

1. Was it hypocritical of a Quaker community to embrace such a violent occupation as whaling? What other decisions were hypocritical to their beliefs? How was everyone on Nantucket affected by whaling?

2. Briefly describe the killing and harvesting process of whales.

3. What were some of the dangers associated with seafaring in the 1820s?

4. Describe how navigation (finding latitude, longitude, and dead reckoning) occurred in 1820s.

5. What were the pros and cons of being stranded with sailors you were well-accustomed to?

6. The crew of the *Essex* was made up of Nantucketers and off-islanders (including several African Americans). In what ways did the Nantucketers take care of their own (before and after the whale attack)?

7. Did race have anything to do with who lived or died? Speculate on why the African Americans were the first to die. Under the circumstances, was cannibalism acceptable?

8. How did the people of Nantucket view the crew and Captain Pollard after they returned? How was Pollard viewed? Do you think they were judged fairly?

9. In 1869, less than 50 years after the *Essex* tragedy, the last whaling ship left Nantucket. What caused the downfall? If you were Captain Pollard or a member of the crew, how would you want to be remembered?

10. How have the views of whaling changed in the last 200 hundred years?

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Accompanying primary source:

**Narrative of the Most Extraordinary and Distressing Shipwreck of the Whale-ship Essex *by crewmember Owen Chase.***

On the 20th of November, (cruising in latitude 0° 40′ S. longitude 119° 0′ W.) a shoal of whales was discovered off the lee-bow. The weather at this time was extremely fine and clear, and it was about 8 o’clock in the morning, that the man at the mast-head gave the usual cry of, “there she blows.” The ship was immediately put away, and we ran down in the direction for them. When we had got within half a mile of the place where they were observed, all our boats were lowered down, manned, and we started in 25pursuit of them. The ship, in the mean time, was brought to the wind, and the main-top-sail hove aback, to wait for us. I had the harpoon in the second boat; the captain preceded me in the first. When I arrived at the spot where we calculated they were, nothing was at first to be seen. We lay on our oars in anxious expectation of discovering them come up somewhere near us. Presently one rose, and spouted a short distance ahead of my boat; I made all speed towards it, came up with, and struck it; feeling the harpoon in him, he threw himself, in an agony, over towards the boat, (which at that time was up alongside of him,) and giving a severe blow with his tail, struck the boat near the edge of the water, amidships, and stove a hole in her. I immediately took up the boat hatchet, and cut the line, to disengage the boat from the whale, which by this time was running off with great velocity. I succeeded in getting clear of him, with the loss of the harpoon and line; and finding the water to pour fast in the boat,

I hastily stuffed three or four of our jackets in the hole, ordered one man to keep constantly bailing, and the rest to pull immediately for the ship; we succeeded in keeping the boat 26free, and shortly gained the ship. The captain and the second mate, in the other two boats, kept up the pursuit, and soon struck another whale. They being at this time a considerable distance to leeward, I went forward, braced around the mainyard, and put the ship off in a direction for them; the boat which had been stove was immediately hoisted in, and after examining the hole, I found that I could, by nailing a piece of canvass over it, get her ready to join in a fresh pursuit, sooner than by lowering down the other remaining boat which belonged to the ship. I accordingly turned her over upon the quarter, and was in the act of nailing on the canvass, when I observed a very large spermaceti whale, as well as I could judge, about eighty-five feet in length; he broke water about twenty rods off our weather-bow, and was lying quietly, with his head in a direction for the ship. He spouted two or three times, and then disappeared. In less than two or three seconds he came up again, about the length of the ship off, and made directly for us, at the rate of about three knots. The ship was then going with about the same velocity. His appearance and attitude gave us at first no alarm; but while I stood watching his movements, 27and observing him but a ship’s length off, coming down for us with great celerity, I involuntarily ordered the boy at the helm to put it hard up; intending to sheer off and avoid him.

The words were scarcely out of my mouth, before he came down upon us with full speed, and struck the ship with his head, just forward of the fore-chains; he gave us such an appalling and tremendous jar, as nearly threw us all on our faces. The ship brought up as suddenly and violently as if she had struck a rock, and trembled for a few seconds like a leaf. We looked at each other with perfect amazement, deprived almost of the power of speech. Many minutes elapsed before we were able to realize the dreadful accident; during which time he passed under the ship, grazing her keel as he went along, came up alongside of her to leeward, and lay on the top of the water, (apparently stunned with the violence of the blow,) for the space of a minute; he then suddenly started off, in a direction to leeward. After a few moments’ reflection, and recovering, in some measure, from the sudden consternation that had seized us, I of course concluded that he had stove a hole in the ship, and that it would be necessary to set the pumps going.

Accordingly, they 28were rigged, but had not been in operation more than one minute, before I perceived the head of the ship to be gradually settling down in the water; I then ordered the signal to be set for the other boats, which, scarcely had I dispatched, before I again discovered the whale, apparently in convulsions, on the top of the water, about one hundred rods to leeward. He was enveloped in the foam of the sea, that his continual and violent thrashing about in the water had created around him, and I could distinctly see him smite his jaws together, as if distracted with rage and fury. He remained a short time in this situation, and then started off with great velocity, across the bows of the ship, to windward. By this time the ship had settled down a considerable distance in the water, and I gave her up as lost. I however, ordered the pumps to be kept constantly going, and endeavoured to collect my thoughts for the occasion. I turned to the boats, two of which we then had with the ship, with an intention of clearing them away, and getting all things ready to embark in them, if there should be no other resource left; and while my attention was thus engaged for a moment, I was aroused with the cry of a man at the hatchway, 29“here he is—he is making for us again.” I turned around, and saw him about one hundred rods directly ahead of us, coming down apparently with twice his ordinary speed, and to me at that moment, it appeared with tenfold fury and vengeance in his aspect. The surf flew in all directions about him, and his course towards us was marked by a white foam of a rod in width, which he made with the continual violent thrashing of his tail; his head was about half out of water, and in that way he came upon, and again struck the ship. I was in hopes when I descried him making for us, that by a dexterous movement of putting the ship away immediately, I should be able to cross the line of his approach, before he could get up to us, and thus avoid, what I knew, if he should strike us again, would prove our inevitable destruction. I bawled out to the helmsman, “hard up!” but she had not fallen off more than a point, before we took the second shock. I should judge the speed of the ship to have been at this time about three knots, and that of the whale about six. He struck her to windward, directly under the cathead, and completely stove in her bows. He passed under the ship again, went off to leeward, 30and we saw no more of him.

Our situation at this juncture can be more readily imagined than described. The shock to our feelings was such, as I am sure none can have an adequate conception of, that were not there: the misfortune befel us at a moment when we least dreamt of any accident; and from the pleasing anticipations we had formed, of realizing the certain profits of our labour, we were dejected by a sudden, most mysterious, and overwhelming calamity. Not a moment, however, was to be lost in endeavouring to provide for the extremity to which it was now certain we were reduced. We were more than a thousand miles from the nearest land, and with nothing but a light open boat, as the resource of safety for myself and companions. I ordered the men to cease pumping, and every one to provide for himself; seizing a hatchet at the same time, I cut away the lashings of the spare boat, which lay bottom up, across two spars directly over the quarter deck, and cried out to those near me, to take her as she came down.

The steward had in the meantime gone down into the cabin twice, and saved two 31quadrants, two practical navigators, and the captain’s trunk and mine; all which were hastily thrown into the boat, as she lay on the deck, with the two compasses which I snatched from the binnacle. He attempted to descend again; but the water by this time had rushed in, and he returned without being able to effect his purpose. By the time we had got the boat to the waist, the ship had filled with water, and was going down on her beam-ends: we shoved our boat as quickly as possible from the plank-shear into the water, all hands jumping in her at the same time, and launched off clear of the ship. We were scarcely two boat’s lengths distant from her, when she fell over to windward, and settled down in the water.