

**THE ARCTIC WHALEMAN; OR, WINTER IN THE  
ARCTIC OCEAN: BEING A NARRATIVE OF THE  
WRECK OF THE WHALE SHIP CITIZEN OCEAN  
OF NEW BEDFORD, IN THE ARCTIC OCEAN,  
LAT. 68° 10' N., LON. 180° W., SEPT. 25, 1852.  
TOGETHER WITH A BRIEF HISTORY OF  
WHALING**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649061532

The Arctic Whaleman; Or, Winter in the Arctic Ocean: Being a Narrative of the Wreck of the Whale Ship Citizen Ocean of New Bedford, in the Arctic Ocean, Lat. 68° 10' N., Lon. 180° W., Sept. 25, 1852. Together with a Brief History of Whaling by Lewis Holmes

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Edited by Trieste Publishing Pty Ltd.  
Cover @ 2017

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**LEWIS HOLMES**

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A WHALE BREACHING A BOAT IN THE DISTANCE.

THE  
ARCTIC  
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OR,  
WINTER IN THE ARCTIC OCEAN:

BEING  
A NARRATIVE OF THE  
WRECK OF THE WHALE SHIP CITIZEN,  
OF NEW BEDFORD, IN THE ARCTIC OCEAN, LAT. 69° 10' N.,  
LONG. 160° W., SEPT. 25, 1822, COMMANDED BY THOMAS BOWEN  
NORTON, OF BEDFORD, AND THE SUBSEQUENT  
SUFFERINGS OF HER OFFICERS AND CREW  
DURING NINE MONTHS AMONG  
THE NATIVES

TOGETHER WITH

A BRIEF HISTORY OF WHALING.

BY

REV. LEWIS HOLMES.

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THAYER & ELDRIDGE,  
114 & 115 WASHINGTON SQUARE  
1841.

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TO

WHALEMEN,

IN WHOSE EMPLOYMENT, DARING ADVENTURES,  
AND MANY DEPRIVATIONS,

THE AUTHOR FEELS A DEEP INTEREST,

This Volume

IS MOST RESPECTFULLY INSCRIBED.

(5)

THE UNIVERSITY OF CHICAGO  
PRESS

## INTRODUCTION.

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A FATHER once said to his son, respecting books, "Read first the introduction; if that be good, try a few pages of the volume; if they are excellent, then, but not else, read on." But I do not wish this criterion to be applied in the present instance. For if the reader find the introduction uninteresting, he will be compensated by a careful perusal of the narrative itself. It may be relied on as stating matters of fact. The information it contains respecting the adventurous and exciting business of the whale fishery is derived from authentic sources. The volume presents matters of deep and general interest to every reader. It will remind him of some of the scenes so vividly portrayed by the late Dr. Kane in his arctic explorations.

Many "that go down to the sea in ships, and do business in the great waters," come from remote parts of the country. Here is the informa-



tion which will convey to relatives at home some just idea of the toils and privations of those loved ones who are plunging the trackless ocean. The young men, who are looking forward to a life on the ocean wave, will read the following narrative with eagerness and delight. Their ardent temperament and roving disposition have pictured in fancy's halls bright scenes on the briny deep. Such will find in this work a true view of a mariner's life, accompanied with valuable counsels.

It is neither, as I judge, the tendency nor the design of the book, to deter any from a seafaring life that love adventure, and believe there is no royal road to fortune. To employ a nautical phrase, "None need expect to creep in by the cabin windows; all must crawl through the trawser hole." He must endure hardship and privation before he can enjoy promotion. Young men of sound health, steady purpose, moral courage, and trustworthiness, will, by the blessing of Providence, be sure of promotion. If, however, these qualities are lacking in a young man, the discovery is generally made during his first voyage. His reputation, good or bad, will reach home long before the ship returns to port. Owners and agents know what is in him, and what may be expected from him in future. If he

stands the test, if he is faithful and prompt in the discharge of duty, all who have an interest in the success of voyages will want his services.

This book gives valuable information to parents whose sons are inclined to go to sea. Resistance should not be carried to such a degree as to drive the young man to expedients in order to get away from home clandestinely. This course always throws him into the hands, and places him under the power, of those who have no ultimate object but to make all possible profit out of his toil. Many young men, in consequence of obstacles thrown in their way, never divulge at home their longing desire to try the sea. Hence, some, who are physically unfit to bear the fatigue, have taken their first step by running off to some seaport; and after being involved in expense, although they may have changed their mind, they cannot retrace their steps. Once shipped, they will have one life-long regret. Let parents do all they possibly can to render their would-be sailor sons independent of the "landsharks."

Clergymen and Sabbath school teachers are in a position to know something of the tendencies and aptitudes of their respective charges. They may, by availing themselves of the contents of this volume, prevent many mistakes and

unavailing regrets. The object to be sought is, to secure those who will go to sea from doing so under false apprehensions of the kind of life, and the essential qualifications for success in the sailor's avocation.

Seamen are in demand, and if commerce continues to extend, many more able-bodied sailors will be required to man our ships. When the extent and value of the interests involved are thought of, it seems surprising that efforts are not made to improve the character and condition of the sailor. Millions of property are intrusted to his care. Thousands of precious lives are in his hands for weeks and months; yet many sailors are the refuse of jails, penitentiaries, and state prisons. The sentiment too often prevails that the worse man makes the better sailor. Hence we may easily account for many shipwrecks, vessels cast away, sunk, and burned. This is becoming too expensive. As total abstinence on board ship has reduced the rates of insurance, so will greater security to life and property be experienced at sea, when more attention shall be paid to the character and condition of sailors. The profit may be proportionally divided between the owners and the crew.

Combined and earnest efforts should be made by parties, especially by those more immediately