



## 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.*

A Happy and Prosperous New Year to one and all. In this issue I look at the Pusser's 15-year-old blended Rum, a strange choice you might think for someone who writes about whisky? Let me explain; my friend Mike (like me, an old British Royal Navy sailor) suggested I write about Rum. His reasoning, we had both served (separately) on the Frigate, HMS Yarmouth (Pennant no. F101), and as this is my 101st issue it seemed apropos. As can probably be guessed at, being a career Navy man, I have sampled many of the worlds rums, some fine, some less so.

I did have some trouble with the flavor map (page 3), whether to use it or not? I decided to use it and to think of the whisky that I could most closely relate the rum to? For me it would have to be the Balvenie Tun 1401 batch 3 with it's intense flavors. Am I saying this rum tastes like the Balvenie? No, I'm not, I'm mainly talking about depth of flavor, the Balvenie is the most intensely flavored whisky I have tasted and this Rum has flavor that just goes on forever. The Pusser's does have some raisin flavor and the Balvenie has tons of stewed fruit flavors including raisins, but "Never the twain, shall meet" just me stretching to give you a whisky to compare it to.

Thank you to Mike for the suggestion and thank you to my son Paul, for the bottle of rum.

You can buy Pusser's 15-year-old Rum for around \$65.00 a bottle.

### Tasting Notes;

**Nose** - Molasses and caramel

**Palate** - Demerara brown sugar, toffee, raisins

**Finish** - Long with nutmeg and a little oak

*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](http://www.scot-talks.com)*

*"Slainte Mhath"*

*Paul Bissett*





## Maritime Manners (taken from the Pusser's rum website, well worth a visit)

<http://pussersrum.com/house-of-pussers/maritime-manners>

The rum and its daily issue had its own litany around which colorful terms and ritual evolved over the more than 300 years that rum was issued in the navy.

***And the name Pusser's? Nothing more than a corruption of the name purser — the officer on board ship who was responsible for the daily issue of rum. Thus the name Pusser's Rum***

### BLACK TOT DAY

July 31st, 1970, is when the last "tot was drawn in the fleet around the globe; a rather touchy subject with the old and bold!" Black Tot Day was officially the last day that the daily ration of Rum was issued on board ships in the Royal Navy.

### GROG

### THE GROG TUB

### GULPERS / SIPPERS / SANDY BOTTOMS

### JACK / JACK TAR

### JACK DUSTY AND THE TANKY

### NEAT / DRAM

### NELSON'S BLOOD

### THE "PUSSER" AND PUSSER'S RUM

### RUM NAMES

### RUM RAT

### SCUTTLED BUTT / RUM TUB

### SPLICE THE MAIN BRACE

### SUCKING THE MONKEY

### UP SPIRITS!



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; Pusser's 15-year-old blended Rum. For more information go to <http://www.pussersrum.com>





**Pusser's Rum** is the *only rum* blended in exact accordance with the Royal Navy specification last used when it discontinued its daily ration on July 31, 1970—ending a tradition that lasted over 300 years. Aged for a minimum of three years, this Admiralty rum blend is rich and full-bodied, with an unsurpassed smoothness due to its “pot-stilled” lineage. Pusser's Rum is the product of five stills, three in Guyana and two in Trinidad. The rums are artfully blended to create the perfect balance of naturally occurring flavoring compounds known as “esters” and “congeners.” Unlike most rums, Pusser's is all natural and is never artificially flavored or colored. The molasses used in each of the contributing stills comes from sugar cane grown in the Demerara River Valley—once the home of 300 sugar cane estates each with its own distillery. This geographic region has been highly renowned for its production and world-wide distribution of sugar since the 1600's. It is often referred to as the “Valley of Navy Rum”. The Admiralty blend has been heavily influenced by rum distilled from two high capacity wooden pot stills which first went into production in 1732. Although relocated and refurbished over the years, they continue to be the bedrock of Navy Rum and the vital part of the distillation process that produces superbly enhanced aroma and flavor.



Wooden pot stills

The Amazon “Greenwood” staves of these old wooden pot stills have absorbed decades of unique, organic flavoring compounds, that provide a deep flavor far beyond that of mass-produced rums. Following distillation, quality dark rums are aged for some time in wood because aging in wood imparts additional smoothness and flavor. But unlike other rums which are bland and tasteless out of the still, Pusser's begins its aging process with a rich flavor already in place from the wooden pot still distillation — an extraordinary head start over anything distilled in metal. The rich flavor of Pusser's Rum is all natural, no coloring or artificial flavoring agents are added. Like single malt whiskeys that are also pot stillled, Pusser's is more costly to produce. Automated continuous metal column stills are 99% efficient whereas the wooden pot stills are slower and only 60% efficient. Pusser's measures production in days and weeks, not hours. But nothing can touch the flavor that wood imparts to rum that is distilled this way. It certainly wouldn't be a Navy Rum; and it wouldn't be Pusser's Rum. It is still the same Admiralty rum, the original Navy Rum, as it has been for more than 300 years.



## HMS Yarmouth

**HMS Yarmouth** was the first modified Type 12 frigate of the *Rothesay* class to enter service with the Royal Navy. From her commissioning in 1960, she performed in numerous roles, including the Third Cod War and the Falklands War.



**Before being upgraded with flight deck and anti-aircraft missiles**

### Service History

From 1961 until 1966 *Yarmouth* was the leader of the 20th Frigate Squadron. On 13 July 1965 she collided with the submarine *Tiptoe*, 10 miles South East of Portland Bill. *Tiptoe* survived, but had to undergo major repairs. In May 1966 she began a long refit and modernization at Portsmouth Dockyard. The main alterations were to build a hangar and flight deck for a Helicopter and to fit anti-aircraft missiles. She re-commissioned on 1 October 1968 for service in the Western Fleet and then in the Far East Fleet.

In April 1970 whilst on the Beira Patrol (a blockade of oil shipments to Rhodesia (now Zimbabwe) through Beira, Mozambique, resulting from United Nations trade sanctions on Rhodesia). She was diverted to be a long stop for the rescue of Apollo 13. Communications in the Indian Ocean were very poor. The recovery instructions were sent from Houston to Halifax, Nova Scotia where the Royal Canadian Navy sent them by Morse code to the ship. Luckily the space craft came down amongst a US Navy task force with two aircraft carriers and television cameras in the Pacific Ocean.

In March 1976, in the course of the Third Cod War, *Yarmouth* was rammed and heavily damaged in her bow by the Icelandic gunboat *Baldur*. She underwent repairs at Chatham, England where she was fitted with a new bow section.



## HMS Yarmouth cont.

In March 1976, in the course of the Third Cod War, *Yarmouth* was rammed and heavily damaged in her bow by the Icelandic gunboat *Baldur*. She underwent repairs at Chatham, England where she was fitted with a new bow section.

## Falklands War

She carried out a variety of tasks including shore bombardment, anti-submarine patrols, covert operations and escorting merchant ships to and from the landing area. On the early hours of 23 May 1982, along with *Brilliant*, she intercepted and shelled the Argentine coaster *Monsunen* west of Lively Island; the coaster evaded capture by running aground at Seal Cove. After the San Carlos Landings (Operation Sutton) she provided air defense during the Battle of San Carlos for the landing ships in San Carlos Water. On 25 May she shot down an A4 Skyhawk, flown by Teniente Tomás Lucero, with her SeaCat missile system. Lucero ejected and was recovered. On 13–14 June, she and *Active* fired on Argentine positions during the Battle of Mount Tumbledown. During the war she fired over 1,000 shells from her 4.5" guns, mostly during shore bombardment, and 58 anti-submarine mortar rounds.

She was decommissioned in 1986.



Picture taken on her way back from the Falkland's war