



Object of the Newsletter

To promote the appreciation of fine Scotch Whisky, the area from which it comes, the people that inhabit the land and it's history. By the way, I do not profess to be an expert, I am merely expressing an opinion on the whiskies I am tasting.

In this issue I look at the Cutty Sark "Prohibition" a blended whisky that just came out a couple of months ago. I had tried Cutty Sark in the past and it was OK, but nothing to write home about. I can't say that about "Prohibition" this is a surprisingly nice whisky, especially for the price, with spicy notes and toffee/vanilla flavors and an oily mouth feel that hints at older whiskies.

The "Prohibition" is named for the fuller-proof style of Cutty Sark that was hugely popular with drinkers during the USA's Prohibition years. As with most blends, the malts included are shrouded in mystery. Cutty Sark only states that their blends contain "mostly Speyside" whiskies, but it's widely suspected that Glenrothes forms the base of the blend, with some Macallan, others rounding out the rest. It's bottled at a robust 100 proof and non-chill filtered.

You can buy Cutty Sark "Prohibition" for around \$33.00 a bottle.

Tasting Notes;

Nose - Vanilla, honey, malt

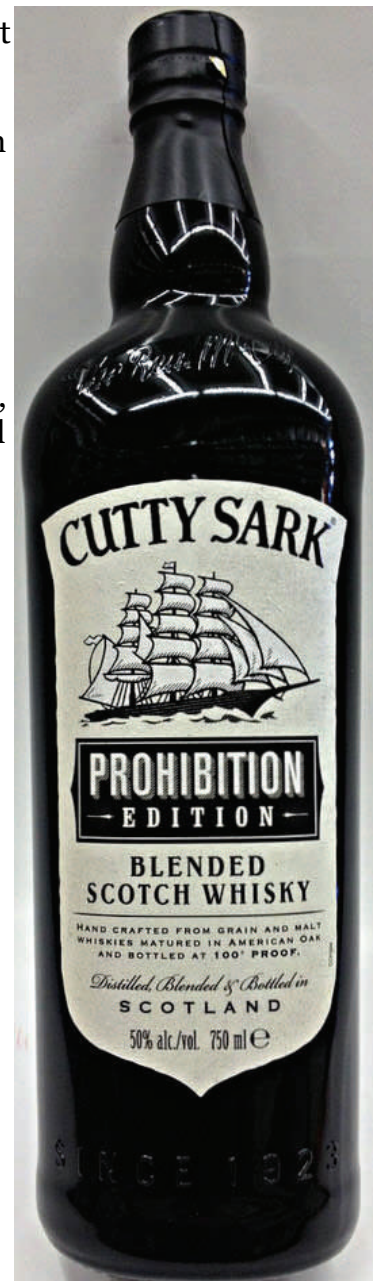
Palate - Malt, vanilla, toffee & spice with a hint of smoke

Finish - Vanilla & spice

If you have a personal favorite and you would like it to feature in future "Slange" newsletters, please let me know. I can be contacted at my website www.scot-talks.com

"Slainte Mhath"

Paul Bissett



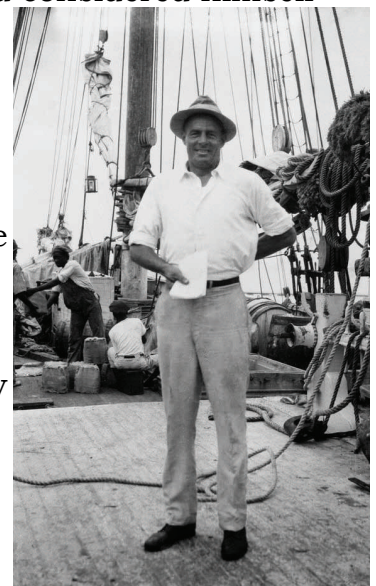


The Real McCoy

The term "The Real McCoy" is said to originate from a prohibition-era Jacksonville boatyard owner and rum-runner named William Frederick McCoy. While popular crime figures like Al Capone and the Purple Gang were running Chicago and Detroit, McCoy was in control of Atlantic Ocean rum-running between the Bahamas and Canada. That's a pretty big accomplishment for a Jacksonville boatyard owner.

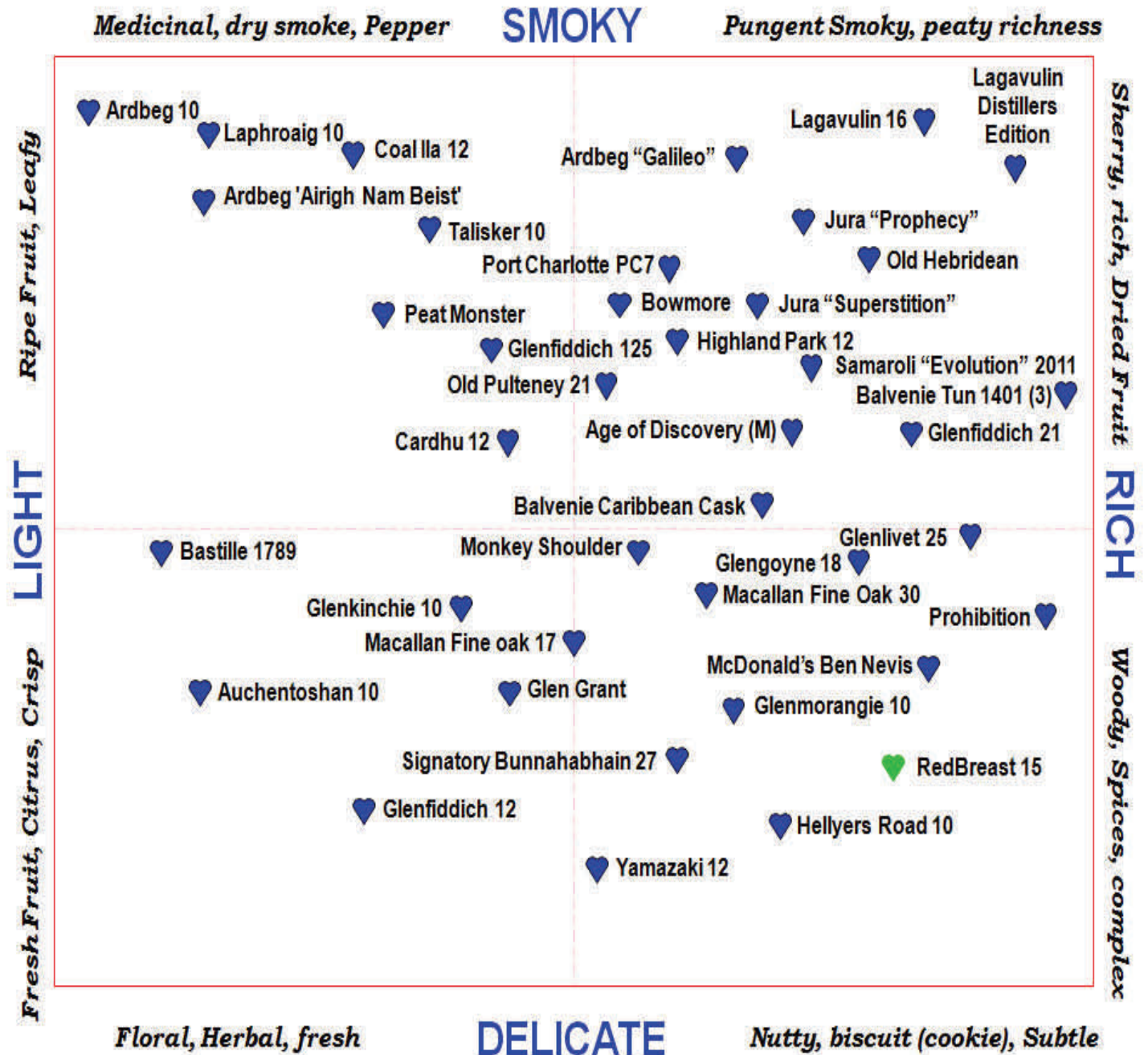
Rum-running also saw a revival as a trade in the United States. Liquor was smuggled in station wagons, trucks and boats from Mexico, Europe, Canada and the Caribbean. The term "The Real McCoy" came out of this era. It's attributed to Captain William S. McCoy who facilitated most of the rum running via ships during prohibition and would never water down his imports, making his the "real" thing. McCoy, a non-drinker himself, began running rum from the Caribbean into Florida shortly after the beginning of prohibition. One encounter with the Coast Guard shortly thereafter stopped McCoy from completing runs on his own. The innovative McCoy set up a network of smaller ships that would meet his boat just outside U.S. waters and carry his supplies into the country.

Also known as "Bill," McCoy was a sea captain and rum runner smuggler during the Prohibition in the United States. In pursuing the trade of smuggling alcohol from the Bahamas to the Eastern Seaboard, Capt. McCoy, a nondrinker who never touched liquor, found a role model in John Hancock of pre-revolutionary Boston and considered himself an "honest lawbreaker." McCoy took pride in the fact that he never paid a cent to organized crime, politicians, or law enforcement for protection. Unlike many operations that illegally produced and smuggled alcohol for consumption during Prohibition, McCoy sold his merchandise unadulterated, uncut and clean. Around 1900, the McCoy family moved to a small Florida town named Holly Hill, just north of Daytona Beach. William and his brother Ben operated a motor boat service and a boat yard in Holly Hill and Jacksonville. By 1918, having constructed vessels for millionaire customers that included Andrew Carnegie and the Vanderbilts among others, McCoy earned a reputation for being a skilled yacht builder.





Below is a simple guide to help you choose your single malt Whisky, and the flavor notes you should expect from it. Being Scottish I recommend you find a likely candidate and try it in a bar before buying the whole bottle. With each issue of the newsletter I will add in another Whisky to the flavor map. This Issue; **Cutty Sark "Prohibition"** For more information go to <http://us.cutty-sark.com/>





McCoy during Prohibition

During Prohibition (1920–33), the McCoy brothers fell on hard times. Their excursion and freight business could not compete with the new highways and buses being built up and down the coast and across Florida. Needing money, the two brothers made a decision to go into rum-running. They sold the assets of their business, traveled to Gloucester, Massachusetts, and bought the schooner Henry L. Marshall.

McCoy then began to smuggle whisky into the U.S., traveling from Nassau and Bimini in the Bahamas to the east coast of the United States, spending most time dealing on "Rum row" off Long Island. After a few successful trips smuggling liquor off the coast of the United States, Bill McCoy had enough money to buy the schooner Arethusa. Placing the schooner under British registry in order to avoid being subjected to U.S. law, Bill renamed the vessel Tomoka (after the name of the River that runs through his hometown of Holly Hill).

McCoy made a number of successful trips aboard the Tomoka, and - along with the Henry L. Marshall and up to five other vessels - became a household name through his smuggling activities. Capt. McCoy mostly hauled Rye, Irish and Canadian whiskey as well as other fine liquors and wines. He is credited with inventing the "burlock" -- a package holding six bottles jacketed in straw, three on the bottom, then two, then one, the whole sewed tightly in burlap. It was economical of space and easy to handle and stow. These were generally known in the Coast Guard as "sacks." McCoy's legend grew as his quality liquor and fair-dealing perpetuated the phrase: "it's the real McCoy."

McCoy also became an enemy of the U.S. Government and organized crime. When the Coast Guard discovered McCoy, he established the system of anchoring large ships off the coast in international waters and selling liquor to smaller ships that transferred it to the shore. McCoy also smuggled liquor and spirits from the French islands of Saint-Pierre and Miquelon located south of Newfoundland.



Capture and arraignment

On November 23, 1923, the U.S. Coast Guard Cutter Seneca, had orders to capture Bill McCoy and the Tomoka, even if in international waters. A boarding party boarded the Tomoka, but McCoy refused to surrender. The Tomoka tried to flee, but the Seneca placed a shell just off the hull, and Bill McCoy's days as a rum-runner were over. The New York Times article that reported on the capture and arraignment of McCoy described the incident:

The report to Collector Elting showed that the Tomoka was first boarded by Lieut. Commander Perkins of the Coast Guard cutter Seneca, who ordered the crew keep silent. The bow of the schooner then was turned out to sea, and when the commander of the cutter observed the movement, he sent a shot across the bow of the Tomoka. She returned the fire with a machine gun set up on her forward deck. The machine gunners ran to cover when the shells of the Seneca began to fall so close to their mark that they kicked the spray over the Tomoka's deck.

McCoy described the chase that led to his capture:

When the Tomoka was boarded under cover of the Seneca's guns, I immediately set sail and ran away with the boarding party - one lieutenant, one bos'n and thirteen seamen - and only upon their pleas did I heave to and put them back on the Seneca. The damned radio was too severe a handicap for me. I surrendered after the Seneca had fired four-inch shells at me.

When asked what defense he planned to make at the hearing before the trial, McCoy introduced the details of his operations by replying:

I have no tale of woe to tell you. I was outside the three-mile limit, selling whisky, and good whisky, to anyone and everyone who wanted to buy.

Instead of a long drawn out trial, Bill McCoy pleaded guilty and spent nine months in a New Jersey jail. He returned to Florida and invested his money in real estate. He and his brother continued the boat building business and frequently traveled up and down the coast.

The problem with political jokes is they get elected.

Henry Cate, VII