

Sovereign's Medal for Volunteers Experience of a Lifetime

By: Jacques Marc



Jacques receiving his medal from Governor General Mary Simon



On August 29, 2024, I received a phone call. The call display read Government of Canada. Normally, I let the message machine answer unknown numbers, but thought in this case it might be important so picked up the phone. The voice on the other end introduced themselves as Manuela Rodrigues from the Office of the Secretary to the Governor General. She was calling to inform me that I was the recipient of the Governor Generals Sovereign's Medal for Volunteers. She congratulated me and said an email with a letter and additional details would be forthcoming. The follow-up package laid out several options to receive the medal. I could simply have it mailed, or I could attend the next formal presentation ceremony in Ottawa. I opted for the latter.

Continued on page 2

In February I was advised that a ceremony would occur on April 30th in Ottawa at Rideau Hall, the Governor General's residence and I was permitted to bring one guest. An Ottawa travel agent set up our flights and accommodation and on April 29th Jeanette and I boarded an Air Canada flight to Toronto connecting to Ottawa.

As we crossed the Great Lakes the captain came on the PA system to announce that there was a Thunder & Lightning storm happening in Toronto. As a result, we spent an hour circling above Lake Huron. Fortunately, there was a two hour wait for our Ottawa flight so while it was tight, we caught our Ottawa plane. The good news is our plane got in on time, the bad news was our luggage did not make it. In fact there were about 8 people from Victoria on the flight, and no one got their luggage. It did however make it on the 11:30 PM flight and was delivered to our hotel at 3:00 AM. The next morning it was sunny, and we took a taxi to Rideau Hall. I was directed to a room where other recipients were waiting, and Jeanette was whisked off to a room where the guests waited.

Prior to the ceremony we were briefed on the process. At 10:55 we were paraded into Rideau Hall in alphabetical order. Mary Simon opened the proceedings with a talk about the importance of volunteerism. Each person was announced; a short bio was read before their award was presented and a photo taken.

Following the presentations there was a lunch reception, featuring Canadian produced food. This was followed by a self-guided tour of Rideau Hall.

Jeanette and I stayed a couple of extra days to take in the Ottawa sights. One of my goals was to visit the Parks Canada Underwater Unit crew and view some of the Erebus and Terror artefacts. Seeing the Erebus cannon was the highlight of my tour.



Jon Moore with Erebus Cannon in Conservation tank.



Photos by Jacques Marc

About the Award

The Sovereign's Medal for Volunteers is part of the Canadian Honors System.

It recognizes the exceptional volunteer achievements of Canadians from across the country in a wide range of fields and pays tribute to the dedication and commitment of volunteers.

The program has incorporated and replaced the Governor General's Caring Canadian Award, which was created in 1995, by then-Governor General the Right Honourable Roméo LeBlanc.

Passion, dedication and commitment to community are the driving forces behind the volunteers who receive the Sovereign's Medal for Volunteers.



Presidents Message

By: Keith Bossons

Hello Everyone,

I am writing this message in a bit of a rush as I am in the midst of packing up to head to the Yukon for the month of June.

Craig Bellamy joined the UASBC board of directors in March and has agreed to take on the role of Vancouver Island Director. I would like to thank Craig for agreeing to step into this important role. This position was held by John Middleton for the last 22 years, so Craig has some big shoes to fill.

The annual Shipwrecks conference was held in Vancouver on April 26. It was well attended and was a big success. There were some truly excellent presentations. Thanks to Tom Beasley and Warren Bush for putting this event together. I would also like to thank Tom's wife, Vicki Donoghue, as I know she also did a lot to help organize the event.

Planning is well underway for a UASBC 50th Anniversary Celebration in the fall. The main event will be held Saturday, October 18, 2025, at the Royal Colwood Golf Club facility. We will have some afternoon speakers, a dinner and keynote. There will also be a commemorative dive on the Panther on Sunday, October 19. Jon Moore of Parks Canada has agreed to be our keynote speaker and will talk on the history and evolution on maritime archaeology in Canada and about Parks Canada's 50-year relationship with the UASBC. The finer program details are still being worked out and we will send out more information once things are finalized. We would like to see a big turn-out for this celebration so be sure to pencil in these dates.

I hope everyone has a great summer both on and under the water.

***All the best
Keith Bossons
UASBC President***

**Please refer to
WWW.UASBC.COM for latest Updates!**

Shipwrecks 2025: The Maritime Archaeology of the Northwest Passage

By: Tom Beasley

Shipwrecks 2025 was a grand success.

About 75 persons attended the opening reception at the Vancouver Maritime Museum, sponsored by the Royal Canadian Geographic Society (RCGS). Bruce Macdonald gave a humour fun presentation from his book *Never Say Pig*; the book of Sailors' Superstitions. Rosemary Thompson, the Vice-President of the RCGS, presented a short video on the RCGS' June 9, 2024 discovery of Ernest Shackelton's last ship the *Quest*. The ship was found nearly sitting upright in 390m in the Labrador Sea. The RCGS will return to document the shipwreck this summer.

The reception attendees included about 35 RCGS Fellows from across British Columbia. Shipwreck and exploration stories were shared over music by Avery (keyboard) and Emilio (cello), and with indigenous based appetizers from the Friendship Catering at the Vancouver Aboriginal Friendship Centre Society.



Shipwrecks 2025 Reception in Foyer of VMM

Photo by Holger Heitland Photo

Eighty-five persons attended the Conference in the meeting room of the Billy Bishop Legion in Kitsilano. The largest and most diverse Shipwrecks attendance in many years. The attendees were 60+% female, with 10 female self-described 'polar nerds' from Montreal, Halifax, Edmonton, St. Louis, and Florida. The diversity of attendees was grand and gives hope for the future of maritime archaeology in BC.

Continued on page 5

The presentations covered a broad swath of maritime culture, history and archaeology of the Northwest Passage. The presenters were:

- Rob Rondeau, archaeologist, Roald Amundsen and the Northwest Passage
- Kenn Harper, historian/author, Give me Winter; Give me Dogs: Knud Rasmussen and the 5th Thule Expedition
- Matthew Ayre, historical geographer, Nova Zembla: From Archives to Arctic
- Bruce Macdonald, author and sailor, Sisters of the Ice: the St. Roch and North Star of Herschel Island
- Heather Pringle, author, Did Viking Hunters Perish in a Shipwreck in Canada's Eastern Arctic
- Martin Gregus, wildlife photographer, Arctic Wildlife: Images
- Ashley Smith, curator, Sacred to the Memory: Relicization, and the Cataloging of Franklin Objects.
- David Woodman, historian/author, Recent Updates to the Franklin Expedition: Archaeological Evidence
- Erika Behrisch, historian/author, Writing Lady Franklin: Biography, Fiction, and the lost Franklin Expedition

The presentations were all excellent and weaved together well.

Indigenous Catering provided indigenous based food for lunch and dinner. Excellent service, varied, delicious and plentiful food.

The Billy Bishop Legion were gracious hosts for Shipwrecks. The venue worked very well. The room (capacity of 120) fit our needs. We will be back for Shipwrecks 2027.

In the evening, Marc-Andre Bernier, the former head of Parks Canada's Underwater Unit, gave a broad and tantalizing overview of the Shipwrecks of the Northwest Passage. The images of Franklin's Erebus and Terror and their recovered artifacts are always spellbinding. Parks Canada's discovery in 2010 of Robert McClure's Investigator (1848) on Banks Island only scraped the surface of that story and showed the breadth of underwater discovery and documentation to be done in the Arctic.



Shipwrecks Conference was held in Billy Bishop Legion Meeting Room.

Photo by Holger Heitland Photo

The VMM sold 81 of the presenter's books at the Billy Bishop!

Warm thanks to the volunteers, Warren Bush, Vicki Donoghue, Holger Heitland, Keith and Shannon Bossons, for their superb and generous work at the Conference.

Shipwrecks 2027 the Maritime Archaeology of the South Seas and Antarctica will be in April 2027 at the Billy Bishop. It will be fun.

Congratulations to the Spring UAD Graduates

By: Jacques Marc

The UASBC ran an Underwater Archeology for Divers (UAD) course on 22 and 23 March, in Victoria.

Initially, twelve students registered for the course but by the day of the course only ten remained. The participants came from Seattle, Toronto, Victoria and Duncan. In the week preceding the course, each student spent five to six hours completing eight online course modules covering a variety of topics pertinent to maritime heritage and underwater archaeology.

On the Saturday 22 March candidates reviewed the survey techniques module and then practiced survey approaches on dry land. Late in the morning the students moved to the pool and spent two hours in the water collecting measurements using a baseline offset, trilateration, and drawing-frame techniques. They plotted the results of the pool survey in the afternoon and learned some of the pitfalls of taking and plotting survey measurements.

On Sunday 23 March, the participants travelled to Deep Cove near Swartz Bay to do a survey dive on the PGE #2, a rail barge that sank in the 1970s. Each buddy team was assigned a section to survey, and once everyone completed the dive, they travelled back to the Crystal Pool to plot the survey results. The day concluded with the students learning about conservation and drawing an artefact. Each student was awarded a Certificate of Achievement for completing the course.



UAD Class doing dryland training at Crystal Pool.

Photo by Kim Ansell

Continued on page 7

Congratulations to the Spring UAD Graduates

Congratulations to the following participants for completing the course: Left to right in photo below. James Cohen, Leo Perkins, Kail Pawson. Brandon Tolfo, Kim Ansell, Sarah Stewart, Kyle Luck and Mehdi Boukhal. Seated are Angus Witt and Anastasia Giannoulas.



Graduates of 22-23 March 2025 UAD Course

Photo by J. Marc

Thanks to George Silvestrini and Jiri Kotler for helping with the pool and open water sessions. Thanks also to Eric Keating of Frank Whites Dive Store for providing the *Inde* as a safety boat.

The next UAD course will be offered in late September 2025. Look for details on the UASBC's website in the spring.

PS: We are looking for more people to help with the course. Drop me an email jmarc@shaw.ca if it is of interest.

Please refer to
WWW.UASBC.COM for latest Updates!

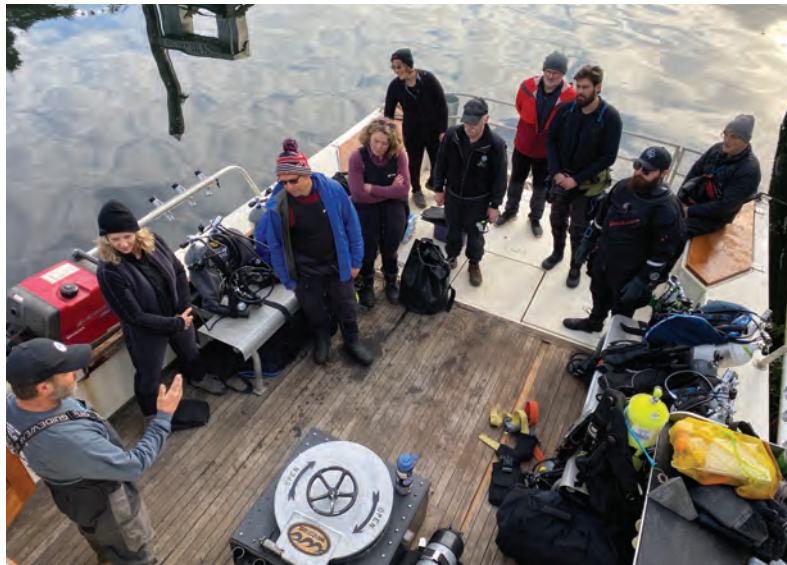
Barkley Sound Dive Trip

April 5 & 6, 2025

By: Kim Ansell

Aboard the MV *Reef Island* with Captain Erin Bradley and deckhand Troy, divers Jacques Marc, Paul Spencer, George Silvestrini, Jiri Kotler, Kail Pawson, Rory MacKenzie, Tim and Becky Butt, Monica Mowez and Kim Ansell visited the Vanlene, Ericsson, Thiepval, and Orpheus. Monica and Kim were newcomers to the trip. Jacques did all the food shopping and meal preparation for us for the weekend. We enjoyed great visibility on all the dives, and it allowed a fuller sense of the wrecks, and their layout. Also, items that were resting some distance away from the individual wrecks could be seen.

The group arrived at Bamfield Friday afternoon, settled in and enjoyed supper and a social evening. Erin gave us a tour



Dive team receives a boat briefing on MV Reef Island.

Photo by George Silvestrini

of the pods and small house he is building to expand the accommodation options on his property.

Saturday morning was a beautiful sunny day, and calm waters made the trip to dive the Vanlene a great option for starting the day. We left the dock at 08:30. The visibility was good descending as well as on the wreck. Although reports from earlier divers indicate that there is a lot of deterioration of the Vanlene, much of the wreck remains intact and identifiable. The shaft is clearly visible and makes for a guide out to the stern. Schools of rock fish could be seen circling the boiler, plumose anemone colonies are well established, and other fish and critters have found crevices to settle into.

The second dive was on the Ericsson. This site is a designated provincial heritage site. Having sunk in 1892, there are fewer features of the vessel remaining; however, the trained eye can identify specific pieces of the vessel that are scattered at the site. For those of us that don't have the 'eye' yet, the site is very interesting to explore and wonder what the various

Continued on page 9

metal structures were, many nestled in the rocks that were used for ballast. A few wooden planking pieces are easily found in the shallows. I found an intact plate and some other broken pieces of porcelain could be seen poking up in the sand in the wreck site itself. Very large Cabezon and Puget Sound king crab flourish on this site, as well as several species of nudibranchs, and anemones making it a scenic dive.

Travel back to the lodge in Grappler Inlet was at a relaxed speed as the *Reef Island* was operating on one engine, but we were back by 15:30. The evening was social, with lots of talk about the wrecks, what dive groups had seen and sharing of photos by the few that had cameras. Erin and Troy visited and had stories to tell.

Sunday was a rainy day and Barkley Sound had larger swells and more wind than Saturday. Again, we left the dock by 0830. Our first dive was at the shallow, protected site of the Thiepval which is laying on its side. Divers can swim around the vessel and view the inner wreckage and the UASBC plaque. The space between the rocks and the hull is beautiful, covered in life. Nudibranchs, zoanthids, prawns and smaller life have taken up residence on hull facing the rock wall. In the sand-shell bottom,



Kail explores a deck cabin in bow area of Vanlene.

Photo by Becky Butt



Monica, Becky and Kim on lodge deck overlooking Grappler Inlet.

Photo by Tim Butt

we found an intact ginger beer bottle, and part of a toilet.

Our final dive of the weekend was on the Orpheus. The Orpheus was a three-masted sailing ship that sank in 1875. The story of the Orpheus and its connection to the tragic fate of the SS Pacific, which has yet to be discovered, adds to the significant maritime trading history of the vessel. This was a different dive than the others in that ballast (rocks) creates the outline of the ship and wreckage can be found within the ballast and scattered on the sand-shell bottom. Mast hoops, sections of wood held to metal framing with large spikes were some of the items I was able to identify. A bonus scooter ride from Kail added some 'woo-hoo' fun to the dive. We returned to the dock by about 14:30 and it was an efficient pack up and departure.

I appreciated the opportunity to ask the veteran divers of these wrecks about the objects we saw and looking at the maps helped to identify the mysterious shapes. Never having had the opportunity to dive these wrecks previously,

Continued on page 10

I was both amazed at how well some artifacts have been preserved, remaining intact for over a hundred years, and how the ocean life has claimed these vessels making them into reefs for a variety of sea life.



Paul with Orpheus mast rings.

Photo by J. Marc

UASBC Kootenay Expedition: Slocan Lake Transfer Barge Survey — April 2025

By: Bill Meekel & ChatGPT

This past April, members of the Underwater Archaeological Society of British Columbia (UASBC) conducted a field expedition to Slocan Lake as part of ongoing efforts to document and monitor inland wreck sites across the Kootenay region. The primary objectives were to survey a newly reported transfer barge wreck and to assess the condition of several known wreck sites within this historically significant transportation corridor.

Continued on page 11



Side-scan image of reported transfer barge wreck in Slocan Lake.

Side Scan Image by Bill Meekel

As mining, lumber, and freight industries expanded in British Columbia's interior during the 1890s, the Columbia & Kootenay Steam Navigation Company and, later, the Canadian Pacific Railway (CPR) relied increasingly on railway transfer barges to move large volumes of goods across lakes that served as vital links in regional transport networks. Wooden barges were originally constructed for this purpose, though they required continual maintenance to remain seaworthy. Over time, many of these vessels met various fates: dismantling, abandonment, repurposing as floating wharves, or sinking.

The exact number of barges built and operated is unknown, but to date, the UASBC and other researchers have identified the locations of at least 13 surviving wrecks — 12 wooden and one steel — distributed across Kootenay, Slocan, Arrow, and Okanagan Lakes. Notably, Slocan Lake is home to the highest concentration, with six known sites, five of which rest on the lakebed. One steel barge (CPR Barge No. 6) remains afloat and moored onshore.

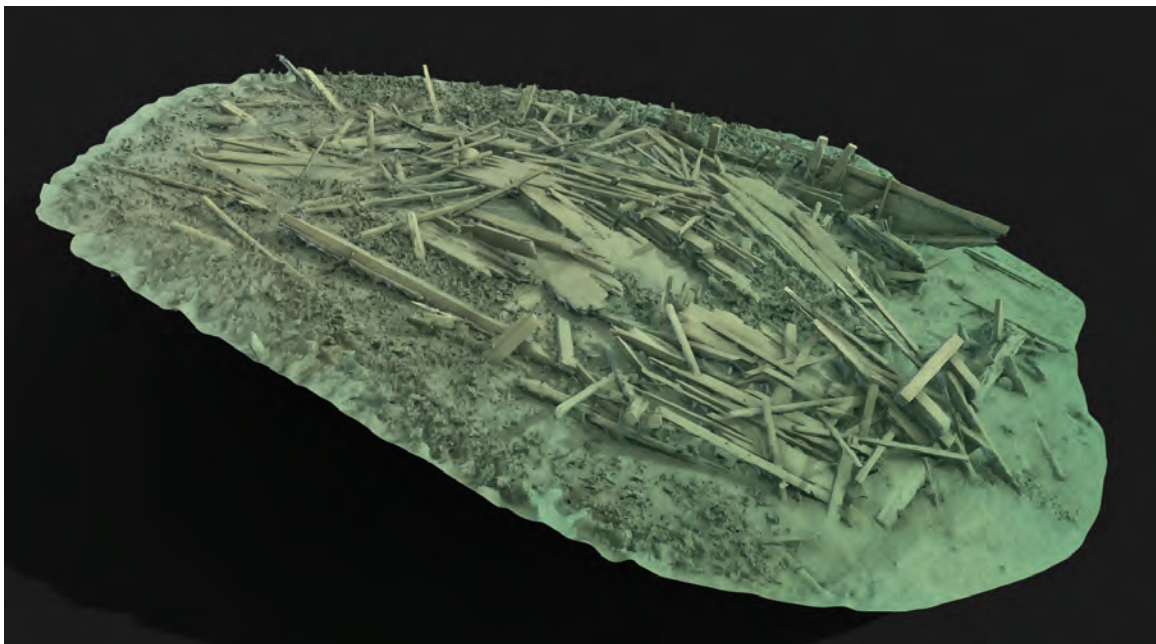
These barges were also involved in at least six documented railcar losses caused by storms and rough weather: two in Kootenay Lake and four in Slocan Lake. The rapid onset of storms on BC's interior lakes has long posed hazards to shipping — a risk that continues to be of interest to underwater archaeologists.

The focal point of this year's expedition was a wreck near the former site of Bonanza City, once home to the Hills Brothers sawmill (established in 1893). The barge itself, built in 1895, was designed to transport lumber to railheads serving towns such as New Denver, Silverton, Sandon, and Nakusp. Local oral history suggests the barge had already sunk by the 1950s, with children reportedly diving down through its inspection hatches during summer swims. The sunken vessel also became a navigation hazard during periods of low water.

The site was brought to UASBC's attention by a retired tugboat captain with decades of experience on the Arrow Lakes. Due to restricted shoreline access, the survey team reached the site by boat and conducted a pho-

Continued on page 12

togrammetry survey, capturing 5,000 digital images over the course of an hour. These were later processed using 3DF Zephyr Lite software to produce an interactive 3D models of the wreck which can be viewed here: <https://sketchfab.com/3d-models/kens-barge-3ce4e773f4574ce18ae62bd4c617cd19>.



3D Model of transfer barge wreck.

Model by Dave Taylor

The barge measures approximately 16.7 m in length, 12 m in width, and 1.5 m in depth — relatively small in comparison to the large CPR transfer barges of the period. The wreck remains highly fragmented, with missing timbers and displaced structure. Nonetheless, several key features are still identifiable, including two surviving side walls, the bow section, a railcar stop, mooring bollards, and portions of the barge's distinctive double-wall construction.

During the site visit, local landowners approached the team and recounted a dramatic chapter in the wreck's more recent history. Contrary to prior assumptions that the vessel had deteriorated naturally, the landowners revealed that the barge had been deliberately destroyed in the early 1970s due to a dispute with a neighbouring property owner.

Further confirmation came from historian G.H. von Krogh, who reported that the barge had indeed been targeted for demolition because it was deemed a hazard to small craft. A local miner was hired to prepare and place an explosive charge inside the hull, resulting in a violent detonation that scattered debris across the site — ironically increasing the hazard. Subsequent attempts to mitigate the wreck's remains included burning the displaced lumber, which reportedly smouldered for months afterward.

This was not an isolated occurrence: explosives were also used to reduce other regional hazards, such as the CPR railway barge at Nelson and the tug Elco II in the Columbia River near Castlegar.

The Slocan Lake survey adds another chapter to the rich maritime history of British Columbia's interior lakes and highlights the complex interplay of industrial development, local community history, and modern underwater archaeological practice.

UASBC extends thanks to the local community members who contributed information and welcomes further leads as we continue to document these historically significant wrecks.

UASBC Revists the Wrecks of Nanette and 21st of May

By: Jiri Kotler

As a part of the 2025 exploration program the UASBC revisited the wrecks of *Nanette* and *21st of May*. The plan was to continue with mapping the site of *Nanette* and explore the site of *21st of May* for any (and possibly undiscovered) artifacts.

On 10 May 2025 the group met at the Pedder Bay Marina which is a convenient departure point for both wreck sites. The dive team consisted of the following: Jacques Marc, Paul Spencer, Chris Mills, Chris Willott, Jessica Schafer and Jiri Kotler (R). At 9:00 AM the group was met by Captain Lyle Berzin of *Miss Emily* (a purposely built dive boat), ably assisted by his young son. The weather was sunny and calm, and a tidal slack in the area was expected around 11:00 AM (an important consideration at the Race Rocks area).



The dive team on board Miss Emily

From L to R -ChrisW., Jessica, Paul, Jacques, Chris M. and Jiri

Photo by J. Marc

The first dive was at the site of *Nanette* located a short distance NW from of Great Race Rock. As on previous trips to the area, everybody could smell the unmistakable presence of a large herd of sea-lions the moment the boat arrived near the rocks where they were resting.

As planned, everybody was in water by 11:00 AM. Paul and Jacques continued mapping of various objects, including the 'lime-barrels'. Jiri and Chris M. were to chart positions of the bedrock that encircled the wreckage. Jessica and Chris W.

Continued on page 14

were 'free' to explore, as it was their first visit to the wreck site. Once again (see a report of 19 August 2023 in Foghorn) the large pile of iron anchors, with good GPS coordinates, was used as a datum. Jacques and Paul attached their measuring tape to the pile and took angle and distance readings from each object to the pile. Jiri and Chris M., on the other hand, continued to perpetuate the error of taking angle measurements from the anchor pile. Using a magnetic compass while on top of a heap of iron inevitably produces unreliable bearings. Perhaps a good reason to visit the site again. The average depth and bottom time were 25 - 30 feet and 30 minutes.

The second dive was on the wreck site of *21st of May*. It is located in a small cove on Vancouver Island between Cape Calver and Edye Point. Jacques gave a brief description of the general lay-out of the wreckage based on previous surveys. After about an hour of surface interval the team entered water and followed the marker line (placed at the previously established GPS coordinates). The bottom was found to be covered with laminaria leaf kelp. One had to push the heavy leaves apart in order to get access to and see the actual bottom. Through a team effort a short length of copper pipe was located as the only wreck artifact 'discovered' that day. Jacques took a number of pictures of it with Paul featuring in the background. A typical depth was about 25 feet with bottom time of about 30 minutes.

The expedition was back at the Pedder Bay Marina by 2:00 PM and everybody proceeded with the hard task of schlepping their gear up the dock ramp back to the parking lot. The trip was concluded at the Marina restaurant by reviewing day's events with the help of local 'Shipwreck Pale Ale'.



Length of copper pipe on wreck of 21st of May

Photo by J. Marc

UASBC Tour of BC Aviation Museum

By: Jacques Marc

On March 18th the UASBC South Island Chapter opted for a tour of the BC Aviation Museum instead of a regularly scheduled meeting.

Everyone marshaled at the museum reception at Victoria Airport at 06:00. There were 13 of us in total. Our tour guide was Dave Jackson, the BCAM Exhibits Manager. We started our tour at 6:01 precisely.

Our first stop occurred at the “Eastman Sea Rover” is a bi-wing, single-engine, pilot and up to three passengers, flying boat designed and built by Jim Eastman and Tom Towie in Detroit in the late 1920’s. Eastman brought five of the aircraft out to British Columbia to be used in mining exploration. This aircraft is the only remaining example of the eighteen built by the Eastman Company.

Our second stop was at the Trans-Canada Airlines Vickers Viscount. This was the first 4 engine turboprop passenger plane that flew in the 1950’s and 60s. Everyone flew first class. There was huge leg space and full meals with cutlery and china. The only scary thing was in the event of an emergency you had a rope to climb out of the plane with. There were no evacuation slides.

Next went outside to look at Hawaii Mars. The Hawaii Mars is a retired fire fighting flying boat. The museum acquired it from Coulson Aviation in October 2024. It is a behemoth. It is 120 feet long and has a wingspan of 200 feet. It is powered by four Wright 2500 hp radial engines. Its firefighting water tank can hold 6,000 gallons of water. Hawaii Mars flew its last fire season in 2015.



Hawaii Mars Dwarfs all other Aircraft at the BC Aviation Museum.

Photo by J. Marc

Continued on page 16

We were able to get into the rear of the plane to see the large water tanks, but the cockpit is currently inaccessible. Returning to the hanger we looked at the Canadair CF-104 Starfighter. It was a cold war fighter-bomber. It features very thin and stubby wings, a distinctive “T” tail and a powerful engine. Basically, it looks like a rocket on wheels. It was the first production aircraft to achieve Mach 2 and could reach an altitude of 100,000 feet.

One of the tour members asked Dave why there was a twin rotor Russian Kamov KA-32 helicopter in the museum. Turns out it is owned by Vancouver Island Helicopters (VIH) who uses it for heli-logging. However, with the sanctions on Russia, VIH cannot get parts for it, so it has been grounded.

After we looked at the Kamov, Dave took us to the restoration hanger where we examined the restoration of Avro Lancaster



VIH Kamov KA-32 Logging Helicopter

Photo by J. Marc

FM104. The Lancaster was built in Toronto in 1944 and sent to the United Kingdom in January 1945 for the war effort. In June 1945 the aircraft returned to Canada and was subsequently used for coastal surveillance and search and rescue. It was retired in 1964. The museum got it in 2018 and is in the process of restoring it.

We finished up the tour in the memorial room, dedicated to flyers who lost their lives in training accidents at Patricia Bay during WW II.

Thanks to Dave Jackson for being our host and tour guide.

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