

*Practical Navigator*, the British manual of navigation popular during Nelson's days, provided the firm foundation on which Bowditch was to build. Perhaps this brief note will help to restore Moore's damaged reputation.

#### NOTES AND REFERENCES

<sup>1</sup> Taylor, E. G. R. (1966). *The Mathematical Practitioners of Hanoverian England 1714–1840*. Cambridge. See also Admiral Cramer's paper 'The military chartmaker' in the January 1977 issue of this *Journal*.

<sup>2</sup> Anon. (1943). *Americans who have Contributed to the History and Traditions of the United States Merchant Marine*. Compiled and published by the Educational Unit of the U.S. Merchant Marine Cadet Corps.

<sup>3</sup> Anon. (1966). *H.O. Pub. No. 9. American Practical Navigator* originally by Nathaniel Bowditch, LL.D. Washington, p. 4.

<sup>4</sup> Kirby, T. (1803). *The Improved Practical Navigator*. Third Edition. London.

<sup>5</sup> Maskelyne, N. (1767). *Tables Requisite to be used with the Nautical Ephemeris*. London. Second Edition, 1788; Third and last Edition, 1802.

## 'The Military Chartmaker'

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VICE ADMIRAL Shannon D. Cramer, Jr., presented the American contribution to the development of navigational charts in his paper (this *Journal*, 30, 15, Jan. 1977). He comments that:

It is seldom realized that the first flight across the Atlantic was completed by the U.S. Navy in 1919—eight years before Charles A. Lindbergh's courageous solo flight.

There are two points which appear to be equally seldom realized.

(1) The U.S. Navy flight certainly crossed from one Atlantic coast to the other, but the crossing was achieved by one flight from Newfoundland to the Azores on 16 May, 1919 and a second flight from the Azores to Lisbon nine days later on May 28.

(2) The first non-stop transatlantic flight was in fact made eighteen days later by Capt. John William Alcock and Lt. Arthur Whitten-Brown, in a Rolls-Royce powered 'Vimy' aircraft of the Royal Flying Corps. The take-off from Newfoundland was on 14 June, 1919 and the flight ended abruptly next day in an Irish bog in Galway. Since the crew walked away from it, by the pilot's definition it was a good landing. A monument at London Heathrow airport commemorates their feat.

As Admiral Cramer says, eight years then elapsed before Charles A. Lindbergh made the first solo transatlantic flight.