- 3 = FIRE in the Try Works – If you roll a 1 the fire spreads and the ship burns to the water. Other rolls = OK.
- 4 = DISEASE – A die roll = the number of dead. If you roll a 1, it’s a ghost ship. All die but you. You row away.
- 5 = LOST WHALE – An even numbered die roll = whale sinks. An odd numbered die roll = whale eaten by sharks.
- 6 = MUTINY – Any roll 2-6, the Captain crushes the mutiny. If you roll a 1, he is jailed and the crew takes over.

**BLACK SUITS, CARDS 2-6:** An ill-fated mishap or disaster to the whaleboats and men. Record results as in the bold italics.

- 2 = HARPOONER caught in line – He is pulled under the water as the harpoon line goes out, and is drowned.
- 3 = Harpooned WHALE SOUNDS – Even numbered roll = cut line to save boat. Odd numbered roll = number dead.
- 4 = WHALE STOVES BOAT – Up from the depths he rams the boat with his head (case). A die roll = number dead.
- 5 = Whale’s JAWS CRUSH BOAT – From the surface the whale descends upon the boat. A die roll = number dead.
- 6 = FLUKES CRUSH BOAT – In a “flurry” the tail swats the water and crushes the boat. A die roll = number dead.

**GOOD HUNTING:** For any CARD of 7 through KING the EVENT is listed as GOOD HUNTING, the RESULT is the number of whales killed in that whaling ground. Write “Good Hunting” under event, and the number of whales as the result. Then multiply these averages per whale and **record the totals** in the chart category directly to the right of the whaling ground.

**RED SUITS, 7-KING = RIGHT WHALE**

<table>
<thead>
<tr>
<th>RIGHT WHALE OIL</th>
<th>RIGHT WHALE BONE</th>
<th>SPERM WHALE OIL</th>
<th>CASE OIL</th>
<th>AMBERGRIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 = 140 barrels</td>
<td>…and 280 pounds of bone</td>
<td>7 = 70 barrels</td>
<td>…and 35 gallons</td>
<td>a die roll x 10 pounds</td>
</tr>
<tr>
<td>8 = 160 barrels</td>
<td>…and 320 pounds of bone</td>
<td>8 = 80 barrels</td>
<td>…and 40 gallons</td>
<td>no ambergris found</td>
</tr>
<tr>
<td>9 = 180 barrels</td>
<td>…and 360 pounds of bone</td>
<td>9 = 90 barrels</td>
<td>…and 45 gallons</td>
<td>no ambergris found</td>
</tr>
<tr>
<td>10 = 200 barrels</td>
<td>…and 400 pounds of bone</td>
<td>10 = 100 barrels</td>
<td>…and 50 gallons</td>
<td>no ambergris found</td>
</tr>
<tr>
<td>JACK = 220 barrels</td>
<td>…and 440 pounds of bone</td>
<td>JACK = 110 barrels</td>
<td>…and 55 gallons</td>
<td>a die roll x 10 pounds</td>
</tr>
<tr>
<td>QUEEN = 240 barrels</td>
<td>…and 480 pounds of bone</td>
<td>QUEEN = 120 barrels</td>
<td>…and 60 gallons</td>
<td>no ambergris found</td>
</tr>
<tr>
<td>KING = 260 barrels</td>
<td>…and 520 pounds of bone</td>
<td>KING = 130 barrels</td>
<td>…and 65 gallons</td>
<td>no ambergris found</td>
</tr>
</tbody>
</table>

**BLACK SUITS, 7-KING = SPERM WHALE**

**JOKER:** WHITE WHALE! Each time there is a Gam at Sea the rumored location of the white whale, the dreaded Moby Dick, changes on the board. But that rumor does not necessarily mean he is actually there. At the start of the Voyage with the reshuffled deck, it is advisable that the players hold out the 2 jokers until the cards are shuffled, and then insert the Jokers in the bottom half of the deck. If you draw the JOKER where Moby is located, YOU KILL MOBY and WIN THE GAME, regardless of what other proceeds you get. Moby yields 150 barrels of Sperm Oil, 75 gallons of Case Oil, and 60 pounds of Ambergris. But, if you draw the JOKER anywhere else, Moby stows the ship. Into the swirling vortex go all cargo and men, except for you. Clinging to a paddle your are saved when a coffin pops to the surface from the sinking wreckage below. This symbol of death becomes your life buoy!
**NANTUCKET SLEIGHRIDE SCORESHEET**

**Ship Name:**

**# of whaleboats:**

**Home Port:**

**Type of Captain:**

**Your position:**

**Your “lay” (pay):**

**Size of the crew:**

**Departure date:**

**CALENDAR**

<table>
<thead>
<tr>
<th>Month</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jan</td>
<td>E</td>
<td>A</td>
<td>D</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Feb</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Mar</td>
<td>A</td>
<td>A</td>
<td>D</td>
<td>F</td>
<td>E</td>
</tr>
<tr>
<td>Apr</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>May</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Jun</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Jul</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Aug</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Sep</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Oct</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Nov</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
<tr>
<td>Dec</td>
<td>D</td>
<td>D</td>
<td>F</td>
<td>F</td>
<td>F</td>
</tr>
</tbody>
</table>

*Please note that February had 29 days during leap year of 1848. Use when VOYAGE passes such.

**1846**

- **Jan:** Exact Date
- **Feb:** Event
- **Mar:** Result

**2 – Azores Islands**

- **Exact Date:**
- **Event:**
- **Result:**

**3 – St. Helena Island**

- **Exact Date:**
- **Event:**
- **Result:**

**4 – Antarctica**

- **Exact Date:**
- **Event:**
- **Result:**

**5 – Seychelles Islands**

- **Exact Date:**
- **Event:**
- **Result:**

**6 – Indian Ocean**

- **Exact Date:**
- **Event:**
- **Result:**

**7 – Japanese Ground**

- **Exact Date:**
- **Event:**
- **Result:**

**8 – Bering Strait**

- **Exact Date:**
- **Event:**
- **Result:**

**9 – Sandwich Islands**

- **Exact Date:**
- **Event:**
- **Result:**

**10 – South Pacific**

- **Exact Date:**
- **Event:**
- **Result:**

**Queen – Plate Ground**

- **Exact Date:**
- **Event:**
- **Result:**

**King – Home Port**

- **Date only:**
- **Now total up your gains under “Good Hunting”**

**Use these dates for the Exact Date under the “VOYAGE”**

**RECORD BELOW WHEN YOU TAKE WHALES**

<table>
<thead>
<tr>
<th># of Whales</th>
<th>Right Bone</th>
<th>Sperm</th>
<th>Case</th>
<th>Amber</th>
</tr>
</thead>
<tbody>
<tr>
<td>Azores</td>
<td>OIL</td>
<td>(Baleen)</td>
<td>OIL</td>
<td>GRIS</td>
</tr>
<tr>
<td>St. Helena</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Antarctica</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Seychelles</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Indian Ocean</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Japanese Whaling Ground</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Sandwich (Hawaiian) Islands</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>South Pacific</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Cape Horn</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
<tr>
<td>Plate Whaling Ground</td>
<td>OIL</td>
<td>OIL</td>
<td>GRIS</td>
<td></td>
</tr>
</tbody>
</table>

**Home Port:** TOTAL EACH CATEGORY BELOW

<table>
<thead>
<tr>
<th>Number</th>
<th>x $15</th>
<th>x 10 cents</th>
<th>x $25</th>
<th>x $50</th>
<th>x $100</th>
</tr>
</thead>
<tbody>
<tr>
<td>Azores</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>St. Helena</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Antarctica</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seychelles</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Indian Ocean</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Japanese Whaling Ground</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandwich (Hawaiian) Islands</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>South Pacific</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cape Horn</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Plate Whaling Ground</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SHIP TOTAL for VOYAGE:** $________

**YOUR PORTION (PAY or “LAY”):** $________
NEW ENGLAND WHALING BACKGROUND ESSAY

In the 1840’s, as American’s leaped across the continent to reach the southwest and Pacific shores, the US already had an oil industry with a global reach! Based out of New England ports as a fishing industry that had been learned in part from Native Americans, it was not the oil industry we think of today. That would come after 1859 with the drilling of petroleum, beginning in Pennsylvania. This was an “offshore” oil industry of a different sort altogether! Men hunted whales with harpoons on the oceans in small boats that angry Sperm whales might crush with their jaws or “stove” with their “case” (think forehead) or crush with their flukes (tails) rising above the boats to slap and crush men and boat. It was, like the realm of the Grizzly Bear for mountain men, a venture into the wilderness environment of the largest beasts on earth, a watery wilderness in which men could only touch the surface. But the animal could plunge to the depths and arise suddenly in anger, unseen, but anticipated by a last second swell of water under a doomed boat.

These boats were lowered from a ship’s side in the scramble that followed a cry from the crow’s nest aloft: “Thar she blows!” The deckhand atop the main mast had been scouring the ocean’s surface for hours, looking for spouts of water from the blowholes of whales surfacing to get oxygen as the world’s largest mammals. Suddenly, all would be chaos and commotion in the scramble, until men found their stations and the hunt could proceed. Rowing with oars, their backs to the whales, the men took orders from the “mate” who looked towards the spouts and steered the rudder until nearly upon the whale. At this point the mate moved from the back to the front of the boat to harpoon the whale, a long cord of rope attached and wound inside a tub, so its length could go out some distance as the frightened harpooned whale raced to get away.

Now began a “Nantucket Sleighride,” the whaler’s term for the thrilling ride over the waves. With water hitting the boat’s bow and pushing upon the men like powder snow on a downhill toboggan run, the boat flew across the water, sometimes seeming the be flung, as one whaler termed it, like a fly on the end of a trout line. Eventually this flight would exhaust the whale, who would surface to breathe, and the men would row and pull in the line, now lancing the whale at close quarters, trying to puncture the heart to bleed into the lungs, a fatal blow indicated by the spouting of blood, and the cry “Chimney’s a fire!” This indicated it was time to row away from the whale and let the death spasms take place out of reach of the thrashing flukes.

Not all whales died this way. “Right” whales tended to, as they stayed near the surface, but Sperm whales had a thick “case oil” in their skulls, allowing them to plunge deep into the ocean depths and withstand the mounting pressures as they dove deeper away from the pain they’d first felt on the surface. So long as the rope stayed taught men were safe, but if it suddenly eased and floated on the surface, men unhitched their oars and stood prepared to leap free of the boat. A violent swell of water from below would trigger their leap from the doomed boat, with oar in hand to survive afloat until they might be rescued by other boat crews. An angry Sperm whale “stoving” a boat was not uncommon, but the “stoving” of a ship happened only once, in 1820, to the Nantucket whaler Essex. Finding themselves without their ship and adrift in the South Pacific, the crew faced a three month ordeal to sail their 3 boats back to the coast of Chile, an epic that saw half the men die, and the other half resort to cannibalism to survive. The tale haunted whaling men thereafter, and became the real-life context for the final scene of Herman Melville’s Moby Dick.

The ship itself was a floating factory; American’s took these factories offshore to where the whales were. Once a whale was towed back to the ship, a day-and-night process of “trying out” the whale products began until completed. Men would attach the whales head and flukes to chains, lower a “cutting stage” out over the whale, and proceed to “cut in,” carving off large “bible leaves” of the whales skin and blubber just below the skin’s surface. These were hauled aboard and boiled into oil in the “try works” fires and pots on deck, then rendered into casks and stored in the “hold” below deck. Right whales yielded lots of blubber, and the bony structure of their mouths was taken as “baleen” to become the ribs built into women’s corsets. Sperm whales yielded less blubber, but had the very valuable “case oil” in the head. Changing from clear to a milky white when exposed to air, the case oil was called “spermaceti” and lent the shortened name to these types of whales. All whale oils were illuminants, but case oil burned brightest. Because Sperm whales often fed upon squid on the ocean bottom, their bowels might contain the incomparably valuable “ambergris,” a highly pungent substance resulting from squid poison being combated by buildups of white blood cells in the whale’s digestive canal. Highly concentrated, this ambergris was later diluted to make some of the finest perfumes of the age!

So for several centuries, peaking in the antebellum period, this most unusual yet profitable industry made American’s the most expansive people of the age. By the Gold Rush of 1849, whalers had been plying the Pacific for generations. You will take such a voyage, from which you will write a ship’s log describing the adventures and dangers of the hunt.
A WHALING GLOSSARY

AMBERGRIS: A foreign substance from the alimentary canal of a Sperm whale, used as an agent in perfumes.

BALEEN: Black whalebone from the mouth of a Right whale.

BIBLE LEAVES: Minced horse-pieces, sliced thin and left adhering to the skin, so the pieces can be easily forked into the try-works.

BLANKET: A large strip of blubber hoisted from the whale to the deck, and then cut into smaller “horse-pieces.”

BLUBBER: The oily outer casing (or fat) of the whale, which serves as protection and insulation against deep-sea pressure and cold.

BREACH, FULL or HALF: A whale’s leap clear, or half-clear, of the water.

CASE: The forehead of the Sperm whale. It is outside the skull, and is composed almost entirely of case oil, or spermaceti.

CHIMNEY: “His chimney’s afire” was exclaimed when a whale began to spout blood.

CHURN, TO: The mate churns the lance when he works it up and down in the whale’s anatomy in his attempt to kill the whale. Also, a whale’s flukes are said to churn when their up-and-down motion makes a commotion on the water’s surface.

CUT: Any number of whales alongside a ship at one time. “We had five whales in a single cut.”

CUT FLUKES, TO: A whale’s lifting its flukes out of the water to strike with them, as in crushing a whaleboat.

DART, TO: The harpoon is darted, pitched, or tossed—but never ever thrown!

FIVE-BOAT SHIP: A ship that lowers five boats. There were also three, four, and six-boat ships.

FLUKES: The horizontal tail of the whale. Other “fish” generally have vertical tails for moving through water.

FLURRY: The dying struggle of the whale. As a whale weakens it lists (leans) to one side and swims in a narrowing circle, making a last effort to escape. At the end it summons its final reserve and frequently dies in the midst of a terrific commotion of thrashing flukes.

FOUL LINE: A whaleline that has kinked or looped, and caught hold of some object or person in the whaleboat.

GAM: A visit between whaleships at sea. Often whALemen knew each other from earlier voyages or from living in the same port town.

GET FAST, TO: To harpoon a whale. Once attached with the harpoon and line, the whaleboat was said to be “fast.”

GROUNDS: Whaling Grounds. These were locations where whales tended to gather or migrate through at particular times of the year. These provided the best hunting places for whales.

HARPONER: Note the spelling with one letter O. WhALemen never said “harpooner.” The most forward oarsman was the one who harpooned the whale, unleashing a Nantucket sleighride. But he would exchange places with the mate as they again approached the whale, the mate to lance the whale, and the oarsman now assuming the role of “boat-steerer” previously performed by the mate at the back with the boat’s rudder.

HORSE-PIECES: Pieces of blubber cut from blankets, about six inches wide and several feet long, later cut further into bible leaves for the try-pots.

LANCE: The spear-like instrument for killing whales, with a length of eleven or twelve feet.

LARBOARD: The left (or “port”) side of the ship. Generally it refers to the location of some article of whaling gear aboard the ship.
LOGGERHEAD: The projecting timber in the stern (back) of the whaleboat around which the whaleline is snubbed.

LOOSE WHALE: A whale with harpoons embedded and lines trailing, but no boats fast; one that has broken away.

LOWER AWAY: The order to lower boats for whales.

MAKE A PASSAGE: To pass from one whaling ground to another with all sail set.

MASTHEAD: The lookout, whose task it is to sight whales. Also, said of his position near the top of the main mast.

MUX, TO: To botch a job.

NANTUCKET SLEIGHRIDE: A ride in a “fast” whaleboat behind a “gallied” (frightened) whale.

OLD MAN: The captain. The common way of referring to the captain, but never used when addressing him.

PITCH-POLE, TO: (1) To dart an iron (harpoon or lance) a long distance by tossing it upward, allowing it to arc prior to striking the whale with piercing force.
   (2) Said of a whale when it floats vertically with its head out of water, bobbing up and down.

RAISE WHALES, TO: To discover whales; to sight and announce them with a cry to the crew.

SCRIMSHAW: The art of carving upon whalebone. Pictorial, ornamental etchings done with a saw, knife or file.

SETTLE A VOYAGE, TO: To divide the proceeds of a voyage between the owners and the captain and crew.

SOUND, TO: To turn flukes and dive toward the bottom, said of a whale.

SPOUT: The moist visible breathe of a whale on the ocean’s surface.

STERN ALL!: The order to row back away from trouble, given after harpooning or lancing a whale.

STOVE, TO: To smash up a whaleboat, either by the whale or the carelessness of the men.

STOVE BOAT: A boat that has been damaged severely by a whale, or in the hoisting or lowering from the ship.

TAKE, THE: The accumulated material of the voyage, as in “Our take was 2000 barrels.”

TAKE THE LINE: To escape with the line attached, said of a whale.

THERE (OR THAR) SHE BLOWS!: The common cry from aloft when sighting whales.
   Also: “Ah, blows!,” “There she breeches!,” “There go flukes!” “Blo-o-o-ows!”

TOSS FLUKES, TO: To lift flukes from the water.

TRYING-OUT: The process of boiling oil out of blubber.

TRY-POTS: Huge iron pots for boiling blubber set into the try-works.

TRY-WORKS: Brick ovens with try-pots for rendering oil with an insulating water tank beneath.

TURN FLUKES, TO: To toss flukes in the air and dive, the almost invariable gesture of both Sperm and Right whales prior to sounding.

WHALEBOAT: The boat in which whalemens hunt whales, which includes oars, a rudder, and line-tub for harpoons.

WHALELINE: A rope 2 ¼ inches in circumference that is attached to the harpoon reaching back into the line-tub.

WHALEMAN: One who has served his apprenticeship on a whaler.

WHALER: A whaleship.

--Adapted from: Ashley, Clifford W., The Yankee Whaler, New York, Halcyon House, 1943, pp. 121-146.