

This historic book may have numerous typos and missing text. Purchasers can usually download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1799 edition. Excerpt: ... CHAPTER III. ACCOUNT OF THE MODERN WHALE-FISHERY, AS CONDUCTED AT SPITZBEROEN. We commence this chapter with a description of a well-adapted Greenland ship, and of the manner in which it should be strengthened to resist the concussions of the ice. A ship intended for the Greenland or Daviss Strait trade, should be of three or four hundred tons admeasurement, very substantially built, doubled, and fortified; should have six or seven feet perpendicular space between decks; should be furnished with a description of sails which are easily worked; and should possess the property of fast sailing. The most appropriate dimensions of a ship intended for the northern whaleries, seems to be that which is so large as to be capable of deriving the greatest advantage from the best opportunity, and no larger. A vessel of 250 tons requires nearly the same number of men, the same quantity of provisions and stores, and the same expense of outfit, as a ship of 350 tons burden; while the difference in the cargoes of the two vessels when filled, is in one voyage more than a compensation for the difference in the first expense. Besides, for want of similar room and convenience, the smaller ship has not always an equal chance of succeeding in the fishery with the larger. And, as ships of about 350 tons burden have been occasionally filled, vessels of 250 tons are too small for the fishery. Ships of 350 tons burden have, we observe, been occasionally filled, but we know of no instance in which a ship of 400 tons, of the usual capacious build, has been deficient in capacity for taking in as large a cargo as of late years there has been any opportunity of procuring. We therefore conclude, that an increase of dimensions above 400 tons is an actual...

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