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ing down by the foresail. I got down. I never was so sick in my life as I was that night. Poor old captain, he was mad be? cause I went up, he said, "You might have fallen out of that, and I told your moth? er I ' d look after you." But I got out of it. Actually, I didn't mind. And I spent my 16th birthday about 200 mile outside the Gulf Stream on the way across. You had watch-on watch-off; you had 4-hour watches, (What would you do as a watch?) Steer, keep watch, have to stick with her. One man would be to the wheel, the other'd be up forward, blowing the horn--you al? ways had hand horns, you had no power at all--nothing, only sail. So in a fog, you had to stay up forward and blow the hand horn, so many blasts, whatever blasts were required for the course you were going, the direction you were in. And when the other man'd be through the wheel, he'd ring the bell and you'd go back and take the wheel from him and he'd go forward-- you had 40-minute wheels. Then when your 4 hours were up, if there was no trouble at all, you'd have a snack and go on down and go to bed. There was nothing wrong with the 4 on and 4 off for watch. That's plen? ty of sleep for anybody to get--the whole day, the whole season, the whole trip. But if any trouble started when you were in bed, well, you were called out. Because there were only 7 men on the vessels, in? cluding the captain. The cargo was fish--all salt and dried. What you'd usually do is fish in the sum? mertime, and when the fish were dry, you'd take them across to Portugal and Spain and ANNOUNCING AN IMPORTANT NEW BOOK