

**ДЖЕК  
ЛОНДОН**

STORIES OF  
SHIPS AND THE  
SEA

**Джек Лондон**  
**Stories of Ships and the Sea**

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Stories of Ships and the Sea Little Blue Book # 1169:*

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# Jack London

## Stories of Ships and the Sea Little Blue Book # 1169

### CHRIS FARRINGTON: ABLE SEAMAN

"If you vas in der old country ships, a liddle shaver like you vood pe only der boy, und you vood wait on der able seamen. Und ven der able seaman sing out, 'Boy, der water-jug!' you vood jump quick, like a shot, und bring der water-jug. Und ven der able seaman sing out, 'Boy, my boots!' you vood get der boots. Und you vood pe politeful, und say 'Yessir' und 'No sir.' But you pe in der American ship, and you t'ink you are so good as der able seamen. Chris, mine boy, I haf ben a sailorman for twenty-two years, und do you t'ink you are so good as me? I vas a sailorman pefore you vas borned, und I knot und reef und splice ven you play mit topstrings und fly kites."

"But you are unfair, Emil!" cried Chris Farrington, his sensitive face flushed and hurt. He was a slender though strongly built young fellow of seventeen, with Yankee ancestry writ large all over him.

"Dere you go vonce again!" the Swedish sailor exploded. "My name is Mister Johansen, und a kid of a boy like you call me 'Emil!' It vas insulting, und comes pecause of der American ship!"

"But you call me 'Chris'!" the boy expostulated, reproachfully.

"But you vas a boy."

"Who does a man's work," Chris retorted. "And because I do a man's work I have as much right to call you by your first name as you me. We are all equals in this fo'castle, and you know it. When we signed for the voyage in San Francisco, we signed as sailors on the *Sophie Sutherland* and there was no difference made with any of us. Haven't I always done my work? Did I ever shirk? Did you or any other man ever have to take a wheel for me? Or a lookout? Or go aloft?"

"Chris is right," interrupted a young English sailor. "No man has had to do a tap of his work yet. He signed as good as any of us and he's shown himself as good – "

"Better!" broke in a Novia Scotia man. "Better than some of us! When we struck the sealing-grounds he turned out to be next to the best boat-steerer aboard. Only French Louis, who'd been at it for years, could beat him. I'm only a boat-puller, and you're only a boat-puller, too, Emil Johansen, for all your twenty-two years at sea. Why don't you become a boat-steerer?"

"Too clumsy," laughed the Englishman, "and too slow."

"Little that counts, one way or the other," joined in Dane Jurgensen, coming to the aid of his Scandinavian brother. "Emil

is a man grown and an able seaman; the boy is neither."

And so the argument raged back and forth, the Swedes, Norwegians and Danes, because of race kinship, taking the part of Johansen, and the English, Canadians and Americans taking the part of Chris. From an unprejudiced point of view, the right was on the side of Chris. As he had truly said, he did a man's work, and the same work that any of them did. But they were prejudiced, and badly so, and out of the words which passed rose a standing quarrel which divided the fore-castle into two parties.

The *Sophie Sutherland* was a seal-hunter, registered out of San Francisco, and engaged in hunting the furry sea-animals along the Japanese coast north to Bering Sea. The other vessels were two-masted schooners, but she was a three-master and the largest in the fleet. In fact, she was a full-rigged, three-topmast schooner, newly built.

Although Chris Farrington knew that justice was with him, and that he performed all his work faithfully and well, many a time, in secret thought, he longed for some pressing emergency to arise whereby he could demonstrate to the Scandinavian seamen that he also was an able seaman.

But one stormy night, by an accident for which he was in nowise accountable, in overhauling a spare anchor-chain he had all the fingers of his left hand badly crushed. And his hopes were likewise crushed, for it was impossible for him to continue hunting with the boats, and he was forced to stay idly aboard until his fingers should heal. Yet, although he little dreamed it, this

very accident was to give him the long-looked-for-opportunity.

One afternoon in the latter part of May the *Sophie Sutherland* rolled sluggishly in a breathless calm. The seals were abundant, the hunting good, and the boats were all away and out of sight. And with them was almost every man of the crew. Besides Chris, there remained only the captain, the sailing-master and the Chinese cook.

The captain was captain only by courtesy. He was an old man, past eighty, and blissfully ignorant of the sea and its ways; but he was the owner of the vessel, and hence the honorable title. Of course the sailing-master, who was really captain, was a thorough-going seaman. The mate, whose post was aboard, was out with the boats, having temporarily taken Chris's place as boat-steerer.

When good weather and good sport came together, the boats were accustomed to range far and wide, and often did not return to the schooner until long after dark. But for all that it was a perfect hunting day, Chris noted a growing anxiety on the part of the sailing-master. He paced the deck nervously, and was constantly sweeping the horizon with his marine glasses. Not a boat was in sight. As sunset arrived, he even sent Chris aloft to the mizzen-topmast-head, but with no better luck. The boats could not possibly be back before midnight.

Since noon the barometer had been falling with startling rapidity, and all the signs were ripe for a great storm – how great, not even the sailing-master anticipated. He and Chris set to work

to prepare for it. They put storm gaskets on the furlled topsails, lowered and stowed the foresail and spanker and took in the two inner jibs. In the one remaining jib they put a single reef, and a single reef in the mainsail.

Night had fallen before they finished, and with the darkness came the storm. A low moan swept over the sea, and the wind struck the *Sophie Sutherland* flat. But she righted quickly, and with the sailing-master at the wheel, sheered her bow into within five points of the wind. Working as well as he could with his bandaged hand, and with the feeble aid of the Chinese cook, Chris went forward and backed the jib over to the weather side. This with the flat mainsail, left the schooner hove to.

"God help the boats! It's no gale! It's a typhoon!" the sailing-master shouted to Chris at eleven o'clock. "Too much canvas! Got to get two more reefs into the mainsail, and got to do it right away!" He glanced at the old captain, shivering in oilskins at the binnacle and holding on for dear life. "There's only you and I, Chris – and the cook; but he's next to worthless!"

In order to make the reef, it was necessary to lower the mainsail, and the removal of this after pressure was bound to make the schooner fall off before the wind and sea because of the forward pressure of the jib.

"Take the wheel!" the sailing-master directed. "And when I give the word, hard up with it! And when she's square before it, steady her! And keep her there! We'll heave to again as soon as I get the reefs in!"

Gripping the kicking spokes, Chris watched him and the reluctant cook go forward into the howling darkness. The *Sophie Sutherland* was plunging into the huge head-seas and wallowing tremendously, the tense steel stays and taut rigging humming like harp-strings to the wind. A buffeted cry came to his ears, and he felt the schooner's bow paying off of its own accord. The mainsail was down!

He ran the wheel hard-over and kept anxious track of the changing direction of the wind on his face and of the heave of the vessel. This was the crucial moment. In performing the evolution she would have to pass broadside to the surge before she could get before it. The wind was blowing directly on his right cheek, when he felt the *Sophie Sutherland* lean over and begin to rise toward the sky – up – up – an infinite distance! Would she clear the crest of the gigantic wave?

Again by the feel of it, for he could see nothing, he knew that a wall of water was rearing and curving far above him along the whole weather side. There was an instant's calm as the liquid wall intervened and shut off the wind. The schooner righted, and for that instant seemed at perfect rest. Then she rolled to meet the descending rush.

Chris shouted to the captain to hold tight, and prepared himself for the shock. But the man did not live who could face it. An ocean of water smote Chris's back and his clutch on the spokes was loosened as if it were a baby's. Stunned, powerless, like a straw on the face of a torrent, he was swept onward

he knew not whither. Missing the corner of the cabin, he was dashed forward along the poop runway a hundred feet or more, striking violently against the foot of the foremast. A second wave, crushing inboard, hurled him back the way he had come, and left him half-drowned where the poop steps should have been.

Bruised and bleeding, dimly conscious, he felt for the rail and dragged himself to his feet. Unless something could be done, he knew the last moment had come. As he faced the poop, the wind drove into his mouth with suffocating force. This brought him back to his senses with a start. The wind was blowing from dead aft! The schooner was out of the trough and before it! But the send of the sea was bound to breach her to again. Crawling up the runway, he managed to get to the wheel just in time to prevent this. The binnacle light was still burning. They were safe!

That is, he and the schooner were safe. As to the welfare of his three companions he could not say. Nor did he dare leave the wheel in order to find out, for it took every second of his undivided attention to keep the vessel to her course. The least fraction of carelessness and the heave of the sea under the quarter was liable to thrust her into the trough. So, a boy of one hundred and forty pounds, he clung to his herculean task of guiding the two hundred straining tons of fabric amid the chaos of the great storm forces.

Half an hour later, groaning and sobbing, the captain crawled to Chris's feet. All was lost, he whimpered. He was smitten unto death. The galley had gone by the board, the mainsail and

running-gear, the cook, every thing!

"Where's the sailing-master?" Chris demanded when he had caught his breath after steadying a wild lurch of the schooner. It was no child's play to steer a vessel under single reefed jib before a typhoon.

"Clean up for'ard," the old man replied "Jammed under the fo'c'sle-head, but still breathing. Both his arms are broken, he says and he doesn't know how many ribs. He's hurt bad."

"Well, he'll drown there the way she's shipping water through the hawse-pipes. Go for'ard!" Chris commanded, taking charge of things as a matter of course. "Tell him not to worry; that I'm at the wheel. Help him as much as you can, and make him help" – he stopped and ran the spokes to starboard as a tremendous billow rose under the stern and yawed the schooner to port – "and make him help himself for the rest. Unship the fo'castle hatch and get him down into a bunk. Then ship the hatch again."

The captain turned his aged face forward and wavered pitifully. The waist of the ship was full of water to the bulwarks. He had just come through it, and knew death lurked every inch of the way.

"Go!" Chris shouted, fiercely. And as the fear-stricken man started, "And take another look for the cook!"

Two hours later, almost dead from suffering, the captain returned. He had obeyed orders. The sailing-master was helpless, although safe in a bunk; the cook was gone. Chris sent the captain below to the cabin to change his clothes.

After interminable hours of toil day broke cold and gray. Chris looked about him. The *Sophie Sutherland* was racing before the typhoon like a thing possessed. There was no rain, but the wind whipped the spray of the sea mast-high, obscuring everything except in the immediate neighborhood.

Two waves only could Chris see at a time – the one before and the one behind. So small and insignificant the schooner seemed on the long Pacific roll! Rushing up a maddening mountain, she would poise like a cockle-shell on the giddy summit, breathless and rolling, leap outward and down into the yawning chasm beneath, and bury herself in the smother of foam at the bottom. Then the recovery, another mountain, another sickening upward rush, another poise, and the downward crash. Abreast of him, to starboard, like a ghost of the storm, Chris saw the cook dashing apace with the schooner. Evidently, when washed overboard, he had grasped and become entangled in a trailing halyard.

For three hours more, alone with this gruesome companion, Chris held the *Sophie Sutherland* before the wind and sea. He had long since forgotten his mangled fingers. The bandages had been torn away, and the cold, salt spray had eaten into the half-healed wounds until they were numb and no longer pained. But he was not cold. The terrific labor of steering forced the perspiration from every pore. Yet he was faint and weak with hunger and exhaustion, and hailed with delight the advent on deck of the captain, who fed him all of a pound of cake-chocolate. It strengthened him at once.

He ordered the captain to cut the halyard by which the cook's body was towing, and also to go forward and cut loose the jib-halyard and sheet. When he had done so, the jib fluttered a couple of moments like a handkerchief, then tore out of the bolt-ropes and vanished. The *Sophie Sutherland* was running under bare poles.

By noon the storm had spent itself, and by six in the evening the waves had died down sufficiently to let Chris leave the helm. It was almost hopeless to dream of the small boats weathering the typhoon, but there is always the chance in saving human life, and Chris at once applied himself to going back over the course along which he had fled. He managed to get a reef in one of the inner jibs and two reefs in the spanker, and then, with the aid of the watch-tackle, to hoist them to the stiff breeze that yet blew. And all through the night, tacking back and forth on the back track, he shook out canvas as fast as the wind would permit.

The injured sailing-master had turned delirious and between tending him and lending a hand with the ship, Chris kept the captain busy. "Taught me more seamanship," as he afterward said, "than I'd learned on the whole voyage." But by daybreak the old man's feeble frame succumbed, and he fell off into exhausted sleep on the weather poop.

Chris, who could now lash the wheel, covered the tired man with blankets from below, and went fishing in the lazaretto for something to eat. But by the day following he found himself forced to give in, drowsing fitfully by the wheel and waking ever

and anon to take a look at things.

On the afternoon of the third day he picked up a schooner, dismasted and battered. As he approached, close-hauled on the wind, he saw her decks crowded by an unusually large crew, and on sailing in closer, made out among others the faces of his missing comrades. And he was just in the nick of time, for they were fighting a losing fight at the pumps. An hour later they, with the crew of the sinking craft were aboard the *Sophie Sutherland*.

Having wandered so far from their own vessel, they had taken refuge on the strange schooner just before the storm broke. She was a Canadian sealer on her first voyage, and as was now apparent, her last.

The captain of the *Sophie Sutherland* had a story to tell, also, and he told it well – so well, in fact, that when all hands were gathered together on deck during the dog-watch, Emil Johansen strode over to Chris and gripped him by the hand.

"Chris," he said, so loudly that all could hear, "Chris, I gif in. You vas yoost so good a sailorman as I. You vas a bully boy und able seaman, und I pe proud for you!

"Und Chris!" He turned as if he had forgotten something, and called back, "From dis time always you call me 'Emil' mitout der 'Mister'!"

# TYPHOON OFF THE COAST OF JAPAN

**Jack London's First Story,  
Published at the Age of Seventeen**

It was four bells in the morning watch. We had just finished breakfast when the order came forward for the watch on deck to stand by to heave her to and all hands stand by the boats.

"Port! hard a port!" cried our sailing-master. "Clew up the topsails! Let the flying jib run down! Back the jib over to windward and run down the foresail!" And so was our schooner *Sophie Sutherland* hove to off the Japan coast, near Cape Jerimo, on April 10, 1893.

Then came moments of bustle and confusion. There were eighteen men to man the six boats. Some were hooking on the falls, others casting off the lashings; boat-steerers appeared with boat-compasses and water-breakers, and boat-pullers with the lunch boxes. Hunters were staggering under two or three shotguns, a rifle and heavy ammunition box, all of which were soon stowed away with their oilskins and mittens in the boats.

The sailing-master gave his last orders, and away we went, pulling three pairs of oars to gain our positions. We were in the

weather boat, and so had a longer pull than the others. The first, second and third lee boats soon had all sail set and were running off to the southward and westward with the wind beam, while the schooner was running off to leeward of them, so that in case of accident the boats would have fair wind home.

It was a glorious morning, but our boat steerer shook his head ominously as he glanced at the rising sun and prophetically muttered: "Red sun in the morning, sailor take warning." The sun had an angry look, and a few light, fleecy "nigger-heads" in that quarter seemed abashed and frightened and soon disappeared.

Away off to the northward Cape Jerimo reared its black, forbidding head like some huge monster rising from the deep. The winter's snow, not yet entirely dissipated by the sun, covered it in patches of glistening white, over which the light wind swept on its way out to sea. Huge gulls rose slowly, fluttering their wings in the light breeze and striking their webbed feet on the surface of the water for over half a mile before they could leave it. Hardly had the patter, patter died away when a flock of sea quail rose, and with whistling wings flew away to windward, where members of a large band of whales were disporting themselves, their blowings sounding like the exhaust of steam engines. The harsh, discordant cries of a sea-parrot grated unpleasantly on the ear, and set half a dozen alert in a small band of seals that were ahead of us. Away they went, breaching and jumping entirely out of water. A sea-gull with slow, deliberate flight and long, majestic curves circled round us, and as a reminder of home a

little English sparrow perched impudently on the fo'castle head, and, cocking his head on one side, chirped merrily. The boats were soon among the seals, and the bang! bang! of the guns could be heard from down to leeward.

The wind was slowly rising, and by three o'clock as, with a dozen seals in our boat, we were deliberating whether to go on or turn back, the recall flag was run up at the schooner's mizzen – a sure sign that with the rising wind the barometer was falling and that our sailing-master was getting anxious for the welfare of the boats.

Away we went before the wind with a single reef in our sail. With clenched teeth sat the boat-steerer, grasping the steering oar firmly with both hands, his restless eyes on the alert – a glance at the schooner ahead, as we rose on a sea, another at the mainsheet, and then one astern where the dark ripple of the wind on the water told him of a coming puff or a large white-cap that threatened to overwhelm us. The waves were holding high carnival, performing the strangest antics, as with wild glee they danced along in fierce pursuit – now up, now down, here, there, and everywhere, until some great sea of liquid green with its milk-white crest of foam rose from the ocean's throbbing bosom and drove the others from view. But only for a moment, for again under new forms they reappeared. In the sun's path they wandered, where every ripple, great or small, every little spit or spray looked like molten silver, where the water lost its dark green color and became a dazzling, silvery flood, only to

vanish and become a wild waste of sullen turbulence, each dark foreboding sea rising and breaking, then rolling on again. The dash, the sparkle, the silvery light soon vanished with the sun, which became obscured by black clouds that were rolling swiftly in from the west, northwest; apt heralds of the coming storm.

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