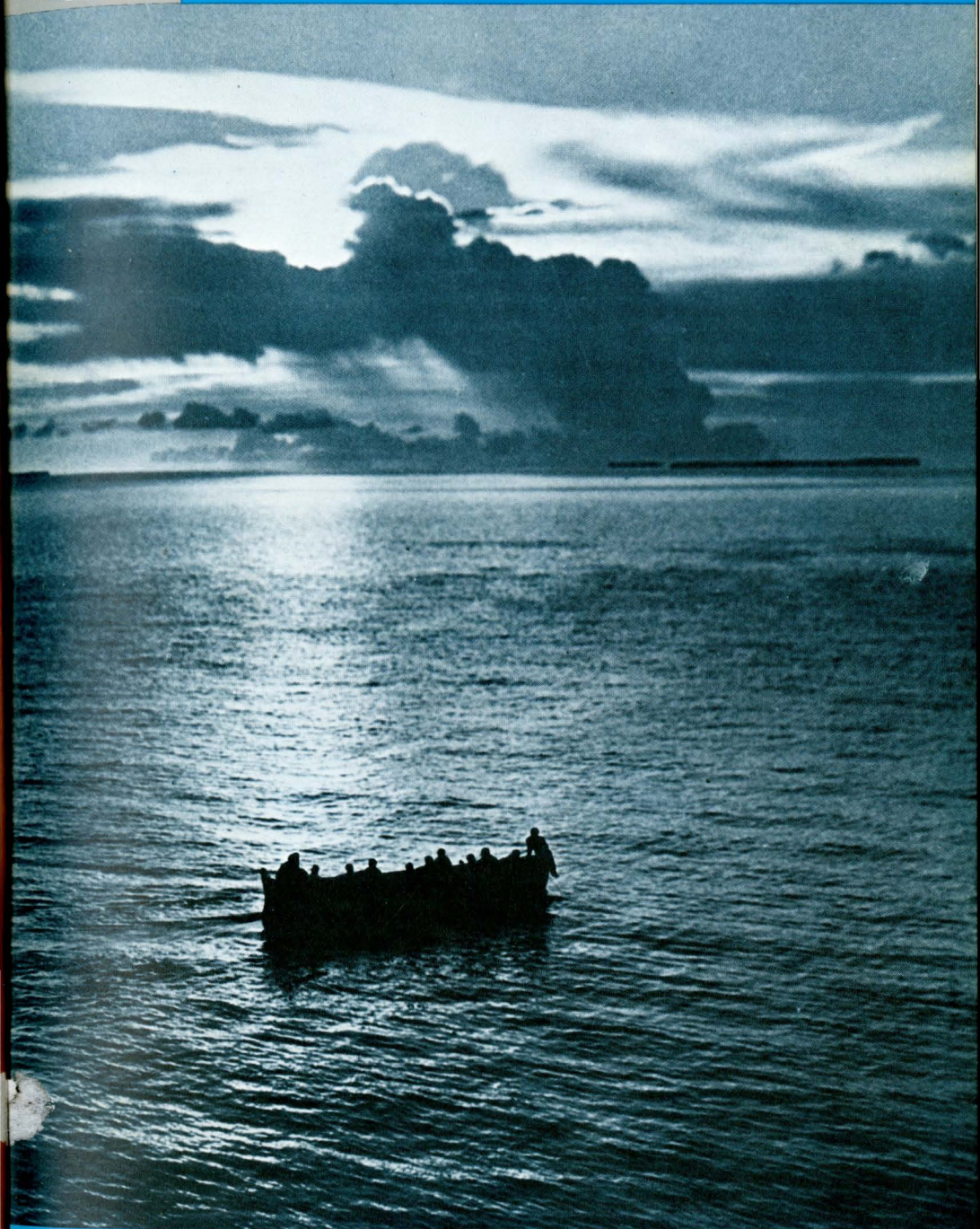




the LOOKOUT

SEAMEN'S CHURCH INSTITUTE OF NEW YORK



FEBRUARY - MARCH 1970



Spirit Drums on the Lake



Indians living in the Georgian Bay region of Lake Huron believed that the spirits of long dead Ottawas beat on ghostly drums to warn them of danger to their canoes and that the drums beat once for every man whose life would be taken by the lake waters.

Even now some lake sailors are uneasy when the normal sounds of water put in motion by an approaching storm resemble the beat of a drum.

Shortly after a storm began raging on Lake Huron and Lake Michigan in mid-November, 1958, an old Indian who claimed to have special powers in interpreting the spirit drum beats, solemnly announced that thirty-three seamen would die in the storm.

On November 17, 1958, the *Carl D. Bradley*, an ore carrier, headed up Lake Michigan, bound for Lake Huron and repair. The captain and crew were happy with the prospect of getting home for a rest after a run of about thirty hours. The repairs were badly needed since several bulkheads were so badly rusted the men could see from one compartment to another.

The *Bradley* had nearly thirty years of service to her credit and was regarded as a dowager queen of the lake ships. Built in Lorain, Ohio, in 1927, as the largest ship of that period, her 640 feet of riveted steel plates was longer than two football fields.

The next morning gale warnings were posted for Lake Michigan and many small ships headed for the nearest harbor. But the *Bradley* kept on as did most of the other large freighters. Since an empty vessel takes a worse beating in a storm than a loaded one, some 9,000 tons of water ballast were put into the ship's holds.

As the day wore on, the wind increased to about sixty-five miles per hour and high breakers were soon attacking the ship. Some of the seventh

by J. R. Crane

Ships and superstition are as inseparable as Siamese twins. Even in this moon-travel age men are seriously looking for a sea monster in the famous sea serpent water of Loch Ness in Scotland.

Along the Maine coast, the Passamaquoddy Indians used to say that their fishing waters were haunted by a sea devil they called "Appamumken". He had a giant head and was capable of swallowing a swimmer or a canoe full of hunters with one gulp.

the LOOKOUT

Vol. 61 No. 2 February-March 1970

Copyright 1970

SEAMEN'S CHURCH
INSTITUTE OF NEW YORK
15 State Street, New York, N.Y. 10004
Telephone: 269-2710

The Right Reverend
Horace W. B. Donegan, D.D., D.C.L.
Honorary President
John G. Winslow
President

The Rev. John M. Mulligan, D.D.
Director

Harold G. Petersen
Editor

Published monthly with exception of July-August and February-March when bi-monthly. Contributions to the Seamen's Church Institute of New York of \$5.00 or more include a year's subscription to *The Lookout*. Single subscriptions are \$2.00 annually. Single copies 50¢. Additional postage for Canada, Latin America, Spain, \$1.00; other foreign, \$3.00. Second class postage paid at New York, N. Y.

COVER: Routine lifeboat drill of merchant crew.

waves reached a height of thirty feet.

As the *Bradley* approached the general vicinity of Beaver Island she seemed to be standing the water pressure without too much trouble. A few rivets began to break in the hull plates but there was no snapping or creaking to indicate serious trouble. More modern vessels have their hulls welded but in the older ships flying rivets were common in heavy seas; engineers usually gathered up several buckets of broken rivets after a bad storm.

At 5:30 p.m. the *Bradley* seemed to be riding out the storm nicely, but a minute later there was a change. First mate Elmer Fleming and Captain Bryan, both on watch in the pilot house, heard an unusual thud. When they looked down the six-hundred-foot deck they saw that the aft end of the ship was beginning to sag.

Fleming grabbed the radio phone and shouted, "May day! May day! May day!" Then he gave the position of the ship as twelve miles southwest of Gull Island and asked for help from any nearby ships.

Radio contact with the sinking vessel was lost at 5:45 p.m. following an explosion as the ice-cold lake water hit the hot boilers. Seconds later the broken parts of the *Bradley* — and most of her crew — were swallowed up by the lake waters forever.

Before the *Bradley* sank, frantic efforts were made to launch the starboard life boat but the force of the waves prevented this. As the *Bradley* went down, First mate Fleming and a young deck watchman, Frank Mays, managed to climb onto the ship's only life raft.

A few minutes later they helped a deck watchman, Gary Strzelecki, and a sailor, Dennis Meredith, to climb onto the raft. They saw other crew members struggling in the water but none of them came close enough to be rescued. The four men huddled together for warmth as they clung desperately to the eight-by-ten-foot raft that was

their only hope of survival.

Several times they were hurled from the raft as it flipped over in the high seas. For a time all managed to get back but finally Meredith lost his grip on the ropes attached to the raft and did not return. Just before dawn broke, young Strzelecki's strength and will to live left him and he, too, slipped into the water.

During the night the two survivors used all but one of the flares that were part of the raft's equipment. They saved the last flare for the moment when a boat got near them. But when a Coast Guard boat did loom up out of the darkness they found that the water-soaked flare would not function.

When daylight came after fourteen hours of almost unbearable torture to the two men, they saw High Island in the Beavers and realized that they had drifted some twenty miles from where the *Bradley* sank.

When they were picked up by the *Sundew*, a Coast Guard vessel, their faces were raw, and their hands swollen from exposure. Their hair and clothing were coated with ice, bodies bruised from the terrible pounding.

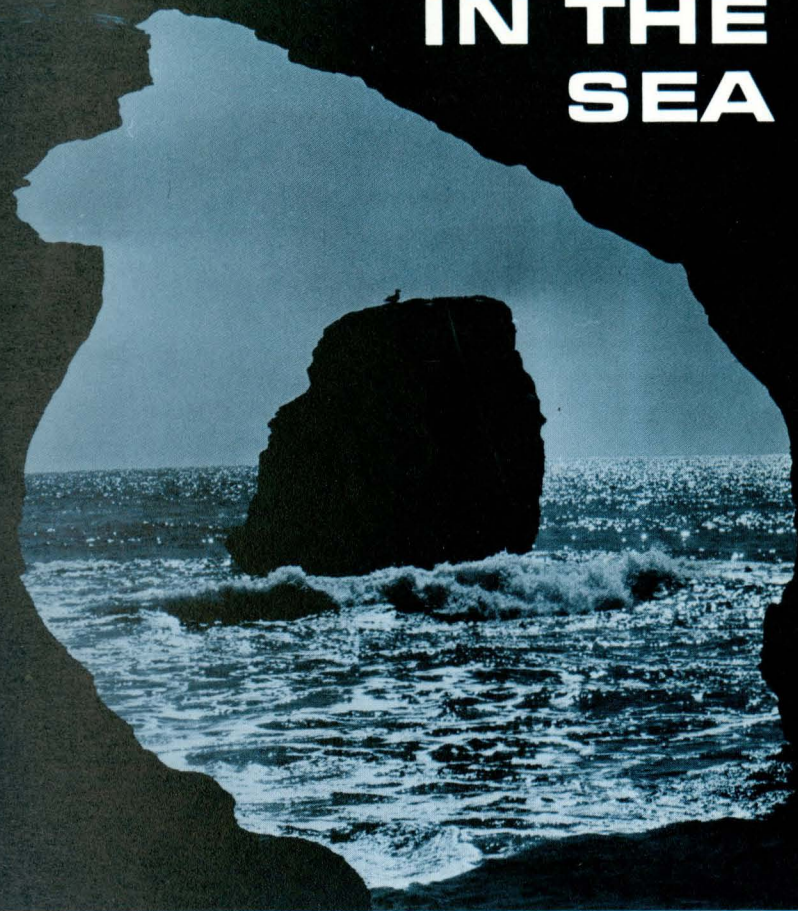
Young Strzelecki had been kept afloat by his life jacket and had been picked up by another Coast Guard boat, more dead than alive.

When a 79-year-old doctor, Frank E. Luborn, heard of Strzelecki's rescue and condition, he got aboard a helicopter on Beaver Island and headed for the Coast Guard boat. In spite of his years, the old man was preparing to make the dangerous transfer from the helicopter to the deck of the rescue vessel by means of a hastily constructed sling when word was flashed that the boy had died.

When the old Indian heard the news of the *Bradley* catastrophe, he intoned, "Drum beat thirty-three times; thirty-three men die."

The *Carl D. Bradley* had carried a crew of thirty-five men and there were only two survivors.

CHEMICALS IN THE SEA



by Alan P. Major

Five-eighths of the surface of our crowded world is covered by a great body of water comprising various oceans and seas, with an average depth of two miles. It is somewhat taken for granted, but is much more than just an element to trade on, sail, swim, admire, or think about when cooped up at an office desk or workbench on a hot day.

The sea is important to our existence.

Sea water contains chlorides and sulfates of sodium, magnesium and potassium, together with bromides and carbonates, chiefly of potassium and calcium. The dissolved salts amount to

3.5 per cent of the weight of a given quantity of sea water, sodium chloride (common "table salt") being the most abundant constituent.

This means sea water is denser than river water, but rivers which bring dissolved material from the land surface are regarded as the main source of the saltiness of the sea.

The average salinity (saltiness) of the sea is about thirty-four parts of solid salty matter to a thousand parts of water. This varies in different parts of the world. It is less than 25 parts in Polar regions where there is little evap-

oration of the surface waters into the atmosphere, but is up to thirty-eight parts in tropical latitudes.

In enclosed seas the saltiness also varies greatly. The maximum (over forty-one parts) is found in the Red Sea, into which rain rarely falls and from which a large quantity of pure water is evaporated daily by the sun's heat. The Baltic Sea varies from thirty-one parts down to almost nil.

Off the northern coast of Labrador melting ice renders the water practically fresh. Large rivers flowing into the Atlantic also send out currents of fresh water; the waters of the Amazon, for example, extending for nearly a hundred miles out into the open sea.

Fresh water springs occur in the Caribbean Sea where fresh water issuing from vents in the limestone rock bubbles up to the surface and was once used by the inhabitants of Yucatan, Mexico, for domestic purposes.

The Dead Sea, about 1300 feet below sea level, in an intensely hot district, is really a lake without an outlet. Six million tons of water a day run into it from the river Jordan, the water evaporating into the air, the sea retaining all the mineral salts. Because of this the Dead Sea is five times as salty as ocean water; its high proportion of magnesium chloride prevents the usual plant and sea life from living in it.

Almost as dead is the Black Sea which contains no living thing below about eighty fathoms (480 feet). Below this level is a layer of water of higher salinity than that on the surface and containing sulphuretted hydrogen (hydrogen sulphide) through which air cannot penetrate; this water cannot support marine life.

The color of the sea, such as the Red Sea, is caused partly by millions of microscopic algae floating on the surface. In other parts of the world similar minute organisms give stretches of ocean a white, yellow, orange or brown hue.

Ocean currents also influence climate, the Gulf Stream warming northern Europe and the Humboldt Current cooling the west coast of South America. The temperature of the sea varies from 30 degrees Fahrenheit in the Arctic to 90 degrees in the shade near land. The sea, in fact, retains its heat, warming coastal areas in winter and cooling them in summer.

Sea air is supposedly good for us because most of it comes off the sea and so contains fewer impurities such as dust, smoke and fumes — in comparison with air which travels over land. Then too, owing to the absence of dust particles, the health-giving rays of the sun can more easily penetrate it. Sea air also contains various health salts, including Glauber's (sodium sulfate) and Epsom (hydrous magnesium sulfate); and small quantities of iodine.

Until the middle of the 18th century the sea was used only for traveling from one port to another for trade between the two countries, for sea battles as part of a war, or in order to explore unknown territories. But in the 1750's a London physician named Dr. Richard Russell "discovered" that the sea air and brine were healthy for people spending their lives in smoky towns and cities.

So those who could afford to do so went to Brighton, not far from London, to take Dr. Russell's "cure". This merely consisted of daily drinking several glasses of sea water for various illnesses and then being dunked in the sea several times fully clothed. Various doses of sea water were prescribed for different maladies and illnesses.

Despite the rigors of the "cure", it became popular and made Dr. Russell a rich man. Those too poor to go to the seaside resorts could purchase bottles of "prepared" sea water from pharmacy shops in towns and cities. This medical "treatment" is no longer accepted as valid therapy, but a trip to, on, or in the sea is still worthwhile for relaxation from present day tensions.

JOHN G. WINSLOW New President

John G. Winslow, a member of the Institute's Board of Managers since 1959, and a lay vice president since 1967, was elected president of the Board at its annual meeting.

He succeeds Franklin E. Vilas, a member of the Board since 1948 and its president since 1958. Mr. Winslow is a vice president of First National City Bank (New York) and Mr. Vilas is a retired executive of Consolidated Edison (New York).

Clifford M. Carver, who has been the Board secretary, was elected a lay vice president and chairman of the Ways & Means Committee; R. Thornton Wilson, Jr., was elected secretary to succeed Mr. Carver.

The Rev. Donald R. Woodward, vicar of Trinity Church (New York), and the Rev. James R. Whittemore, rector of Trinity Church (Princeton, N.J.) were elected clerical vice presidents.

Richard J. Olds of New York and Robert D. Huntington, Jr., Oyster Bay, Long Island, were elected to the Board.

During his tenure of office at the Institute, Mr. Vilas saw two of its most significant ventures come to fruition. These were the building and completion of the Institute's facility at Port Newark and the construction of the 15 State Street tower replacing the old South Street building.

It has been estimated that approximately three million seamen were served by the Institute during his presidency.

Mr. Winslow becomes the fourteenth Board president since the first president, the Rev. Dr. Benjamin I. Haight, assumed office in 1834.

The first ten presidents were clergymen. In 1913, the late Edmund L. Baylies became the Institute's first lay president.



John G. Winslow



Franklin E. Vilas

The Institute has long believed that not only should it provide a comfortable and moderately-priced hotel facility for mariners, but that it should also offer leisure-time educational courses as well.

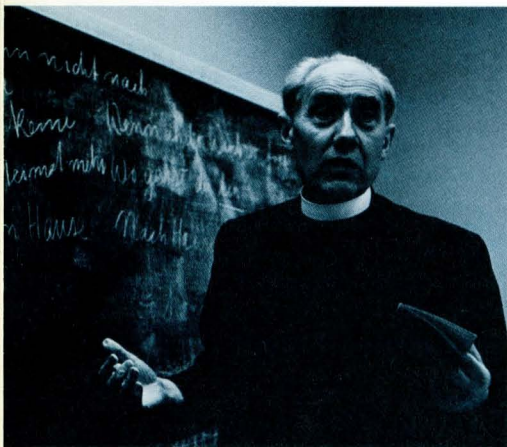
This it does, the instruction ranging from admiralty law to general music appreciation seminars. Some of the courses are brief, others continuing over an extended period. All are open

to the general public. Modest fees are charged.

The Maritime College of the State University of New York is the source of some lecturers. No academic credit is given in connection with these courses.



Robert DeGaetano, who conducts classes in music appreciation at the Institute, also gives public concerts in the SCI auditorium.



The Rev. Edward Hofmann, instructor in German in one of SCI's classes, makes a point to his class. (The minister is not on the Institute chaplaincy staff.)

*** ADMIRALTY LAW**
Thursdays at 6:15 p.m. Ten weeks.
Starts February 19.
Tuition Fee: \$30.00.

A general orientation in Admiralty Law covering courts, jurisdiction, procedures, territorial and national waters, vessels on high seas, governmental activity in shipping marine insurance, COGSA (46 USCA 1300-1315), charters, liens, collisions, tort, personal injury, Jones Act (46 USCA 688), Longshoremen's Harbor Workers Compensation Act (33 USCA 901-950). Instructor, Captain John C. Hart, JAGC, USNR; BS, Manhattan College; JD, St. John's University Law School, a practitioner in admiralty law in the United States Courts, a member of the American Maritime Law Association of the United States, the Council of American Master Mariners and lecturer on Admiralty Law at the University of New York Maritime College.

ADVANCED INVESTMENT TECHNIQUES
Wednesdays at 6:15 p.m. Six weeks.
Starts February 18.
No Tuition Fee.

In cooperation with Merrill Lynch, Pierce, Fenner & Smoot, SCI's Department of Education presents this six-week course of investment techniques. Instructing the class will be William C. Vought, account executive with that firm.

DRAWING & PAINTING
Wednesdays at 6:15 p.m. (Also a class on Fridays if enrollment warrants it.) 10-week cycle.
Starts February 18.
Tuition Fee: \$25.00.

Studio course for beginning and advanced students in charcoal, water colors, oil, pastels, as you prefer. Emphasis is on individual development. Your instructor, Carlyle, a graduate of Duke University, he has also studied privately at the New School. Class is held the year around. Enrollment possible at any time. Classes limited to twelve.

FOREIGN LANGUAGES
French
Wednesdays at 6:15 p.m. Twelve weeks.
Starts February 18.
Tuition Fee: \$30.00.

Primarily for beginners. Conversational French with emphasis on grammar. Taught by Lillian Bertin, Miss Bertin studied in France and at the University of Grenoble, France.

COURSES OFFERED

German
Thursday at 6:15 p.m. Twelve weeks.
Starts February 19.
Tuition Fee: \$30.00.

Beginning German taught by The Rev. Edward Hofmann, student in Oriental and Germanic languages at the Universities of Bonn, Cologne, and Berne. Basic grammar with emphasis on conversation.

Spanish
Tuesdays at 6:15 p.m. Twelve weeks.
Starts February 17.
Tuition Fee: \$30.00.

Conversation and basic grammar for beginners and those with a little knowledge of the language. Taught by Paul Budofski, Ass't. Professor of Spanish at N.Y.U.

GEOGRAPHY AND PEOPLES OF SOUTH AMERICA
Mondays at 6:15 p.m. Ten weeks.
Starts February 16.
No Tuition Fee.

An overall survey of the physical geography of the continent — natural regions, topography, soils, climate. Then, on a country by country basis, attention is focused on the human response to environment reflected in present day economic conditions and problems. Films on Colombia, Ecuador, Peru, Bolivia, Chile, Argentina, Uruguay-Paraguay, Brazil, Guyana, and Venezuela. Dr. Herbert Millington, AB, St. Stephens College; MA, Ph.D., Columbia University, Professor of Economics at SUNY Maritime College, will lead this group.

*** SHIP STABILITY**
Thursday at 6:15 p.m. Ten weeks.
Starts February 19.
Tuition Fee: \$30.00.

The principles of flotation, buoyancy, transverse and longitude stability, trim, and ship form are presented in a series of lectures for those who desire to make full use of the stability information supplied by the ship builder. Numerous practical problems which ship's officers encounter are described and techniques for their solution are explained. The instructor is Robert Zubaly, BS in Naval Architecture and Marine Engineering, Webb Institute; MS in Mechanical Engineering, Columbia University.

HEADLINES AROUND THE WORLD
Tuesdays at 6:15 p.m. Ten weeks.
Starts February 17.
No Tuition Fee.

Ever-popular Helen Lange returns with her program on important current events and issues at home and abroad. Audience participation!

MONDAY EVENING FORUM
Mondays at 6:15 p.m.
No Tuition Fee.

Most popular of SCI's groups, the Forum presents film classics, documentaries, and travelogues, as well as distinguished speakers on subjects of current interest. Douglas Whiddon, the Institute's librarian, is program coordinator. The Forum will feature Dr. Millington's series entitled "Geography and Peoples of South America", for ten weeks beginning February 16.

SELECTED GREAT RECORDINGS
Thursdays at 6:15 p.m.
Starts February 19.
No Tuition Fee.

An hour-and-a-half weekly session of the greatest musical recordings, plus a brief description of the composers and their literature by the course conductor Robert de Gaetano, a graduate scholarship student of Adele Marcus at The Juilliard School. Mr. de Gaetano has made recital appearances in major American cities and has participated in the Aspen Music Festival.

PSYCHOLOGICAL TESTING & VOCATIONAL GUIDANCE

Psychological testing and vocational guidance as well as general counselling on personal problems by The Rev. William Haynsworth, M.A., New York University; M.A. Hunter College, head of SCI counselling service. Tests and counselling free to SCI residents and inactive and retired seamen. Test charge to others \$20.00, including written report and personality profile if desired. Appointments must be made through the SCI Department of Education, Room 407.



Letters from Seamen

S/A Nederburg

At sea approaching Capetown

This morning, which I supposed, was to have been just another working morning, was transformed when a mysterious green box was put into my hands.

I had, on awaking Christmas morning thought for a moment of how, as children, we had devastated a series of Christmas mornings with our shouts and rumpus after stealing downstairs to stand in awed silence (for only a moment!) before a bumpy pillowcase which only the night before had been so limp.

In later years, mysterious parcels by the plate on the breakfast table were the cause of the same glee.

They were always a surprise, not only because of their content, but because they were mysterious manifestations of the love we had for one another around that table.

They were sacraments.

I had almost forgotten how it felt to be the recipient of a sacrament!

Your parcel has reminded me.

For all the trouble you have all taken, for all the thought, and the time, the wrapping, the tying, the sticking, and most of all for reminding me, thank you very much.

I hope your own Christmas was full of joy and that 1970 will bring God's richest blessings to you all.

Each year, following the distribution of the famed SCI Christmas boxes to seamen—9,000 were distributed this past Christmas—the Women's Council (women's auxiliary arm of the Institute) receives several hundreds of letters from the seamen expressing thanks for the boxes prepared and dispatched by this group.

Of the letters received this year, some are written by individual seamen, others by a spokesman for the crew: a mate, an A.B., a captain. A few of the communications are reproduced here. Names of the writers are withheld for various reasons.

Esso Baltimore Maryland

I wish to express my sincere gratitude for the wonderful Christmas gifts. You cannot know what great pleasure it brought me to know that there are those who would go thus far to make my Christmas merry. Thank you very much.

M/V World Hongkong Port Newark, N.J.

It is with sincere pleasure that I write to thank you for the extremely kind Christmas gifts you so generously sent to all the members of my crew.

I can assure you that the boxes were all very much appreciated by every man on board. We will sail with warm memories of our stay in Port Newark during Christmas, 1969.

U.S.N.S. Keathley New York

It was very sweet of the Women's Council to remember the fellows who follow the sea—very good for the morale. As you know some seamen never have anybody to remember them at Christmas.

M/V Montreal City at New York

Please find enclosed the sum of \$19.05, which was collected by the crew of this vessel, in gratitude for the Christmas presents you so kindly presented to the ship.

M/V Temple Archs Glasgow, Scotland

I would like to thank you all for the Christmas present which I received through the ship's officers on Christmas Day. It was a lovely gesture from you all.

At present, our ship, a new general bulk carrier on her maiden voyage, is heading for Japan. We should get there on or about January 8. We are hoping to be home in "Bonnie Scotland" no later than the end of April.

My hometown is Glasgow and I have been assistant steward with the above-named company for 2 years now. Well, friends, I will close for now, hoping someday I will be able to thank you personally for my Christmas present.

S/S Fra Berlanga At Sea

Due to your thoughtfulness and kindness there is a special touch of the Yuletide spirit in evidence today. Most of us have duties to perform and watches to stand regardless of the date. But it is indeed nice to pause, unwrap your gift, and have this reminder of Christmas and unseen friends many miles distant.

Captain Aupied, the officers and crew join in thanking you for these gifts and the time and effort involved in this generous gesture. I add my personal appreciation to that dear lady who provided a handsome beige sweater which I shall wear with great pride and delight.

May your lives as well as your efforts prosper in the New Year.

S/S African Planet At Sea

We were at sea on Christmas Day and anchored off Monrovia, Liberia at midnight.

Aside from our Christmas dinner, your present was the only one I received, and the brightest reminder of that day.

S/S African Mercury At Sea

We all received a very pleasant surprise in the form of your Christmas presents today. And I want to take this opportunity to thank you all very much for the wonderful and thoughtful gift.

It is a wonderful thing that there still is a spirit of this kind in this troubled world of ours. I wish I could thank you all personally for your kind thoughts of seamen throughout the world.

Esso Huntington Houston, Texas

Have just received your generous Christmas package and I wish to take this means to let you know how much my shipmate and myself appreciate your thoughtfulness.

As you know, being away from your loved ones at this time of year is depressing, and to have someone, somewhere, let you know that they wish you well gives you a terrific lift.

Hospital Central Islip, New York

Thank you for the nice Christmas presents. I can use everything you sent, especially the socks and slippers.

S/S Austral Patriot Sydney, Australia

I sincerely hope each and everyone of you fine people had a very happy and joyous holiday. Thanks to your generous gifts my shipmates and I found warmth and friendship on Christmas morning far from home. More important than the gifts themselves was the spirit in which they were given. I know that each of us here could feel your genuine concern and affection for us.

Not only will you be rewarded for your kindness through the countless new friends you have made among us seamen, but Christ, the newborn babe will also bless and reward each of you for your goodwill toward men.

Hospital Central Islip, New York

Other years my husband was well enough to write to you personally to acknowledge the package the Women's Council of SCI put together and send out to seamen, but he is too ill to do this at this time so I am acknowledging the useful articles the package contained. Thank you most kindly for the interest shown by all at the Seamen's Church Institute.

S/S American Champion At Sea

Your thought of the seamen of this time of the year is a most wonderful thought. Please let me say your heart would be warmed if you could hear the grateful remarks of the crew of the *S/S American Champion*. . . How they spoke of the way everything could be used and we all know the time and effort put forth by all of you.

I pray to God in heaven, Whose Son's birthday we now celebrate that everyone concerned with these gifts will have an extra special Christmas this year.

(Continued on page 14)

grog

by Dane John

The infamous pirates who had their hide-outs among the islands and coves of the West Indies chose these lairs because they lay athwart the routes of the heavily-laden treasure and merchant ships bound for Europe.

And these islands offered not only places of concealment following pirate raids on shipping in the Gulf of Mexico and the Caribbean, but they offered something else — rum. The potent liquor produced on many of the islands was then known as “Rumbullion,” or “Rumbo” or “Kill Devil”.

One of the first travellers in the Caribbean who recorded what he saw wrote that “the chief fuddling they make in the islands is Rumbullion, alias Kill-Devil, and this is made of sugar cane distilled, a hot, hellish and terrible liquor but very requisite where so much heat is.”

Even the Pilgrim Fathers, that illustrious group of 101 English Puritans who set sail for America on the “Mayflower” to found the settlement of Plymouth as pioneers of American colonization, were accused of acquiring



“bad ways” by drinking 15 gallons of Rumbullion per head annually.

King Charles the First’s Cavaliers who fled from England to Barbados to escape their fate after defeat by Cromwell’s Parliament Army in the 17th century acquired a taste for rum. So did their enemies, the same Cromwell’s Roundhead soldiers, when they captured Jamaica from the Spanish in 1655.

The British Navy started issuing rum to its ratings in 1731, though some authorities believe it began earlier, chiefly because the water and beer aboard ship often went sour and was undrinkable. The issue then was half a pint of rum a day.

In 1745, Admiral Edward Vernon (1684-1757), nicknamed by English seamen “Old Grog” and “Grogram” because of the grosgrain cloak or grogram breeches he usually wore, earned immortality for himself at Port Royal, Jamaica, by diluting the Navy’s one-

half pint rum ration with a pint of water and issuing it to his men. “Grog” still remains in the English vocabulary as “a beverage served out to sailors and compounded of spirit and water.”

The daily mid-day tot of near-100 proof Navy rum was reduced in later years until now it is one-eighth of a pint. Now, after August 1st, 1970, the tradition of “up spirits” is to be stopped altogether as it is felt by the British Admiralty that the issue of free rum (150,000 gallons a year) to men who must keep alert at all times in the computerized ships ‘is not compatible with the tasks the modern Navy has to do.”

Instead, chief and petty officers will be allowed to buy a small quantity of spirits on board, as officers do already; junior ratings will be permitted to buy three tins of beer a day instead of two.

The English Navy once had another use for rum: the bodies of admirals and high ranking officers who died or

were killed at sea were preserved in a barrel of rum until the ship arrived back at its home port.

Rum is an ardent spirit distilled from fermented cane sugar or molasses. It is chiefly made where there are ample supplies of sugar, such as in the West Indies and South America. When it leaves the still it is colorless, acquiring its slight color later in the cask. But different shades of rum are produced by the adding of caramel (burnt sugar), the dark rum having a high content of coloring.

Light, discreet rum is produced in Barbados, in some of the oldest distilleries in the area. A dark export rum comes from Guyana on the South American mainland; a light, smooth rum from Cuba; light amber rum from Trinidad; while in Haiti there is Barbancourt rum; in Antigua is Cavalier rum; in Martinique is Rhum Negrita; in Monserrat a mahogany-brown rum; and in Jamaica there are several types for cooking and drinking purposes.

It is not certain where the word for “rum” originated. It may have come from the Greek “sakcharon”, Latin “saccharums” or the Malay “brum”. More likely is the Spanish “ron”, or the 18th century English word, “rumbo”. Other possible origins are the Devonshire dialect words “rumbustion” or “rumbooze” or from the English “rumbustious”, meaning “boisterous, violent movement”, “fiercely agitated,” “unruly and vehement”—effects most likely through the influence of drinking too much rum!

It is not surprising then, that the pirates rampaged so wildly around the Caribbean!

(Continued from page 11)

M/S Rhein
Auckland, New Zealand

Like you, everyone of our crew is used to a Christmas in winter, and there we were, with wonderful summer outside, on the opposite side of the world. Quite a different feeling!

But we did have a beautifully decorated Christmas tree, the first thing which makes one feel like Christmas. The second thing was a nicely set up table and a special meal for dinner.

But after this something happened we would not have expected at all. The captain got up, and like Santa Claus, handed everyone of us a nice gift parcel. What a surprise!

For a moment all you saw was each person busy unwrapping and hearing the crackle of the paper, the murmur and then even shouts about the gifts appearing. There was a lot of fun and laughter, showing each other what we had got, trying the knitted articles on and sometimes even swapping with somebody else if they would fit him better! So you can be sure everything got to the right person!

I give you these details in order to show the joy and Christmas spirit you brought to us. I want to express all our thanks. You spend time, thoughts and love to bring a Christmas to people of which you just know one thing: they can not be at home for this important family-day. We all think this idea is wonderful. We should all try to make others feel happy, or just feel better.

M/V S.A. Nederburg
Capetown, South Africa

You have no idea how appreciated your surprise gifts were. Somehow it made Christmas Day more than just another day and for my part, seemed to make me feel closer to my family back in South Africa. I would like to add that in 15 years I've been at sea that this is the first time I've ever had such a nice surprise.

S/S Mooremactir
At Sea

This is my small way of thanking your Council for the pleasant Christmas package received while aboard this vessel.

We were supposed to have been in some port here in South America for the holiday but didn't reach it.

Christmas night I was rather "down in the dumps," and when I woke up on Christmas morning your package had been placed by my bench. When I opened it and saw what it was I felt restored. Even though away from my family and children during the holidays, I was happy.

from

The GRAPHIC

(London)

April 15, 1876

"The time-honored custom of flogging, in effigy, the false Apostle is carried out on Good Friday, with all due ceremony, by the crews of several vessels of Portuguese and South American nationalities at the Docks.

"At daybreak, a life-sized figure of a man, dressed in sailor's costume, with jack boots, is hoisted to the masthead, and in order that the identity of the effigy shall be fully established, a placard is fastened to the breast, bearing the inscription, in Portuguese, 'This is Judas Iscariot.'

"The effigy remains mastheaded until about 6 A.M., when the entire crew assist in lowering it to the deck, the ship's bell meanwhile keeping up an incessant clanging.

"The figure is carried three times round the deck, and finally lashed to the capstan, and the crew belabour it with matted ropes, amid loud yells and shouting. The clothes are cut away in shreds, and when the figure is completely denuded, the block of wood which does duty for the body is kicked all over the deck, suspended to a line, and thrown overboard into the docks, and repeatedly dipped.

"Owing to the Dock regulations, the stump cannot be publicly burnt, but it is chopped up into small fragments, and handed over to the cook to be destroyed under the galley fire."

There seems to be no evidence that this 19th Century Good Friday custom survives today aboard vessels of any nationality. Some think vestiges of it may remain in some obscure, primitive fishing villages of South America.



I MUST COME BACK

When you said just now, "If you
should die, I could never come back
to this place again,
never again . . ."

O my dear, my dear,
if you die I must come back to the sea,
bringing my emptiness, my unshed tears
and all of my aloneness
to this twilight's hush
beneath the oversounds of rolling surf—
here where we have been a part
of sea and sand and windblown fragrance,
of limitless horizons,
here where we have breathed the consciousness
of our wholeness as one
and captured a world of first raptures together,
each with its after-tenderness.

I know, I know
remembrance will salt the agony of my open wound,
but I will learn to savor it,
await its healing;
for I will be remembering too
the sometimes bringing
of defeats and sorrows here
and finding strength for merging loss
with victory . . .

Here they will flow for me,
the cleansing tears.

And if, in all this vastness,
this rounded world with darkening dome above me,
I do not find you here to fill
the empty vastness of my earthly
separateness from you; if
at first I hear no music
in the ocean's symphony of sound,

no vibrant stillness
in the twilight's hush,
perhaps

I shall begin to see, though dimly,
the water's ceaseless coming to the shore
and remember
how it mingles with all
waters and touches
other shores.

Pain-illuminated sight
will bring me peace, I think,
a washing of peace,
as the sea on the incoming tide
fulfills the empty shore.
And I will know
the essence of our
oneness still remains—
you, forever touching my shore
I yours,
only seeming to be separate;
and I will know
that time and space
can have no power to bind
in Love's dimension.

Then
will I taste again
the quiet sweetness
of this twilight's pulsing hush
and, fearing no
dark hours yet to come,
take home with me
full overtones of rapture
rolling,
rolling
toward my shore.

Emily Sargent Councilman