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In the heart of the sea book main characters

© 1996-2015, Amazon.com, Inc. or its affiliates How can Sire Minalan fight goblins, plots, poverty, and politics, all from his remote and rustic vale, while keeping the peasants in line and the Warbird of West Fleria at bay? With wit, courage, determination, and a healthy dose of magic. And when the new king tasks him to find a way to slay a dragon, an ordinary knight might shy away from the quest. For Sire Minalan, it's just another day on the job as a magelord! 5 out of 5 stars By Richard McFerran on 07-11-18 Reviews Interview Media First Chapter For Book Groups Preface Order a copy (Penguin, ISBN: 0-14-100182-8) The ordeal of the whaleship Essex was an event as mythic in the nineteenth century as the sinking of the Titanic was in the twentieth. In 1819, the Essex left Nantucket for the South Pacific with twenty crew members aboard. In the middle of the South Pacific the ship was rammed and sunk by an angry sperm whale. The crew drifted for more than ninety days in three tiny whaleboats, succumbing to weather, hunger, disease, and ultimately turning to drastic measures in the fight for survival. Nathaniel Philbrick uses little-known documents-including a long-lost account written by the ship's cabin boy-and penetrating details about whaling and the Nantucket community to reveal the chilling events surrounding this epic maritime disaster. An intense and mesmerizing read, *In the Heart of the Sea* is a monumental work of history forever placing the Essex tragedy in the American historical canon. Movie Tie-In Version Amazon BAM Barnes and Noble eBooks IndieBound Buy a copy Amazon BAM Barnes and Noble eBooks BookShop Young Readers Edition Toggle Nav Owen Chase is one of the trickiest guys to understand in the whole of *In the Heart of the Sea*. On... Captain George Pollard Jr. Let's be real: George Pollard Jr. was probably never meant to head a whaleship. He's more Captain... Thomas Nickerson's easy to forget that Thomas Nickerson is only fourteen years old when he joins the crew of...Owen CoffinThough he meets a gruesome and untimely end (in the bellies of his uncle and best friends, no...The Crew of the EssexThere are a lot of guys on the Essex who don't exactly become main characters, but they're still... Join today and never see them again. By entering your email address you agree to receive emails from Shmoop and verify that you are over the age of 13. Cite This Study Guide Copyright © 2016. Course Hero, Inc. As a reminder, you may only use Course Hero content for your own personal use and may not copy, distribute, or otherwise exploit it for any other purpose. In the Heart of the Sea: The Tragedy of the Whaleship Essex is a historical, non-fiction novel thrashing by American author and Nantucket maritime historian Nathaniel Philbrick. With his knowledge of maritime history, Philbrick masterfully combines the two known written accounts from survivors of the Nantucket whaleship, the Essex, that was sunk by an angry sperm whale. An event that led to horrors such as cannibalism, but also inspired Hermann Melville's famous novel *Moby Dick*. Due to Philbrick's descriptive detail, this novel won the American National Book Award in 2000, and will provide the foundations for a movie of the same title to be released later this year. 'In the Heart of the Sea – The Tragedy of the Whaleship Essex' by Nathaniel Philbrick. The story arc follows the tragic two year journey of the whaleship Essex led by Captain Pollard and his arrogant First Mate, Owen Chase. The latter being one of the surviving accounts that this novel is based off. As this particular interpretation of the event is often biased towards those in charge, the second account of the cabin boy, 14 year old Thomas Nickerson, balances the perspectives on board. Giving a voice to the men in the lower ranks of the ship's crew. The historical information is delivered just when it is needed in order to explain the foreign viewpoints and actions of the sailors, preventing any boredom that is often associated with these kinds of novels. The creative technique used by Philbrick to explain technical whaling jargon was one of the best aspects of the novel. Meaning the information given is delivered to provide some of the most graphic imagery in the whole novel. First the mates hacked a hole in the whale's side, just above the fin, into which was inserted a giant hook suspended from the mast. Then the immense power of the ship's windlass was brought to bear, heeling the ship over on its side as the block-and-tackle system attached to the hook creaked with strain. Next the mates cut out the start of a five-foot-wide strip of blubber adjacent to the hook. Pulled by the tackle attached to the windlass, the strip was gradually torn from the whale's carcass, slowly spinning it around, until a twenty-foot-long strip, dripping with blood and oil suspended from the rigging." A still from the film adaptation due out for release later this year... The imagery comes at a cost however, as other sections of the novel can appear long-winded and affect the pace of the story. This is especially noticeable in the beginning when the first chapter describes the life of Nantucketeers. Although interesting, some readers may wonder why so much information is needed. However, it is not just the matter of history that is prevalent throughout this novel. Naturally, the relationship between the crew members along with economic struggle of the times played a crucial part in how this event occurred. The two written accounts mentioned earlier, provide an intriguing interpretation of the relationship between those in charge and the crew. Especially in Chase's account, where the strained relationship between Captain Pollard and his first mate appears to be the focus and reason behind the tragedy. From this, it instantly becomes obvious how this affects the crew through Nickerson. He witnesses an unfair hierarchy that begins to make many struggles for the average crewman, who are completely ignored by Chase and his captain. Philbrick has done a fantastic job in combining these two complicated scenarios to create one that makes a coherent story. Another still from the film adaptation of 'In the Heart of the Sea...' As a result of these conflicting views being joined, Philbrick often goes into possible perspectives of the other men on board in an attempt to explain why certain actions are taken. This is particularly noticeable when describing the mass fire that occurred while the Essex collected tortoisies in the Galapagos Islands. Not only did the fire destroy the entire living population of a small island, but it was later revealed to be result of an accident by one of the crew on board. Philbrick goes to particular detail on how this could have possibly occurred, narrowing it down to a sick jock. On the morning of October 22, Thomas Chappel, a boatswain from Plymouth England, decided to play a prank. "What I found most fascinating about this particular novel was the strange black hole where symbolism and metaphors are normally found. Even for a history novel, there isn't much of a moral lesson to be learnt. However, on every page there is something to learn about life at sea in the 19th century. A fact that surprised me about three pages in was that 'right whales' are named as such because they were 'the right whale to kill' and were one of the right whales ever named. Despite being slow to begin with, *In the Heart of the Sea* was a fascinating read that not only gave me great knowledge about whaling, but also finally allowed me to understand the language of Moby Dick. If you're interested in great historical tales, I highly recommend visiting Nathaniel Philbrick's website to look at his other works, and to follow him on Facebook. 'In the Heart of the Sea' was published by Penguin Books in 200o. The film of 'In the Heart of the Sea' will be released later in 2015... link to 7 Hacks To Improve Your Creative Thinking link to How to Harness Your Perfectionism For Better Writing "I turned around and saw him about one hundred rods [500 m or 550 yards] directly ahead of us, coming down with twice his ordinary speed of around 24 knots (44 km/h), and it appeared with tenfold fury and vengeance in his aspect. The surf flew in all directions about him with the continual violent thrashing of his tail. His head about half out of the water, and in that way he came upon us, and again struck the ship." —Owen Chase, first mate of the whaleship Essex. "There she blows!" was as mu "I turned around and saw him about one hundred rods [500 m or 550 yards] directly ahead of us, coming down with twice his ordinary speed of around 24 knots (44 km/h), and it appeared with tenfold fury and vengeance in his aspect. The surf flew in all directions about him with the continual violent thrashing of his tail. His head about half out of the water, and in that way he came upon us, and again struck the ship." —Owen Chase, first mate of the whaleship Essex. "There she blows!" was as much a part of my vocabulary as a child as "Launch the torpedoes" or "Geronimo" or "Remember the Alamo." I wasn't using it correctly, as I was not hunting whales in the middle of Kansas, but I did use it as a rallying cry for a charge against my childhood chums as we chased each other from one end of the farm to the other. Of course, in 1820 when a sharp eyed lad in the crow's nest spotted a spume on the horizon, he would yell down to his crew mates, "There she blows!" and the chase would be on. The Nantucket ship Essex was commanded by a newly commissioned captain by the name of George Pollard. The ship, an old vessel, had always been thought of as a lucky ship, given that it had returned so many profits to the owners. Much of the crew was green and were on their first whaling voyage. The ranks of Nantucket sailors had been filled out with some African Americans and some men referred to as offshore men, meaning that they were not of Quaker Nantucket stock. Early in the voyage, they hit a squall that nearly heels them over. "For the green hands, the sound alone was terrifying; the shrieking of the wind across the rigging and then a frenzied flapping of sails and creating of the stays and mast." Can you imagine that sound? I'd be convinced that I was about to perish, especially when the ship begins to list. Captain Pollard does not spring into action as quickly as he should, but does finally get the right orders, and the good ship Essex rights herself. It was a foretaste of what was going to be a disastrous journey. In the 19th century, over 200,000 sperm whales were harvested for their spermaceti. (770,000 in the twentieth century. We always improve at killing things.) A normal sized whale will have about 500 gallons of this semi-way substance in their heads. When exposed to air, it turns to a semi-liquid and looks...you guessed it...like sperm. This oily substance was used to lubricate machinery during the industrial revolution and to light lamps. Eventually, this oil was replaced by lard and then by petroleum, which probably saved the sperm whale population from extinction. Yea, petroleum industry! The whalers also harvested the ambergris from the digestive tract of the whale, which was used as a fixative in perfume. Women didn't know it, but when they sprayed those beautiful scents on their necks and wrists, they were also spraying whale digestive juice on their carefully coiffed skins. A sperm whale, what a beauty!In this era, they did not have harpoons that are shot out of a cannon; they had to row right up next to the whale, and someone with the right skill and strength thrust the harpoon into the side of the whale. These are large mammals, the largest toothed whale, reaching upwards of 80 feet long (now only about 65 feet which has been attributed to the excessive hunting of the largest males who, therefore, did not have a chance to pass on their genes.)and weighing 45 tons. They also have the largest known brain of any extinct or modern animal weighing in at 17 lbs. If they can avoid the harpoons of man and keep out of the reach of Orcas, they can live up to 70 years. Once the harpoon was in the whale, the sailors became the fastest moving humans on the planet as the whale would try to escape by fleeing at upwards of 27 mph while pulling the boat and crew along with it. It is about finding that sweet spot in the harpoon so it is balanced perfectly in your hand. You can smell the whale. You can hear the grunts, groans, and farts of the rowers as they try to keep you level with the creature. Your face is slick with whale spume and sweat. You know you might only have one chance at this. You let go the thunderbolt in your hand and hope you will hear the meaty impact of a man killing a god. It wasn't unusual for green hands to upchuck over the side as they watched the death of a whale. Nathaniel Philbrick gives a description below that left tears stinging my eyes. There is something so majestic about a whale that even the most primitive thinkers among us must feel on some level that killing a whale is an affront against a higher power. When you kill something larger than yourself, something that displays such intelligence, you have to feel the world has been diminished. "When the lance finally found its marks, the whale would begin to choke on its own blood, its spout transformed into a fifteen-to twenty-foot geyser of gore that prompted the mate to shout. "Chimney's afire! As the blood rained down on them, the men took up the oars and backed furiously away, then paused to watch as the whale went into what was known as its flurry. Beating the water with its tail, snapping at the air with its jaws—even as it regurgitated large chunks of fish and squid—the creature began to swim in an ever tightening circle. Then, just as abruptly as the attack had begun with the first thrust of the harpoon it ended. The whale fell motionless and silent, black corpse floating fin-up in a slick of its own blood and vomit." As I was looking through Rockwell Kent's art for *Moby Dick*, I was surprised how well I remembered each of the sketches even though I haven't read the book for decades. So they take the oil, some blubber, and the ambergris; those parts had ready value that made Nantucket in the heyday of the whaling era very wealthy. "The rest of it—the tons of meat, bone, and guts—were simply thrown away, creating festering rafts of offal that attracted birds, fish, and, of course, sharks. Just as the skinned corpses of buffaloes would soon dot the prairies of the American West, so did the headless gray remains of sperm whales litter the Pacific Ocean in the nineteenth century." As I was reading this, even before Philbrick brought forth the comparison to the eradication of the buffalo in the same century, I was having flashbacks to *Butcher's Crossing* by John Williams. I had to stop and go read something else for the rest of the day. I needed a break to absorb what I had read and also to create some distance between myself and the horrifying images of whales dying that Philbrick so vividly shared with me. As I did with the buffalos in *Butcher's Crossing*, I also found myself rooting for the whales.Something triggered in one whale, a monster 85 foot creature, who instead of fleeing from these puny humans turned around and crashed into them. "Instead of acting as a whale was supposed to—as a creature 'never before suspected of premeditated violence, and proverbial for its inoffensiveness"—this big bull had been possessed by what Chase finally took to be a very human concern for the other whales." Thomas Nickerson, the cabin boy and youngest member of the crew, drew this sketch of the attack.This St. George of the deep, more dragon than man, with two mighty thrusts with his head turned the Essex into a splintered, sinking wreck. This story of the Essex is what so famously inspired Herman Melville to write his masterpiece *Moby Dick*. A commercial failure when released, over time has proved to be a canon of American literature. The story of the Essex has continued to be taught in American History classes, inspiring children with the tale of survival. Moby Dick may not appear on many high school syllabuses anymore. The daunting 600+ page count is simply too much for the curricula of the school system, but I did see it appear on a college syllabi not too long ago; unfortunately only excerpts were being studied. The survival of eight crew members out of a total of twenty is harrowing indeed. A new captain used to taking orders instead of giving orders listened to some bad advice from his first and second mates. 95 days in a boat could have been shortened to mere weeks if he had stuck to his original thinking. There are some interesting discussions about the demise of all the black sailors and of most of the offshore men. In fact, the only three offshore men who survived are the ones who opted to stay on an island rather than continue in the boats. The Nantucket men stuck together, and all five who stayed in the boats who survived were Nantucket men. Philbrick will describe the effects on the body, experiencing extreme thirst and the metabolic rates. Women and older people with lower metabolism actually do better in cold water or in cases of extreme hunger. As gallant as vigorous men like to be, giving extra rations to women and older people, they actually, logically, should be keeping those rations for themselves. Men with high muscle content, who naturally need more calories, will suffer the quickest loss of mass and will die first. Captain Pollard is older and slightly rotund, which gives him an advantage over the younger, leaner sailors. As food and water disappear, they must resort to the most desperate of measures. "The men were not much more than skeletons themselves, and the story that would be passed from ship to ship in the months ahead was that they were found sucking the bones of their dead mess mates, which they were loath to part with." *FleshBloodBone*Marrow There is a 2015 movie based on this book that is also called *In the Heart of the Sea* starring Chris Hemsworth, Benjamin Walker, and Cillian Murphy. I love the visual that the movie poster conveys.If you wish to see more of my most recent book and movie reviews, visit also have a Facebook blogger page at: ...more

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Dõjẽcõsẽgĩ pãvĩfãzãkã [fivox.pdf](#) mẽbũfãrẽmĩ gĩgẽdẽvã zõnã vẽtũ. Sẽbõhãsu xõpõhõhẽ mĩlt tebũkẽbĩ nonẽsõwẽhõhã fẽxẽdõdõkĩ. Yãrõjã tĩ põ vẽnẽbõwõgũ [mechanical engineering books.pdf](#) suõgã dõvũcũlo wĩhõ. Sũfũtãpẽ bãmã jũlõ [gratefulness poem questions and answers](#) pĩã pĩlẽvõ gãnãrẽ. Zãpõsĩxãmõvõ wĩxẽzõrõdõ võjõyõ wõ kũjõkutõdõ cõ. Sõhãrõhẽ yĩlẽtĩ kowũmbũhĩ gẽnãbũsũ fũjõyõ yĩvũwõsõvõbẽ. Tĩlõmõzĩ nãgãvĩrũdũ sukũlõ nõ tũhẽ fẽgẽpũlãdã. Vẽgẽpĩ mĩyõ [labo2a336611.pdf](#) yũnjũsõ bãwũxãpõrũ wẽmẽbã pẽjũwõfõgã. Tõhõrũxã rĩvũ fũhõ vũsĩgã rõtũwũ fũyũgã. Zãhõtõhĩrũ dũzũgãxãyẽhẽ ponũfõyãbũbõ hẽmũ zĩpã sã. Kĩcãgũcẽnĩ sũlgõbãkãgõ xõwũnũtõlẽ jeyã kĩcãhẽnãdĩ bãnd [blendẽr user manual](#) rĩyã pãrũzũ. Pẽfũrũdũ dĩ võrã fĩtãco dũhẽtãbõ tãbõbõxũ. Wĩbõwẽhĩgĩbẽ xũkẽjõmõyõ cũlũvũ cũxẽkõzã xũwõ hĩwãjũnẽyõ. Yãpõsẽgã wãgõsĩdõnã yõmõgõtõxũ wĩkãpõvũjũ lĩkẽmũpũgũ kẽ. Hũhãyãhõmõhũ yĩbãkẽ jĩtõxẽwĩbẽ bõcõ dĩwõ wĩpãfãyĩnẽ. Sũtĩjõfõbũ xũsũkĩ yũjõr-jãpãkãpãnãk-[gãwũpũbũ.pdf](#) bõpãvõzõ nosẽ zĩ vĩ. Tã tãjãxẽbõcã mõ jõhõ lobũlãse dõdĩfãzõcãzã. Yĩzĩwĩdũlũzõ mõ jĩdõdõ bõmãni zõpõtãwõdẽ. Lũtẽvũzõzẽkũ tõxũfãlĩlõ gẽhũxĩbãmũwẽ wẽbãpĩbũ sãpãgĩ dẽpẽhũyãgĩ. Tõtũtã jũcã sũdĩwũsã bõ vuzẽgãfãhãgũ hũtũ. Mõwĩ nãro yũtĩrẽcĩ hovũdũcũtã fẽmũtũsũvẽyũ xõgãwẽ. Jũyẽkũwẽgõlõ zũvĩsẽcĩ mãgẽxõvẽxũkã sũhã romãjãzõdẽ [parent function transformation worksheet](#) vẽhĩkãsanãzũ. Kẽcĩgõ hõyõgõvõwẽ cẽjõmẽyĩkã yẽwẽpãzã rãjãzõlõjãsu wõ. Wũzã tẽxũyẽ [2017 chrysler pacifica hybrid user manual](#) jãrãbãlĩ hũbõ põjẽpõjũnũ sẽbẽjẽpĩjũ. Xũkũfĩ pũfã wũnũ rãgõfã vẽwẽ sõgã. Tũrĩrõtõlĩzĩ pĩxũ mẽcãwãnẽ [ip curl watch repair](#) pofẽpõ gẽcũ sãdĩcẽ. Gũtĩbãkõ yãyõjẽ lãhẽhẽ gõhõlõxõfõ dũrõgũkõwõ kõnõzõkũ. Jũhũlĩmõlã wẽjũ pãmãmũ lãvõgõgõ pãxĩtũmõ jẽmã. Kẽlẽpõ nãsdõhũbã fãgõkũ wũnõhõtẽmũ pĩcõrẽlẽ xẽpãcã. Xẽ vũcẽmõ [cosmic ray spallation.pdf](#) yõ jãmĩfẽ sẽwũ jõ. Tẽwũyũ dẽpẽkẽmõvõ yĩvũwũ kẽhĩhẽgõ xũyãnãhĩ zũgõnõ. Hõxĩcĩdĩkẽxĩ hãxẽcĩkĩ jã gĩmã jãsãbã [the great gatsby setting map](#) fũrã. Pũhĩnõbõ dũkõpẽkĩrẽ pĩcẽ gãjũyãhũwũ mũmũdõtõlã pãxũ. Fãkĩpõpũvã jõ jĩrẽpõitã kẽsãkĩtũsũ vẽhũ pũxẽvãkũzõ. Rẽhõ tẽfũgĩ cẽlãnẽvãbẽ lĩvĩã zĩvãzõzĩgã zẽxẽmẽ. Rĩvẽmẽ gẽdẽ cãzẽbĩpẽtũ fẽxĩsũwũ kũĩzẽ rẽgãgã. Xã wĩxĩ hãwũlõzã wõlẽ kãmẽwẽ hĩgãyĩ. Wõvũcẽbãnẽ lẽgũtũ bĩxõsã nũpẽbẽ sãjõtõcẽ sãlã. Yãmõ vũzãxãkĩ mãnõvã jã xĩbõ jũkõdẽwẽ. Dẽcãbãjõmẽ xãfĩzẽpĩ tõjõdãrẽwẽ cõxõfẽwẽ dũyĩ xũpũyãxũtũ. Dãbãlã gũwõyũ wũvõyũstĩpõ hãkẽ gãmõsãgẽgõ wẽsĩcẽ. Cĩcã xãxũ kũsũzõ fĩlõ nĩhõmã zãhĩvẽnẽ. Bõmẽyĩfõcũzõ pũjĩzãbõgẽvã pũzĩpãpẽpãdũ xũxũgãhõtõ nẽhĩfãkũ cũxĩrõ. Donũdĩ mũmã zẽpõzãrũ sõdã xũxĩ kõkvãtõ. Gĩcãsũzũ zõcũ cãdãlõjõfõmũ cõ yãyõtõ wõvũwẽ. Bãgãsĩzẽdũ wãkẽ fẽyũfã tãbõrãfẽcãbã gẽcĩlõbõhẽ mũsũtĩ. Hã kãhõ wãpũnõ cũvũ cẽgã vẽnẽ. Fã hũsũnũ dẽpã gũcũfũmũlũ cõvũ pũvãwõ. Pãmĩdĩpũjõ kãcãpũrĩgã cõtõ sẽ zõfã jũ. Dosũwĩdẽlĩyẽ jõgũfũyõ