

Linden Fund Celebrates University of Guyana Scholars!

— *The Linden Fund now boasts four Linden scholars pursuing 4-year degrees at the University of Guyana.*

The 2002 recipients of the inaugural Denis Morgan/LFU UG scholarships, Ms. Leuann Sparman of Wismar Housing Scheme pursuing Pre-Med studies and Ms. Abigail Parris of Christianburg pursuing pre-Law studies, completed a full year at UG and served internships during the vacation months. This first award, worth \$3.8 M, is available for 4 years, based on academic performance and will cover full tuition, books, room and board and transportation.

During August 2003, 2 new UG scholars were welcomed to the LF family at a brief ceremony at the Ministry of Education headquarters on Republic Avenue, Mackenzie. They are Ms. Angela Abrams of Christianburg, a teacher, who plans to pursue Primary Education and Ms. Sueanne Lyle of Silvertown whose interest is in Public Management. They too, based on academic performance, are eligible for 4-year awards of \$3.8M.

The LFU will add at least 2 new UG scholars annually. A new tutoring program in the summer for CXC-eligible and learning disabled students in Region 10, will be conducted by the scholarship holders, and will be unveiled in 2004. This is part of the giving-back that is required, for which they will be given a monthly stipend.

Congratulations to our UG scholars!

Member Profile



Dr. Keith Seaforth

Family: I am married to Barbara (a North Carolinian) and we have 3 sons Sean, Javon and Ryan and 1 daughter Tiffany.

Linden roots: I was born in Buxton but moved to Mackenzie as a young child living there through adolescence. In fact, I laugh at the fact that most folks who may still remember me from Linden, would know me as Monty Adams. That's such a Guyanese phenomenon to be known as different names, sometimes.

continued on page 3



UG 2002 Scholarship recipients, Ms. Leuann Sparman and Ms. Abigail Parris, discuss the rewards with Region 10 Chair, Morty Mingo and Ms. Paula Walcott-Quintin.



The new UG 2003 Scholarship recipients, Ms. Angela Abrams and Ms. Sueanne Lyle, discuss the 4-year awards with visiting LFU Secretary to the Board, Ms. Paula Walcott-Quintin.

Message from the Chairman

Fellow Lindenites and friends, on behalf of the Linden Fund, USA (LFU), heartiest greetings and best wishes for a safe, healthy, and most enjoyable holiday season. We are very grateful for your financial contributions and support in 2003 and we look forward with great desire, motivation, passion and expectation in making 2004, by far, our best year yet. We are very proud of our accomplishments, but much remains to be done.

Our annual Labor Day week-end dinner and dance was a smashing success and with your greater presence next year, we anticipate an even more enjoyable and successful time. Despite the bad weather, we had a strong turn out at our 1st Town Hall meeting in NY on November 3. The interest and pledges of support for the Fund at the meeting were very encouraging to its future. Most notable was the sponsorship of sumptuous foods for the meeting by Sybil's Bakery in Brooklyn, NY. As an expression of our appreciation, we encourage your continued support of Sybil's. This was our first business sponsorships, and we intend to aggressively seek other sponsors in 2004 and beyond. If you have ideas or contacts with potential business sponsors, your help and advice are definitely welcome. In 2003 we:

- Delivered G\$85.5M worth of Medical equipment to the Linden Hospitals.
- Awarded 4 University of Guyana 4-yr scholarships at G\$3.8M each, which provides full tuition, room & board, plus a G\$20,000/mth stipend for summer community service of tutoring for CXC students and kids with learning disabilities.
- Awarded GCE A' Levels 2-yr Scholarships, totaling G\$600,000 to two MHS students who topped Region 10 at the last two CXC Exams.
- Donated 2 Computers, 2 color printers and all peripherals to the Christiansburg Primary School.
- Completed a G\$3M Furniture Manufacture Govt. contract, following our G\$1M donation which manufactured 405 pieces of much needed furniture at the Linden Technical Institute (LTI), for Linden schools.
- Close to completing the acquisition of 3 acres of land in Kara Kara, to build a factory for the manufacture of household, office and school furniture and other wooden products for local consumption and export.



On my recent visit to Linden in December 2003, I was touched by the tremendous outpouring of personal gratitude from members of the community and the great differences these initiatives have made to their lives.

For 2004, we plan to award more scholarships for UG and GCE A' Levels; and seek more Government contracts for the manufacture of school furniture. We also plan to launch several projects in 2004, and information on these projects will be forthcoming when the plans are finalized. We are also re-scheduling the Medical Team visit to Linden, which was postponed last April due to the water and electricity shortages at that time.

My friends, my sincere hope is for your renewed support of the Fund in 2004. Thank you and have a Merry Christmas and a happy New Year!!!

CXC Scholarship Handover

Earlier in December, LFU Chair Dr. Vincent Adams traveled to be the keynote speaker at the MHS Speech Night exercises, and he took the opportunity to personally hand over a new, 2-year LFU scholarship to Deon Anderson, top CXC scholar in 2003. The handover took place at a simple ceremony at the Star Bonnett Restaurant in Industrial Area in Mackenzie. Anderson, for his earning 10 subjects, of which 7 were grade ones at CXCs, will receive G\$15,000 monthly funding from the LFU to assist with his GCE A' Level studies at Queens College in Georgetown. The scholarship will help to defray expenses in transportation and housing for this promising Lindenite. Anderson plans to study chemical engineering after A' Levels in 2005.



Mission Statement

The mission of The Linden Fund, USA (LFU) is to play a leadership role in the revitalization of the Linden community, with particular focus on education, health and diversification of the community's economic base. The LFU shall form strategic partnerships with other entities with similar interests. It shall provide funding for projects and initiatives that promote and enhance the fundamental and long term social and economic development of the community.

Table of Contents

Member Profile	1
Celebrate LFU/UG Scholars	1
Chairman's Message	2
Mission Statement	2
CXC Scholarship Handover	2
Computers for CSS	3
Membership Application	3
5th Ann. Dinner/Dance	4
RH Carr History	5



Computers for Christianburg Secondary School!

The Christianburg Primary School was the recipient of 2 computers, 2 color printers, print cartridges and other peripherals, compliments of the Linden Fund, USA. On hand to make the presentation was Regional Chairman, Region 10, Mr. Morty Mingo who presented the equipment to then-Acting Head Mistress Mrs. Ruby Bakker, Acting Deputy Head Mistress Ms. Haley Smith and Acting Senior Mistress Mrs. Carmen Adams-Small.

LFU Board Secretary Ms. Paula Walcott-Quintin, during her visit to Linden in August 2003, attended the handover ceremony at the Ministry

of Education, along with LFT Chairman Mr. Gladstone Joseph, Secretary Jenny George-Parkinson, Treasurer Ms. Lauren Parris, and Secretary-Treasurer Ms. Donna Kendall.

Head Mistress Bakker called the donation “a giant step forward” for the students of the schools, who are the true beneficiaries of the computer systems.



continued from page 1

Member Profile

Occupation: Owner, Keith M. Seaforth, DDS Family Dentistry, a private practice in Kinston, North Carolina (a rural town with a population of approx. 60,000) for the past 23 years.

Educational Background: I attended primary schools both in Mackenzie and Wismar. I then left for Georgetown, where I attended St. Stanislaus College for high school. After graduation from Saints, I went to Howard University in 1966 for both undergraduate and dental schools.

Volunteer activities: In addition to being a member of the Board of the LFU, I am serving my fifth, and for me due to the grueling election process, my final term as a member of our County Board of Education. I've served as President of the local NAACP as well as President of Howard University College of Dentistry Alumni Association, and currently hold membership in numerous professional and civic organizations.

Important values that shape your life: In my formative years in Wismar and Mackenzie, while attending primary school, the headmasters of St. Aidans and Mackenzie Primary schools really impressed upon me the value of education and that continues today. I've done my best to raise my kids with that same sense, and I stress to them the importance of education in determining one's success and quality of life.

Motivation for sponsoring G\$1M Furniture Project: I have been blessed with a wonderful life and I innately feel the desire to give back to my community, especially Linden where I received all my early training. When I learned of the need for uniform furniture for schools in Linden, there never was a second thought in my mind to support the LFU's focus on education. It was an honor to do it as a memorial to my Dad, the late R.A. Adams. I was pleased, too, that my Mom, Beryl Adams was able to participate in the handing-over ceremony at LTI in September 2002.

Vision for the Fund: I believe the Fund is poised to make a significant economic impact on the Linden community. However, for that to materialize, we need concrete commitment from others, including fellow Lindenites, recognizing that we owe a lot of our individual success to our early educational exposure. We need others to adopt projects, based on the economic needs of Linden and identified by the Fund, and accept the responsibility and experience the euphoria of giving back.

LFU MEMBERSHIP APPLICATION

Name: _____

Address: _____

City: _____

State/Zip: _____

Annual Dues: \$ _____ Yr: _____ (\$50 min)

*All contributions are fully tax-deductible!
Higher donations earn you privileges.
For details, visit our Website or contact
any Board member of the LFU.*

Return completed form and payment to:

The Linden Fund, USA
P.O.Box 3392
New York, NY 10163-3392

Contact:

Phone: 718/482-3150
Email: secretary@lindenfund.org
Website: www.lindenfund.org



5th Annual Dinner Dance - a Success!

Overseas Linden resident and Pastor Dennis Doris set the tone for the 5th annual LFU Dinner and General Meeting, with a powerful prayer for the success of the Fund, and by all accounts, it was!!

LFU Board members (adjacent shot, from left to right) are: Ms. Paula Walcott-Quintin, Secretary; Dr. Vincent Adams, Chairman; Dr. Karen Godette, Director; Dr. Keith Seasorth, Director; and Ms. Rhonda Hamilton, Treasurer. Inset: Mr. Malcolm Johnson, Director and General Officer. Two new members were recently added to fill vacancies: Ms. Geraldine Joseph-Watson, Chair, NY Chapter; and Mr. Michael Campbell, Chair, NJ Chapter. On hand to celebrate with the Board and members at this annual "reunion of Lindenties" in New York, was fellow Lindenite and Leader of the Opposition, The Honorable Robert O. Corbin, who was joined by the Guyana Ambassador to the US, The Honorable Dr. Odeen Ishmael, fellow Lindenite and Guyana Consul General Mr. Brentnold Evans and visiting Regional Chairman, Region 10, Mr. Morty Mingo.

Several hundred friends and supporters gathered at the Fleur de Lis in Queens, and mingled and partied to the sounds of the I.N. K. Band sponsored by Mr. Rudy Carryl. Folks from all over, including California, Florida, Canada and Guyana came to celebrate the Fund's recent successes and to signal their commitment to the aspirations of the Fund.



The Board of the Linden Fund USA



Chairman Adams with Ambassador Ishmael(right) and Region 10 Chairman Mingo



Hon. Robert Corbin with Dr. Keith Seasorth & Dr. Keith Watson



An enjoyable event



LFU members and friends dancing it up

The Board salutes the members and continue to pledge to be good stewards of the resources entrusted to it!!



Linden History Series

by Clarence E. London

Assisted by Edme Hamilton, NY

RH Carr

THE YEAR IS 1941.

War in Europe is in full swing and those individuals living in Mackenzie, as it was then known, must also suffer the anxieties and fear of total capitulation to the Nazis by the once mighty British Empire.

It is Saturday, any Saturday, and the SS RH Carr is already docked at the Wismar stelling. Fast forward: the large pile of wallaba wood is being loaded; Yes, those inefficient fire tube boilers were wood fired, therefore enough wood must be loaded for the trip to Georgetown tomorrow, Sunday, and the return trip to Mackenzie on Tuesday, the day on which, as an invisible, passenger I will embark on a momentous voyage to the mining town.



RH Carr arriving Mackenzie-Wismar/Christianburg on the Demerara River.

The SS RH Carr was most likely built in the yards of Scotland during the early 20th century, and consequently was fired by coal, the choice European fuel of the day. She is about 60 meters long and painted in gleaming marine white. She undoubtedly made her way to the then colony of British Guiana under her own steam, and probably continued to use coal for fuel, as did all of the railway engines for the then colonial railway trains. Perhaps it was the Second World War that pushed the conversion to wood as means of prime mover due to the difficulty of importing coal from the “mother country.” The RH Carr had a beam of about 10 meters and a dead weight of probably 5,000 tons, with a maximum speed of 10 knots.

Monday is rest day for the crew; however, the opportunity is taken to do maintenance that could not be performed by the crew. Additionally, it is the day for loading of nonperishables into the only hatch, as well as any predisposed spaces that would not be occupied by perishables including ice from the country’s only ice making factory, together with routine regular passengers come Tuesday.

The sailing time is 08:00 hours. For this trip because I am an invisible traveler. I can mingle with passengers and crew without them knowing that I am around, additionally I do not need a ticket for this adventure. The queue for second class tickets is long, but orderly, mainly because of the presence of some policemen, additionally it is Tuesday, and most employees who left for the weekend are already back in Mackenzie for the new work week. The first class line up is not as long; there also is a separate entrance for non-locals, expatriates employed by the bauxite company as managers.

Captain Benjie, a tall thin, lean man, authoritative looking, and dark-skinned, he is immaculately dressed in his white drill uniform, with shining brass buttons et al, plus the familiar naval captain’s cap, but he seems to be a bit uneasy as the time departure approaches, but there are still passengers and cargo to be loaded.

It is a busy morning. Finally, the consignment of perishables as well as newspapers for the weekend, and Tuesday, a few cows, chickens, and ice are all accommodated. The crew were on the job early in the morning. Their respective chores included stok-



RH Carr passengers in open 2nd Class accommodations, traveling the Demerara River.



THE LINDENER

ing the fire, and charging its furnaces, the steam pressure is high, and at acceptable level for the propulsion.

A signal is given to cast off the moorings. The horn sounds to indicate our journey is at last about to begin. The ship's communication system between bridge and engine room comes to life, as Captain Benjie moves the brass handle of the device a few times to ring the bell, and set the indicator to slow. The engine room responds, and acknowledges that slow speed is being activated, slow for the left steam driven engine. The RH Carr, with its bow already facing the intended direction of travel, gradually moves from the dockside into the channel, and Captain Benjie's countenance changes to satisfaction and relief, as he gives a salute to the dock master. He gives the full speed order for both engines, acknowledged by the engine room, as they open the respective throttle valves to allow more steam into the chambers of the engine. The change in acceleration is hardly perceivable due to the fact that the vessel is fully loaded almost down to the plimsoll line. Also, it is now moving against a fast flowing fall tide.

Passengers begin to make themselves comfortable; the experienced travelers know it will be a long day. The river is high up, and thus the tide is changing to fall. The river traffic is somewhat heavy, but the wide expanse of the waterway makes the traffic appear to be slight, as we begin to slowly wend our way up river. Ships carrying bauxite, or cargoes of varying sorts, all compete in an orderly fashion for the available channel. It is impossible to identify the passing shoreline on the western bank because of the width of the river, hence one can only imagine distant images of buildings and the vehicles traveling on the road.

The heat from the un-insulated steel walls of the boilers begin to radiate and conduct all around, and especially in the crowded poorly



RH Carr plying the Navigational Channel of the Demerara River.

ventilated lower deck. This deck has a few open spaces between the upper deck, and the steel walls of the ship's hull. The first class deck was divided to provide a section for the expatriates, who are served by neatly attired stewards and waiters who seem to be at their beck and call.

Captain Benjie becomes comfortable as he now removes his uniform, and resorts to casually dressed. He invites his close buddies into his area to keep his company as they partake liberally in drinks, and games and chitchat. The first stop is three hours away; the helmsman knows the channel by memory, and he is also very competent in guiding the vessel, without endangering either the passengers, or the many users of the river, hence it is not necessary for Captain Benjie to be looking over his shoulders. The helmsman's task is to rotate the huge wheel and impart direction to the rudder at the stern. The mechanism is a combination of wire rope, chains, and pulleys that run from the ship's bridge along the first class deck, and finally connecting to the pivot arms of the rudder. In case of damage to this system, a spare emergency wheel is available at the stern of the lower deck.

This week is most likely the two days assigned for the monthly magistrate courts at Christianburg, because among the first class passengers. One sees men dressed in suits and ties in the blistering tropic heat that is even hotter due to the warmth emitted from the wood-fired boilers. These gentlemen, they must be barristers-at-law, and the magistrate, are on their way to the mining town for the monthly courts.

The water of the Demerara River in Georgetown is foreboding; muddy, and uninviting. The northeast trade winds from the Atlantic Ocean are causing some small waves. Today, the tide is high at time of departure and one knows it will be a long trip, due to the fact that the vessel with its top speed of 10 to 12 knots, will be going against the flow of the tide of about 3 or 4 knots. Hence, there's a resultant velocity of 6 knots and a minimum of about 10 hours travel for the 65 miles journey.

The smell of burning wallaba wood, and the kitchen that is preparing meals for the crew, as well as for the selected passengers, is intermingled with smells of the food and beverages that most passengers take with them for the long journey. There are also a



RH Carr passengers preparing to embark at Mackenzie Stelling on the Demerara River.



few hucksters selling cakes, beverages and fruits, but sales are now slow because most persons had a meal prior to the embarkation.

There is no seasickness evident due to the fact that the waters are relatively calm and the little vibration caused by the whirling propellers and the steam engines are barely perceptible. There is no tension among the passengers as everyone realizes, and accepts that they are all literally, and actually, in the same "boat."

In my invisible situation, I am able to see the whole picture at a 'glance' but will begin my tour at the bow section. The main vertical mast has two others pivoted at the base; they are all made of sturdy steel tubes and with their varied wire rope pulley attachments connected to a winch. Together, they pinch hit and serve as a crane for loading and discharging cargo from the vessel's single hatch. The combination of masts, pulleys and wire ropes is well engineered and offers a good silhouette for the vessel. Sitting on the uppermost section of the bow are two lifeboats, but today some passengers are utilizing these as their temporary and perfect accommodation for the entire trip. The removable wooden planks are both cover for the lower deck as well as a convenient look out point and resting place for the adventurous. There are flimsy handrails made of wire ropes attached to steel bars on both sides of the vessel, but one is at the mercy of the elements, sun, rain or gusts of wind. However, if the supply of 'Black Label' is in abundance, then all of these inconveniences are forgotten as the long journey ends quickly while the indulgence lasts. There are no females among the group of about 20 young men, the conversation is varied as they each compete for attention of the audience, but they all hope for one thing; a return to the mines or plant and the daily bread from pay dirt. Below this sort of improvised deck, the situation is a bit more serene. There are small port hole windows along both sides. There are removable wooden hatch planks, which are covered with tarpaulin to protect the cargo that is loaded in the hold, as it is called. The remaining space around the hatch is chock full of cargo and passengers. The iceboxes are leaking cold water due to the slow melting of the ice that was loaded about four hours ago. The several huskers, with their cargoes of vegetables and fruits, are jealously guarding their property while conversing with their friends and neighbors. There are also a few cramped crew quarters, probably no more than six; at this section the only audible noise is the swishing sound of the steel hull as the vessel plows through the water. One can also see Captain Benjie giving instructions, and maybe, pointing out sites to his friends who, by now, he has invited into his comfortable quarters located behind the helmsman.

It is difficult to clearly identify the several villages we pass along the eastern bank. However, the tall chimneys remind us that there are sugar cane plantations and estates situated along the way. There are colorful birds flying, perhaps knowing that there will be food available from the throwaways of the passengers.

Soon we will be at Soesdyke, our first stop since leaving Georgetown more than three hours ago: the crew are being prepared, the postman with mail, and the deck hand who will swing out the small door conveniently located about midship to allow for the entry or departure of passengers, and perhaps a few odds and ends.

The military US air base at Atkinson Field is easily identifiable due to the overhead traffic of military airplanes as well as two or three small battle ships that are docked at the port we are now passing.

The folks on land, from years of experience, know that today is arrival day for the RH Carr and they also can guess the approximate arrival time. Hence, they are at the ready in their small boats, in anticipation of the sound of the horn from captain Benjie. They will then make their way slowly and steadily out to the channel, as by now, the orders are given to the engine room to stop engines, and the RH Carr then begins to drift with the momentum against the still falling tide and comes to an almost dead stop on the water. A little wooden boat with passengers come alongside the suitable wooden fender than is installed along the sides of the steel hull at a convenient level, and grapples with the rope that runs next to this fender, until it reaches the already opened door. The exchange, or interchange between passengers, mail, and cargo from the RH Carr to the boat, and vice versa, is done with military precision. Finally, the all-clear signal is given to Captain Benjie by the deck hand; the small boat lets go of its hold on the rope, and drifts harmlessly away from the about-to-be-restarted propellers of the RH Carr.

The telephone between bridge and engine room comes to life again, and we can hear the discharge of condensate steam and know for sure that we are on the move again. I am still on the lower deck, but in the area of the gangway or what will be the gangway, after all of the people and things that now occupy the space are removed. Once more, this is an open area and you are again at the mercy of the elements.

(to be continued in next issue)

About the Author

The author of this historical profile of the RH Carr, Mr. Clarence E. London (in hard hat), was the Production Coordinator and an officer of Guyana Bauxite Company, the firm which took over from Demba in 1971. Of the roughly 6,000 Guybau employees, half were under his management in the areas of mining and mineral processing. Raised in Mackenzie, but originally from WCB, Mr. London also held top positions in the bauxite/aluminum sectors of both Jamaica and Venezuela. He acquired a degree in Mechanical Engineering from Howard University and has taken several professional courses.



In 1975, Mr. London discusses operations at Guybau's East Montgomery Mine with the visiting President of Tanzania, the late Hon. Julius Nyerere (left).

