

CLICK

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Whalers Bring Home A Steak Substitute

**Meat, as well as oil, gives whaling
a place of importance in the war**



INFLATED WITH AIR AND WITH A SIGNAL FLAG THRUST INTO ITS HIDE, THE WHALE IS SET AFLOAT. AT END OF DAY WHALERS WILL RETURN AND COLLECT THE CATCH

If you walk into a Seattle, Washington, butcher shop and ask for a steak, you might be offered a whalesteak. No ration points will be required, and the flavor will be somewhere between that of veal and beef. You can prepare your steak just as you would a sirloin, or you can have it ground into whaleburger.

The use of the whale as a meat source is only one phase of a revitalized whaling industry. As in the days of the Clipper ships, whale oil is still an essential commodity. When Marines in the Pacific oil a field piece, they probably use sperm oil. This lubricant oiled the guns used in the Sicilian victories. Its viscosity is not affected by atmospheric conditions of heat and cold, and therefore the degree of friction in the bearings remains constant in tropical or Arctic areas. Sperm oil also lubricates the instruments of fighter planes, and an inferior grade produces glycerin used in high explosives.

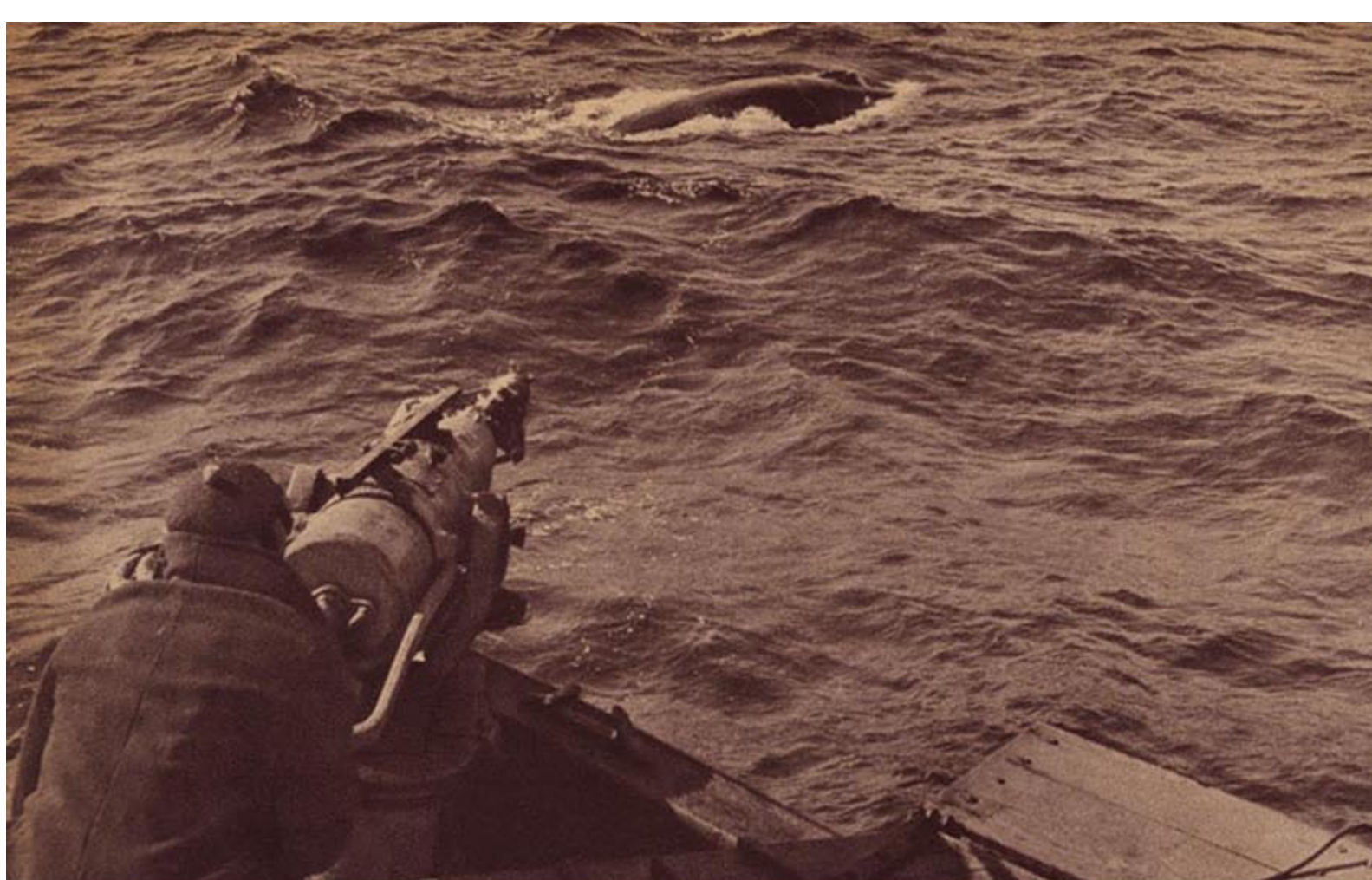
By-products also do their part for victory. The whale's heart feeds your dog. Entrails are ground into victory garden fertilizers. The ground bones are invaluable as bonemeal in the diet of chickens and so indirectly help relieve the food shortage. Research is under way to utilize the skin of the whale, equal in size to the hides of 100 cattle, as leather.

An average whale is valued at about \$5,000, weighs from 50 to 80 tons and gives 7 to 15 tons of edible meat. It produces from 50 to 70 barrels of oil and 5 to 10 tons of bone. The liver weighs from 800 to 1800 pounds and the heart about 400 pounds. Three types are common off the West Coast: the fin-back, best meat producer; the sperm, good for oil only; and the hump-back which provides both meat and oil. To portray this wartime industry, CLICK went on a Pacific whaling trip arranged through courtesy of the West Coast's Maritime Industries. Here is what modern whaling is like.

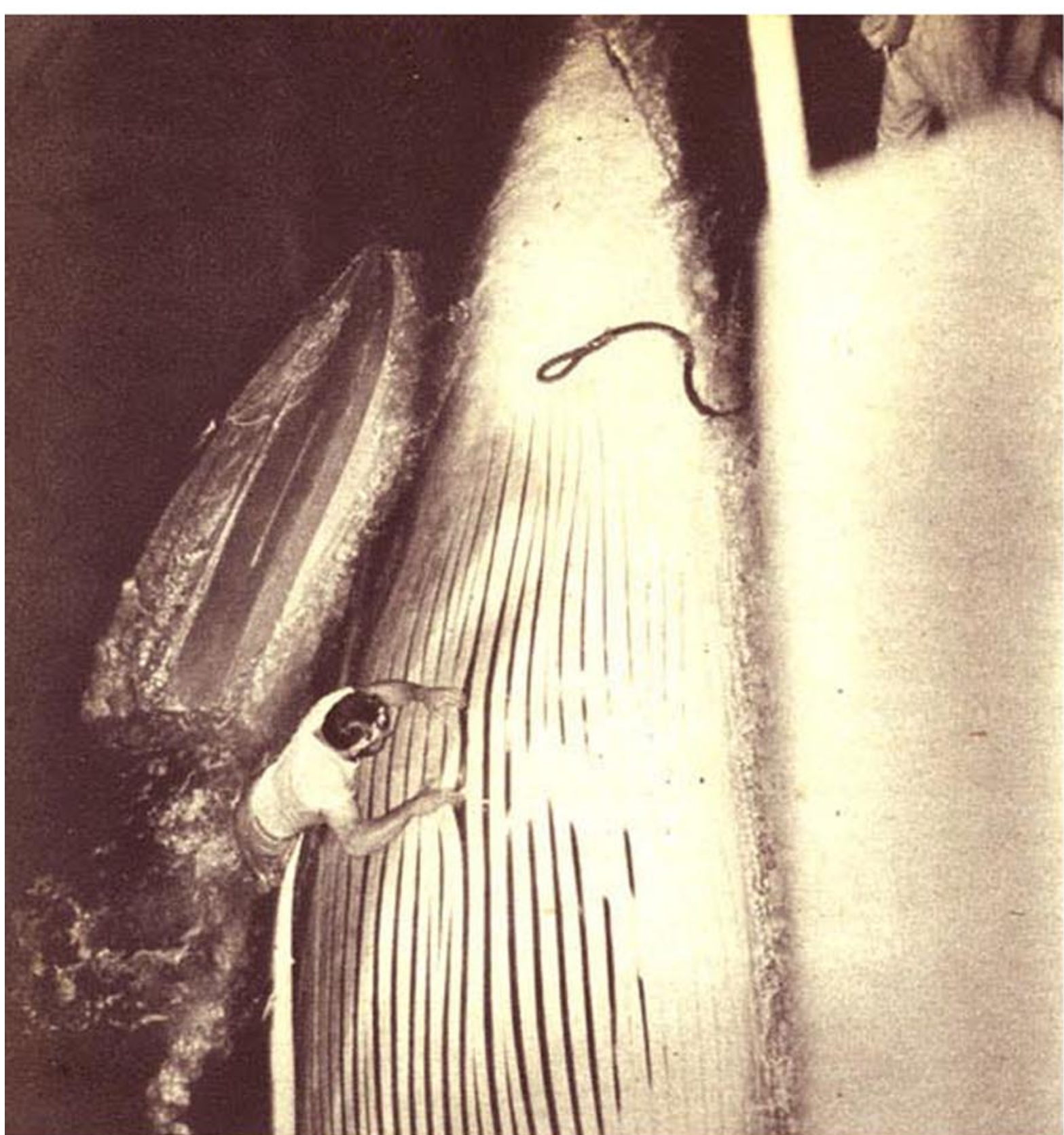


THE WHALE IS CHOPPED INTO MEAT SECTIONS ON A DOCK WHICH IS "AS CLEAN AS A DUTCHMAN'S TABLE." PHOTOGRAPHER ATE RAW WHALE AND FOUND IT TASTY

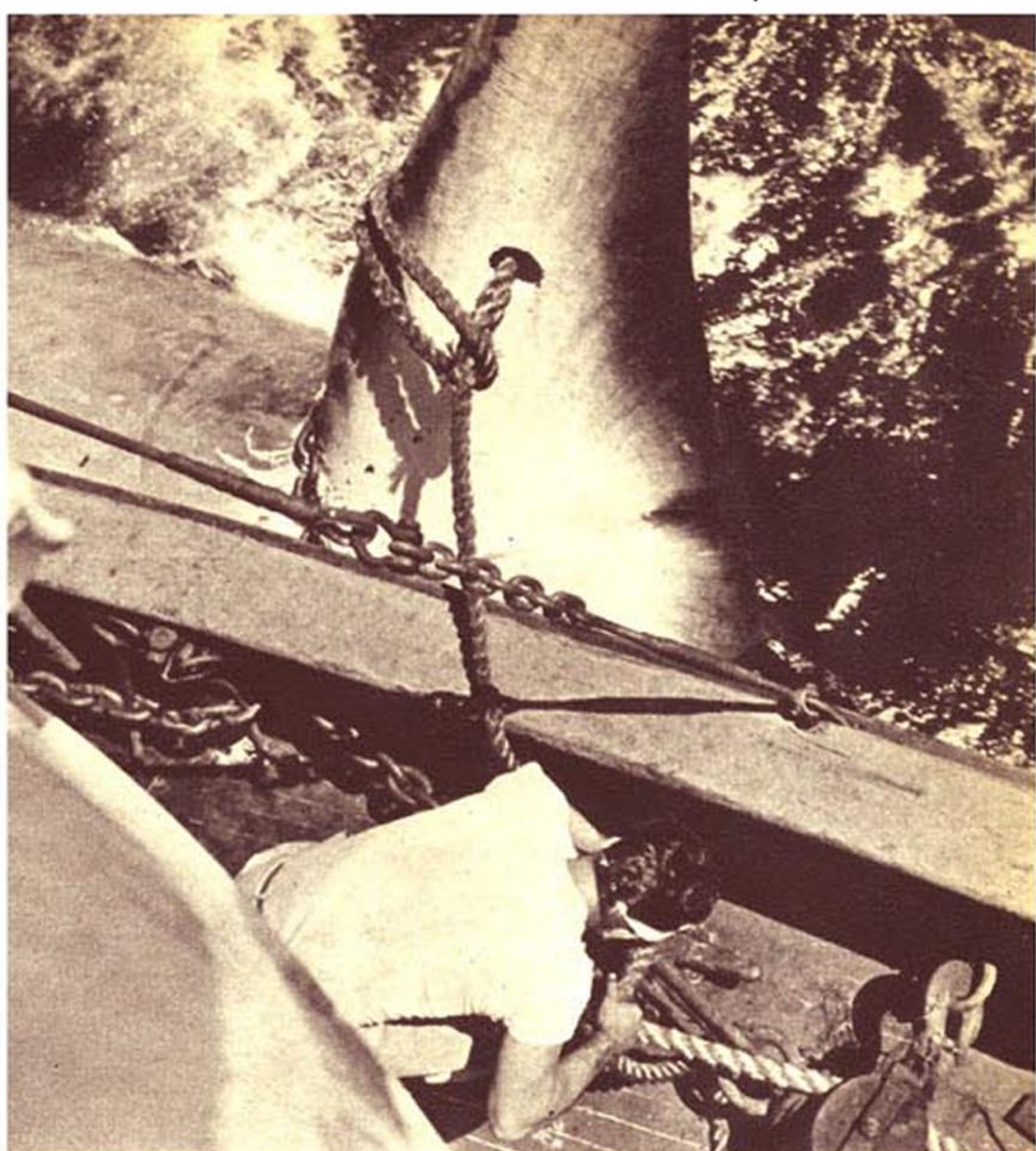
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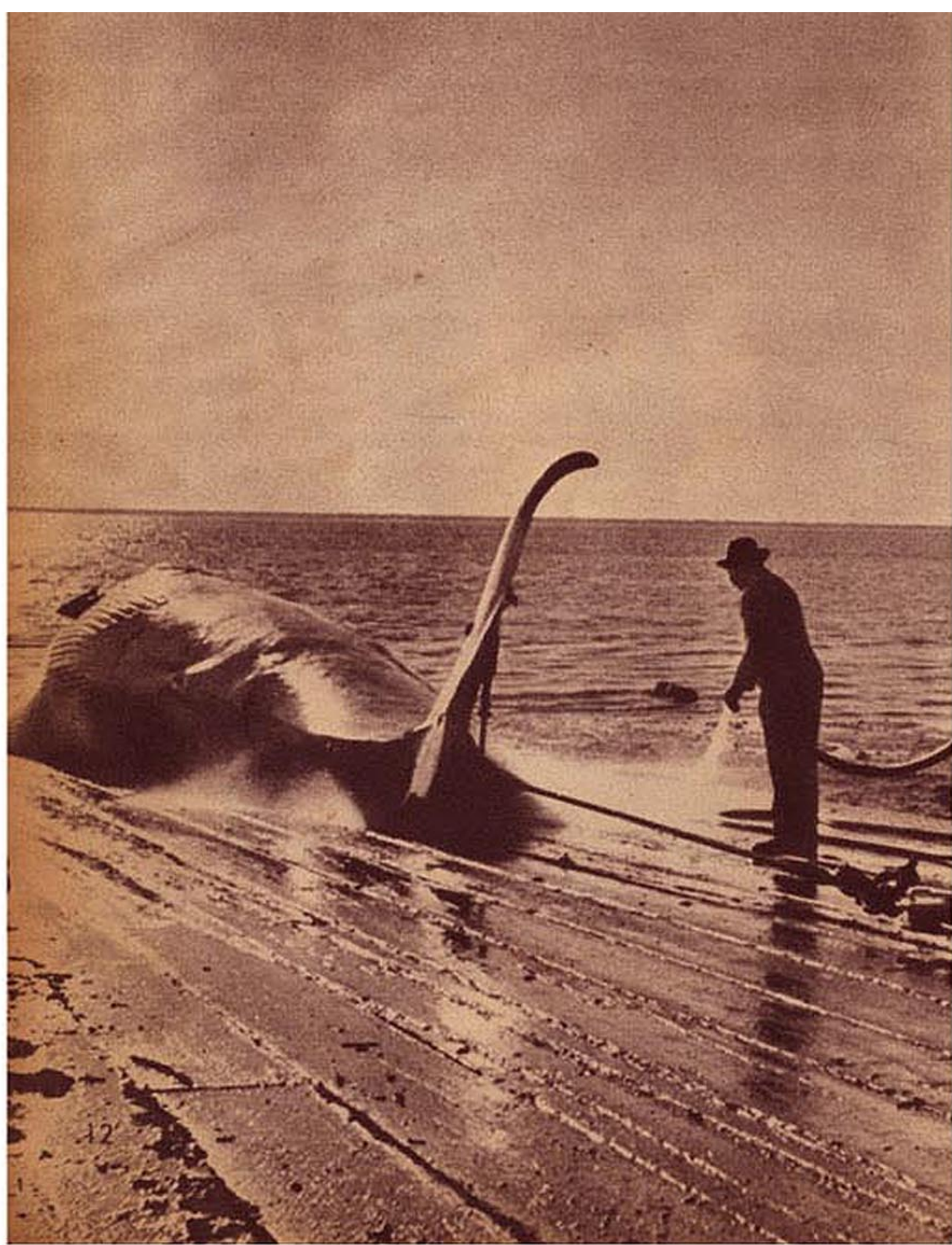
THE HARPOONER TRAINS HIS GUN ON A ROLICKING FINBACK WHALE



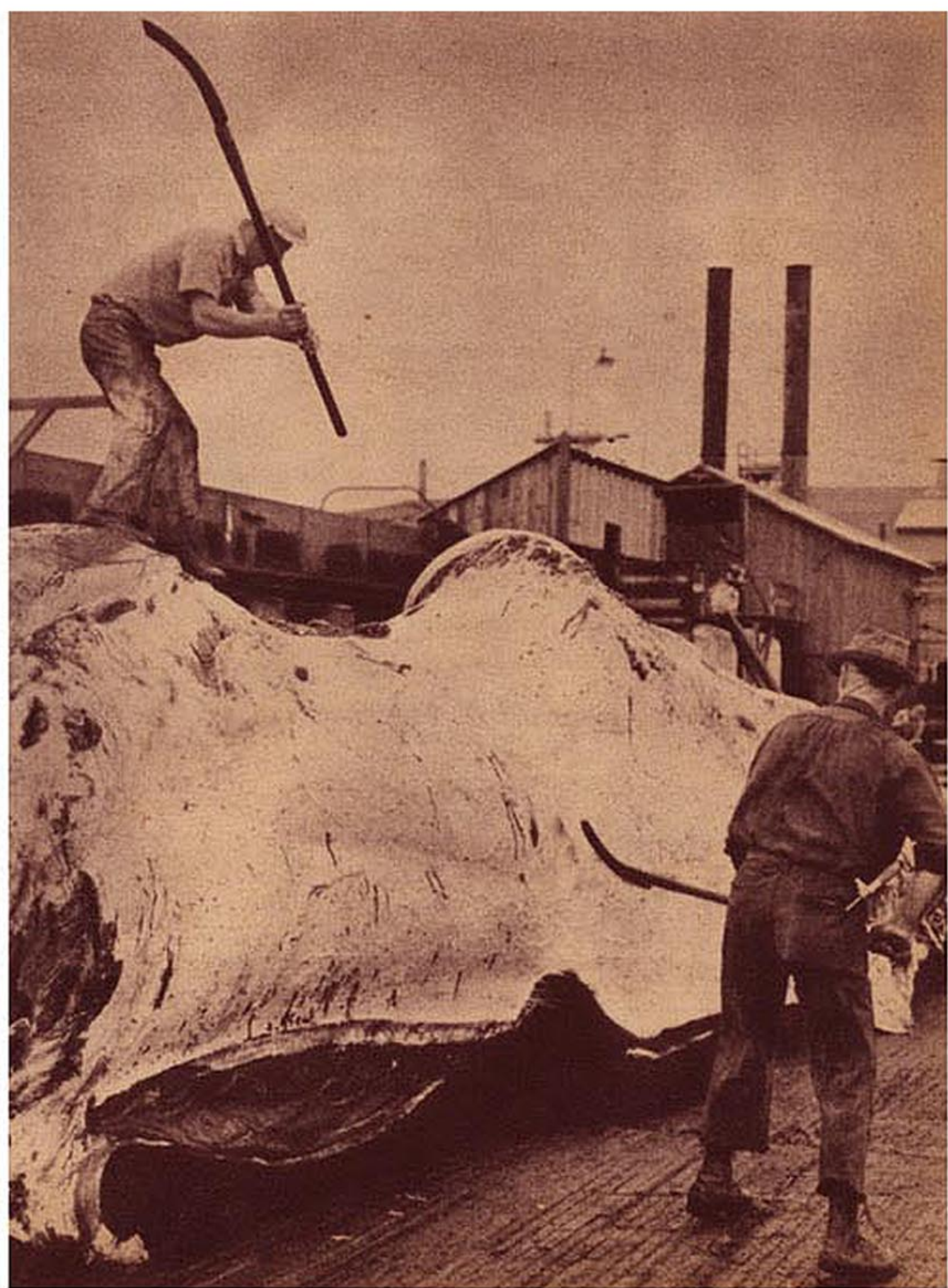
TOWED BY THE SHIP the whale broke loose in a rough sea and it took the crew 11 hours to secure it. An engineer's skiff was upset during the process and here he saves himself by clinging to the side of the mammal.



THE SHIP'S ENGINEER rigs a stout rope through the whale's tail so it can be kept above water during the towing and won't interfere with steering. The whale is towed, not by this rope, but by a chain passed around its tail.



STEAM WINCH DRAGS CARCASS UP A WATER-LUBRICATED RAMP TO DOCK



VALUABLE OIL-PRODUCING BLUBBER IS STRIPPED OFF BY MEN WITH LONG KNIVES