

McKenzie delved into it and we look forward to learning the result of all his digging in due course. Meantime, if anyone can give any particulars of the vessel or the Stornoway accident I shall be glad to pass them on to the enquirer.

R. BURNS BAYNE,
Cayzer, Irvine & Co. Ltd.,
109 Hope Street,
Glasgow C.2

King Charles, so full of corn

Sir,

A recent visitor to Manchester was the *King Charles*, which had for discharge a full cargo of maize corn loaded at Durban and bound for the mills and dehydrating plants of that well known maker of a certain sunshine breakfast.

Now although this may seem a normal occurrence, the Manchester freight marine dept. had no intention of allowing it to pass unnoticed. Often called thirsters after knowledge, they assembled certain facts and figures. Agile, calculating, dare we say wide open, minds swung into action.

The following information is not certified as correct, and all figures are approximate, but we trust that it will be of interest to all gatherers of useless information.

King Charles carried 9,300 tons of maize corn, and in a Manchester supermarket one giant size packet of this well known, delectable product weighed 16 oz and cost 2s. 2d., (plus stamps).

Now, 100 average size flakes weigh $\frac{1}{2}$ oz and so a 16 oz packet will contain 3,200 flakes. A bowlful contains two ounces or 400 flakes and the content of one packet is thus eight breakfasts. From *King Charles* we have come to the conclusion that her cargo provided 20,832,000 giant packets of cereal, or 166,656,000 bowlfuls, or 66,662,400,000 individual flakes, and at a cost of 2s. 2d. per packet, have earned for the makers £2,256,000.

Unfortunately, it would not be ethical for us to disclose how much freight *King Charles* earned for our company, but suffice it to say that the writer would be well pleased with a modest percentage of the profit figure left after the company's deduction from the £2,256,000.

And so readers, if you are still reading, ponder on the thought that if you have learned nothing else from this, one fact creeps to the fore. That is, that one ship full of cargo delivered speedily to the consignee in good order and condition by Cayzer Irvine & Co. has brought home enough morning sunshine to provide three breakfasts apiece to the whole population of England. So, when it comes to the crunch. . . .

A. V. COLLETT
Freight/marine(dept.),
Manchester.

Grog - the word lives, the ration runs out

Sir,

With the withdrawal of the rum ration for the Royal Navy so close upon us I venture to send this historical note. I read certain half truths in the papers and some inaccuracies.

We may think that the word *grog* is too well known to need any explanation, but its origin may be of some interest. It is loosely applied to cover any form of alcoholic beverage, but it is strictly speaking the rum issue given to the sailors of the Royal Navy, and defined as *raw water rum*—one tot of rum to two of water.

In the high and far off times, as a compensation for the hardships that the men were forced to endure, the sailors used to be issued with a gallon—mark that, a gallon—of beer or wine per day. History records, however, that the beer was weak and often very bad. Nevertheless, such famous admirals as Hawkins and Frobisher said that they could cruise as long as the beer lasted.

It was Admiral Blake who introduced brandy instead of beer or wine as the stow-

age for these commodities was very limited, and this was about the year 1650. Rum was officially adopted by the Royal Navy after the conquest of Jamaica in 1688 and at that time the allowance was a pint per man and half a pint for boys per day. Nowadays we may well think that it did not err on the side of parsimony.

So we shall not be surprised to learn that in 1740 Admiral Vernon had two men fall from aloft when he was shortening sail, and he decided that the rum was too strong for them. He therefore ordered that the rum issue should be watered as above, and this became standard practice in all the Royal Navy.

The petty officers and chief petty officers who did not go aloft were allowed to have neat rum, and so it remains in the Navy to this day. Not that they get a pint of it daily—they get a half gill.

Admiral Vernon always wore a program coat, and because of this his men called him—not within his hearing you may be sure—"Old Grog", and as he had the temerity to water their rum the stuff that was served on board his ship was called *Grog*. From it we get *groggy* for unsteady (due to liquor, in its first instance); *grog blossom* for a red nose, and *groggery* for a non-very-reputable drinking house.

The words will no doubt live on, but *grog* will not, for on August 1 this year the daily rum issue is to be withdrawn.

COMMODORE W. S. BYLES,
Mariners,
31B North Parade,
Horsham,
Sussex.



"... every time the ship passes an island, there he stands, with his lifejacket, gramophone and eight records..."