

Upcoming Events

Mar. 14 Iron and Oak: Great Lakes Shipwreck Anatomy Site: Inn on Maritime Bay, Manitowoc, WI. Time: 9 am to 5 pm. Sponsored by WUAA, SHSW and WMM. Registration fee of \$15 will include lectures, coffee, and sandwich buffet lunch. Also includes tours of the museum ship construction exhibits as well as the wreck of the Lottie Cooper in Sheboygan. For more details, contact Dave Cooper at (608)264-6493 or david.cooper@ccmail.adp.wisc.edu

Apr. 4 WUAA Spring meeting , Milwaukee, WI. 9 am, business meeting, Milwaukee Public Library, 814 W. Wisconsin Ave. 11 am, tour of Marine Historical Society Collection, Milwaukee Public Library, 814 W. Wisconsin Ave.

1 pm, tour of Wisconsin Lake Schooner Shipyard, Milwaukee Maritime Center, 500 North Harbor Drive, \$3 fee for this tour

2 pm, tour of RV Neeskay, Milwaukee Maritime Center, 500 North Harbor Drive

For details contact Jeff Gray at (608)836-7641 or Tom Villand at (608)221-1996.

May 16-17 Fifth Annual Door County Lighthouse Walk. Site: Door County, WI. For details contact the Door County Maritime Museum, P.O. Box 246, Sturgeon Bay, WI 54235; (920)743-5958.

Sept. 10-12 Annual Meeting of the Association for Great Lakes Maritime History . Tentative Site: Two Harbors, MN. For details contact Bob O'Donnell, 1406 Prospect Ave., Wausau, WI 54403; (715)842-1762.

Wisconsin Underwater Archeological Association
P.O. Box 6081
Madison, WI 53716



For those interested in the study and preservation of Wisconsin's underwater history and cultural resources.

Wisconsin's UNDERWATER HERITAGE

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March 1998



The T.H. Camp (part II): The Superior Years

by John Jensen

In part I (December 1997 issue of Underwater Heritage) of this two part series on the T.H. Camp, John Jensen described the vessel's early years and the economic conditions that contributed to its relocation from the waters of Lake Ontario's Cape Vincent to Lake Superior's Duluth region. In Part II, the story of the T.H. Camp's career continues until she finds her final resting place 200 feet beneath the water of the Apostle Islands.

Unlike Lake Ontario's bleak forecast, Lake Superior's fisheries in 1880 could look forward to expanding business. For this pioneering period, the T.H. Camp's ownership history is rather unstable, with investors coming and going on a regular basis (four different combinations between 1880-1883). The ownership was not the only change occurring at this time; in 1884 a large forward cabin was added to the T.H. Camp. High forward bul-

Wisconsin shipwreck divers may have noticed something rather familiar on Milwaukee's lake front recently: the skeleton of a Great Lakes schooner. However, this vessel differs from those hidden beneath the waves of Lake Michigan. Instead of being broken and scattered along the lakebed, these frames stand firm and tall. Do not worry, these are not the remains of a vessel lost generations ago pulled from the lake. Instead, they are the timbers of the first wooden tall ship to be constructed in Wisconsin for over a century.

The Wisconsin Lake Schooner Education Association (WLSEA) is a non-profit organization overseeing the construction of the soon-to-be flagship of Wisconsin, a three-masted Great Lakes schooner. The project was initi-

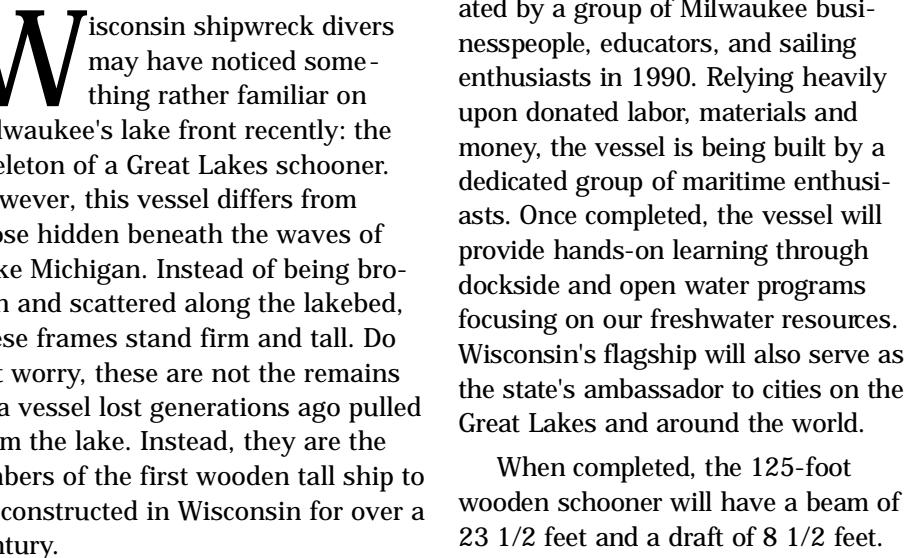
ated by a group of Milwaukee businesspeople, educators, and sailing enthusiasts in 1990. Relying heavily upon donated labor, materials and money, the vessel is being built by a dedicated group of maritime enthusiasts. Once completed, the vessel will provide hands-on learning through dockside and open water programs focusing on our freshwater resources. Wisconsin's flagship will also serve as the state's ambassador to cities on the Great Lakes and around the world.

When completed, the 125-foot wooden schooner will have a beam of 23 1/2 feet and a draft of 8 1/2 feet. The three white pine masts will tower 95 feet high and will carry over 8,000 square feet of sail. The schooner will be able to accommodate 200 passengers shoreside, 149 for day sails, and 42 for overnight voyages.

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Building Wisconsin's Flagship: A Monument in the Making



Wisconsin's Underwater Heritage is published quarterly by the Wisconsin Underwater Archeology Association, a nonprofit association of individuals and organizations interested in studying and preserving the underwater cultural resources and historical sites of Wisconsin.

In addition to publishing this newsletter, the Association also holds semiannual meetings and provides support to members' research and publication projects. Annual membership dues are \$15. For membership information, contact the secretary or write to the address below.

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1998 Spring News

by David J. Cooper, State Underwater Archeologist

With a mild winter we're anticipating an early spring -- but we've been wrong before! Planning is under way for the state underwater archaeology program's 1998 field season, as well as special programs for the state sesquicentennial. The State Historical Society has chosen the steamship Niagara, wrecked off Port Washington in 1856, as a focus for Wisconsin Archaeology Week (May 10-16) as well as special sesquicentennial programs throughout the year. Watch out for a Niagara poster, with artwork by marine historian Patrick Labadie; a new Niagara historical marker at Harrington Beach State Park, overlooking the site of the sinking; an article on the ship by WUAA member John Jensen in the Wisconsin Magazine of History, and a slide/video program by John Jensen and underwater videographer Allen Brown, entitled Fire on the Lake. This program is scheduled to appear May 16 at Harrington Beach State Park, May 17 at the Wisconsin Maritime Museum in Manitowoc, and August 8 at the Door County Maritime Museum, in conjunction with a sesquicentennial exhibit on the Niagara. For more information on these programs, contact David Cooper at 608-264-6493, or david.cooper@ccmail.adp.wisc.edu. If you have underwater slides of the Niagara that you would like to see in the program, please let us know!

We are still establishing dates for field work, but the tentative schedule so far is:

May 1-3, Sturgeon Bay (continued survey work on Adriatic, Ida Corning, Empire State, and Oak Leaf)

May 26-June 3, Bayfield (survey work at Washburn and Bayfield sawmill docks)

July 17-26, Baileys Harbor, Door County (survey work on Baileys Harbor schooner wrecks, with possible side trip to Frank O'Connor)

September 26 (still tentative), Pearl Lake, South Beloit (PADI Research Diver/Underwater Archaeology class).

We'll be providing more information on these projects and signing up volunteers at the April 4 spring meeting in Milwaukee, so this is another important reason to be there!

The State Historical Society annual report lists the following WUAA volunteers who assisted with state underwater archaeology projects between July 1996 and June 1997. Many thanks go out to:

Danny Aerts
Richard Boyd
Allen Brown
Paul Busch
Roger Carson
P.J. Creviere
Andrew Jalbert
Russell Leitz
Malinda Miller
Elmer Rulman
Kimm Stabelfeldt
Charles Tom
Robert Tom
Craig Van Kauwenberg
Tom Villand
Carlyle Whipple

*Letter
from the
president*

The Wisconsin Underwater Archeology Association's semi-annual meeting will return to Milwaukee this year on April 4. The day will offer a variety of activities that will cover three different organizations that are conducting research and developments on the lakes in the Cream City. The day will begin at 9:00 with a business meeting at the Milwaukee Public Library. This will be an important meeting as we will be discussing spring and summer projects. After the meeting we will partake in an informative seminar led by Wisconsin Marine Historical Society staff. Extremely popular the last time we did it, WUAA members will be shown the archives and how to use the research center facilities.

After lunch, the group will head to the Milwaukee Maritime Center for the highlight of the day, a tour of the Wisconsin Lake Schooner Shipyard (see the article starting on page 1). There will be a fee of \$3 for the tour.

Following this, the day will conclude with a tour of the University of Wisconsin-Milwaukee's RV Neeskay. Since 1970 the 70-foot Neeskay has been a vital tool in Great Lakes research, education and outreach.

For additional information on this event please contact me, Jeff Gray, at (608)271-1382 or jjgray@facstaff.wisc.edu.

Jeff Gray

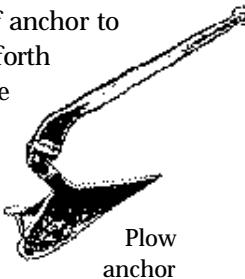
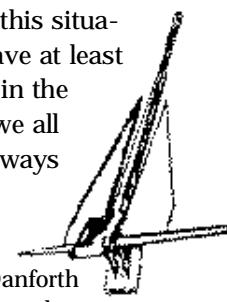
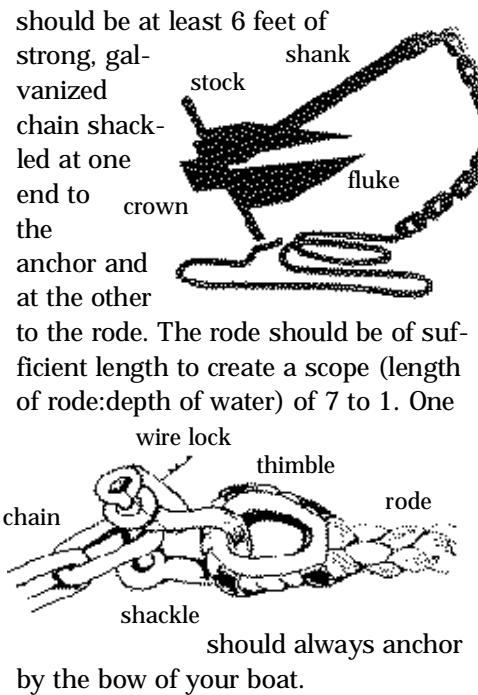
Boating Safety : Anchoring (It Was There When We Went Down!)

by Hank Whipple

One of the most frustrating and dangerous boat diving experiences is to surface a substantial distance from shore and have your boat no where in sight. This situation was observed last summer off Maple Bluff on Lake Mendota while I was on a U.S. Coast Guard Auxiliary boating safety patrol. The boat was found adrift, empty and about one-half mile from where it had been originally anchored and the dive commenced. The boat's anchor rode (line) was too short to allow the anchor to adequately grab into the bottom and hold the boat fast in place. The wind had come up slightly and the anchor hop scotched along the bottom until the water was deep enough to keep the dangling anchor off the bottom, thereby permitting the boat to drift off.

One solution to this situation is to always have at least one person remain in the boat. However, as we all know, this is not always possible. The best solution whether the boat remains occupied or not is to have adequate ground tackle (anchor and chain) and rode.

The best type of anchor to use is either a Danforth or a plow. These are light weight and have great holding power when properly set. There



When you select your spot to anchor, always look around and be sure that there is plenty of room for the boat to swing without hitting some other boat or object. Don't throw the anchor and rode overboard as it may well get fouled and fail to properly function. Rather, when at your anchor site, lower the anchor until it hits the bottom, then reverse the power, slowly backing up while adequate rode is played out to give you a 7 to 1 scope. Be certain that the bitter end of the rode (the boat end) has been adequately secured to the boat. When enough rode has been payed out, put the engine in neutral and pull on the rode to see if the anchor is holding. If not, repeat the process. If holding, shut off the engine.

T.H. Camp ...

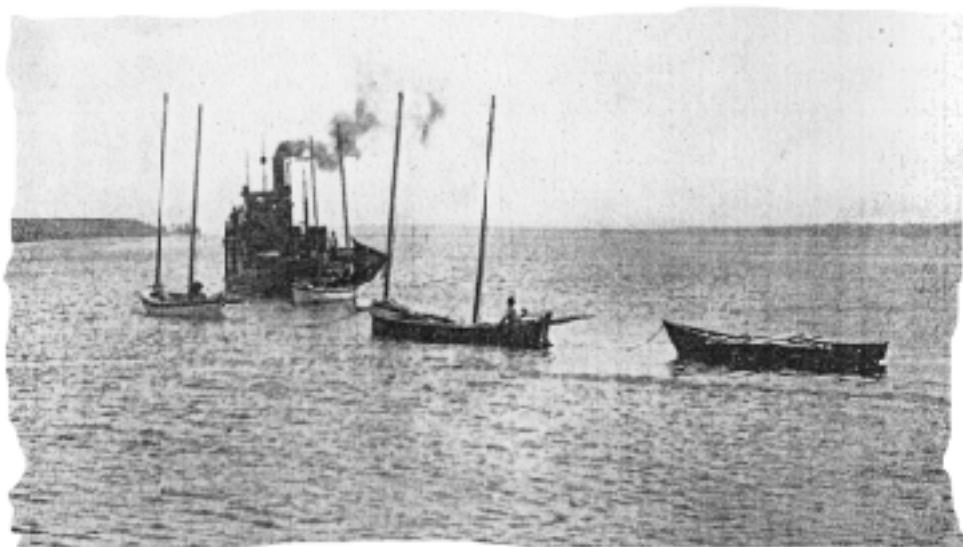
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warks with freight hatches cut into the sides and an elevated pilot house gave the steamer the look of a more conventional Great Lakes steam tug, and certainly added to the vessel's utility as a fish tender and supply boat. The new addition gave the tug a gross tonnage of 58.44, and a net tonnage of 44.72.

Between 1880 and 1885 the population of Duluth jumped from 4,000 to about 18,000 people. This increase coincided with the completion of several railroads that linked the port of Duluth to Minnesota's heartland and opened new markets for fresh fish. As of 1885, the Commissioner of Fish and Fisheries reported that Duluth's fresh fish trade had the following breakdown: "about 40 per cent go to Minnesota, three-quarters of these being sent directly to St. Paul and Minneapolis. Twenty-five per cent go to Iowa, 15 per cent to Wisconsin, and equal quantity to Dakota, and the remainder to Kansas City".

This type of marketing of fresh fish requires sophisticated and very dependable logistical arrangements. The steamers like the T.H. Camp played a key intermediary role between the fisherman and the market. The 1885 report quoted above provided the following sketch of the Duluth fisheries:

[T]he trade in both fresh and cast fish was controlled by two firms. . . each having one steamer, which they sent to fishing camps along both the south and north shores of the lake, from the Apostle Islands to Isle Royale, and to one or two little Canadian harbors, a distance of two hundred miles from Duluth. There were . . . about forty crews, of two or three men each, fishing with gill-nets for whitefish and trout; and three steamers, with five



Minnesota History, Summer 1955

men each, engaged in the same fishery. There were in addition 14 pond-nets owned by Duluth fishermen, and six more by those from Superior, fished along the south shore. A large part of the catch is sold fresh, but when there is a surplus, or when for any reason the collecting steamers do not arrive, the fish are salted and sold in that condition. In 1885 the catch by Duluth fishermen and by the seines and pond-nets at Superior amounted to 2,058,000 pounds, valued at \$75,680. (Commissioner of Fish and Fisheries 1888).

The use of steam collectors or tenders like the T.H. Camp helped revolutionize the Lake Superior fishery. Looking at the gillnet fishery, for example, a U.S. government investigator reported that in 1880, about a dozen gillnetters worked out of Duluth, and restricted their fishing to the immediate vicinity of the town. The introduction of steam collection boats allowed these same gillnet boats to operate as far as a hundred miles away from home and the industry to adopt elaborate annual harvesting patterns.

By the early 1880s, A. Booth and Sons had fishing interests across Lake Michigan and were cautiously expanding their Lake Superior enterprises.

The Booth company appears to have been targeting the Lake Superior fresh fish market. In 1885, they contracted with Boutin & Mahan, Bayfield, Wisconsin's largest fish company and began shipping fresh fish from the Apostle Islands area. The key to Bayfield's future as a commercial fishing center was the development of better transportation facilities.

In a late December interview in the Bayfield County Press, company president Alfred Booth noted the companies intentions to expand their Bayfield operations during the upcoming summer. A July 1886 newspaper column reported looking over the plans for a \$50,000 Booth fresh and frozen plant that was to be built at Bayfield. The purchase of the T.H. Camp was another part of the Booth Company's overall expansion into Lake Superior fishing.

The T.H. Camp had a long career with the Booth Company. Scant historical accounts and historic photographs show the vessel functioning as a fish tender, supply boat, and tug boat. In general, these seem to have been profitable years for the Lake Superior fishing industry and the T.H. Camp, often working among the sheltered Apostle Islands, probably enjoyed a rather routine existence. One exception occurred

in December 1891 when the T.H. Camp was involved in the loss of the steamer May Corgan. The T.H. Camp was towing the 75 ton steamer to new owners in Duluth, when a storm blew up. Oddly, no one had been left on board the May Corgan and as the weather worsened, the T.H. Camp lost control of the tow. Ultimately the towline snapped and the intended May Corgan quickly foundered. Similar incompetence would lead to the T.H. Camp's own loss nine years later.

The T.H. Camp's long career came to an abrupt end on November 16, 1900. After taking on a large load of logging supplies at Ashland and Bayfield, the T.H. Camp headed toward a logging camp at the outer end of Madeline Island. Steaming up the channel between Basswood and Madeline Islands, the tug encountered a sailboat which appeared to be in trouble. Hoping to use the vessel to lighter the logging supplies ashore, the tug slowed and threw her engine into reverse. During the process of backing down, the T.H. Camp took on a dangerous list which evidently caused her deckload to shift. This caused a further list which forced the guards underwater and allowed water to rapidly pour into the steamer. The operator of the sailboat brought his craft alongside the foundering tug and removed the crew. The tug proceeded to quickly sink stern first into an estimated 30 to 35 fathoms of water.

The captain later estimated the weight of the deckload to be twenty-tons.

The general consensus given in newspaper accounts blamed the loss of the vessel on over-loading. Given a twenty-ton deckload, any charges of negligence seem well founded. The T.H. Camp's value at the time of her loss is not precisely known, but various sources give figures between \$3,500 and \$6,000. These figures suggest that despite the tug's age, she had been well maintained and was in good condition. One estimate gave the value of the logging supply cargo at \$1,000. It appears that neither the tug, nor the cargo were insured.

In 200 feet of water the T.H. Camp silently remained for over ninety years, until rediscovered in 1991 by a group of Minnesota divers. Today an interpretive display of the T.H. Camp, which opened this past summer at the Madeline Island Historical Museum, serves as a memorial to the lost vessel.



Minnesota History, Summer 1955

Wisconsin's Flagship ...

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The project, part of an effort to commemorate Wisconsin's rich maritime tradition, is an official event of the Wisconsin's Sesquicentennial celebration. Located on the Milwaukee waterfront, the Milwaukee Maritime Center hosts the yard and a small museum with interpretive displays of Great Lakes ship models and artifacts. As the hull takes shape, the staff and volunteers have developed several educational programs. Learning Expeditions designed to integrate history, archeology, geography, and environmental studies of the Great Lakes are offered year-round.

As part of WUAA's Spring Meeting on April 4, WLSEA staff will lead a tour of the facilities. It will include a look back at historic vessels and shipbuilding on the Great Lakes, as well as an interpretive tour of the shipyard and schooner. WUAA members will see how traditional and modern construction methods are being combined to build Wisconsin's flagship. It will be an excellent chance for divers and non-divers to explore the history and construction methods of a Great Lakes Schooner, a major part of Wisconsin's heritage.

Editor's note: Are you interested in spending some time on Milwaukee's waterfront? WLSEA offers Schooner School during the summer months and is looking for instructors. These weekly sessions are for children entering 5th-9th grade. Underwater Archeology and diving are key components of Schooner School, and WUAA members would make ideal instructors. WLSEA is looking for (and depends upon) volunteers for this program. If you are interested in getting involved contact Bill Nimke at (414)276-5664.



Regional News & Events

GREEN BAY MUSEUM SHIP

Green Bay Port Director Jeff Finley is leading a local group that is studying the possibility of acquiring a museum ship for display in that city. A feasibility study of acquiring and mooring a ship along the Fox River possibly near the Neville Public Museum will be conducted by the consulting firm of Leeper, Cambridge & Campbell in cooperation with the engineering firm of Vickerman, Zackary & Miller.

FREIGHTER WRECK FOUND

Members of the Oswego Maritime Foundation's Submerged Cultural Resources program believe they have found the wreck of the freighter Roberval. The steel-hulled vessel sank in Lake Ontario in 1916 while carrying a load of lumber for the Diamond Match Co. of Oswego, NY.

The wreck was found this past summer in over 300 feet of water northwest of Sandy Point. The Submerged Cultural Resources' volunteers were using side-scan sonar to search for a B-24 bomber that disappeared over Lake Ontario during World War II. The group is now trying to verify the identity of the wreck.

LIGHTHOUSE DECISION

The U.S. Coast Guard has announced that it is dropping the lighthouse located at Fort Gratiot, NY, from its closure list. The Coast Guard has also indicated that, instead of closing seven other lighthouses, it will seek local organizations to aid in finding private operators for the lights. Operators have been found for St. Helena Light in the Straits of Mackinaw and the Thirty Mile Light on Lake Ontario. The Coast Guard is still seeking operators for Forty Mile, Point Aux Barques, Point Sanilac and Sturgeon Point on Lake Huron and Dunkirk on Lake Erie.

HISTORIC PROPULSION

A refurbished Canadian excursion vessel is helping to preserve parts of the Great Lakes' steam propulsion history. The Pumper, which was built in 1903 as the Planet, is a 120-passenger vessel into which an 1895 steam engine and 1900 boiler were recently installed. The ship's current owner, Skip Gilham, is offering cruises aboard the vessel from Navy Hall at Niagara-on-the-Lake, ON.

SOUTH FOX ISLAND LIGHT

Efforts are underway to create a restoration effort for the 131-year-old lighthouse on the south end of South Fox Island in Lake Michigan. Wendy and Steve Polk of Troy, MI and Courtney Kosnik of Warren, MI, have begun forming a non-profit corporation to raise funds for the lighthouse.

HISTORIC PLANES FROM LAKE MICHIGAN

Officials estimate that there may be as many as 300 WWII naval aircraft lying on the bottom of Lake Michigan. The National Museum of Naval Aviation has salvaged and restored 20 aircraft from the lake, most of which were SBD Dauntless dive bombers. Some of those bombers were lost during training flights aboard the training carriers U.S.S. Sable (ex-sidewheel steamer Greater Buffalo) and U.S.S. Wolverine (ex-sidewheel steamer Seeandbee).

STEAMER OHIO

In September, Canadian divers chased two Americans off the wreck of the Ohio, off Long Point in Lake Erie, after they were discovered trying to use lift bags to remove the Ohio's anchor. As a result of that incident, divers are asking the Ontario provincial government to take stronger measures to protect the wreck.

COAST GUARD TENDER MAPLE

The former U.S. Coast Guard tender Maple is currently wintering in Charlevoix, MI. This spring the vessel's owner, Chris Bloswick of Mackinac Island, plans to moor it in St. Ignace, MI, as part of his non-profit Great Lakes Center for Maritime History.

DOOR COUNTY MARITIME MUSEUM

In October Paul J. Creviere Jr. conducted a book signing program for his new book Wild Gales and Tattered Sails which documents over 400 shipwrecks in the waters off Door County.

GREAT LAKES SHIPWRECK HISTORICAL SOCIETY

During 1997, the Paradise, MI-based Great Lakes Shipwreck Historical Society's research vessel David Boyd was fitted with a Klein sidescan sonar system to improve its ability to locate shipwrecks. In addition, the Society has acquired a 44-foot former U.S. Coast Guard motor life boat, formerly stationed at the St. Ignace Coast Guard station. The Historical Society plans to use the 44-footer as a dive support vessel replacing the Antiquarian, a 40-foot vessel used since 1978.

City of Midland

The 57-year-old carferry City of Midland 41 is being cut-down in preparation for conversion into a barge. The barge, in combination with a former U.S. Navy oceangoing tug, is designed to provide all-weather transportation service on the Great Lakes.

Since 1989, the City of Midland has been laid up in Ludington, Mich. alongside the Spartan and the Arthur K. Atkinson, the former Ann Arbor No. 6. Although the oldest of the ferries laid up in Ludington, having entered service in 1941 for the Pere Marquette Railroad, the Midland had a larger carrying capacity than its fleetmates.

Research Resources

MARITIME PROGRAM SITE

East Carolina University's Maritime History and Nautical Archeology Program has created a new Web site (address: www.ecu.edu/maritime). The site has information on program faculty, students, field schools, publications and links to other maritime sites.

STEAMER PHOTOS

The Steamship William G. Mather Museum's web site (little.nhlink.net/wgm) contains a display of fifteen photographs of the original steamer William G. Mather which was built in 1905 at the Great Lakes Engineering Works in Ecorse, MI.

GREAT LAKES IMAGES

A CD containing over 500 high-quality Great Lakes images is being made available by the Minnesota Sea Grant program and the U.S. Environmental Protection Agency. The images are in JPEG format and are suitable for desktop publishing, multi-media computer presentations and Web site creation. The cost of the CD is \$12 per disk. There is a partial preview of the disk's contents on the Minnesota Sea Grant web site (www.umn.edu/seagr). For more information call Minnesota Sea Grant at (218) 726-6191.

Historical Collections of the Great Lakes

The HCGL was formerly known as the Institute for Great Lakes Research and is a division of Bowling Green State University's Libraries and Learning Resources. Its collections include materials related to commercial shipping, shipbuilding, navigation, maritime law, commercial fish-

ing, shipwrecks, yachting, labor history, popular literature, freshwater ecology, recreation, and the history of Great Lakes ports.

HCGL holds approximately 450 collections including an extensive microfilm collection of American and Canadian government documents relating to the enrollment and registration of Great Lakes vessels.

Some of the major collections are the Lake Carriers' Association (minutes of meetings, subject files, annual reports, 1880-present); the American Ship Building Company (minutes, property records, subject files, drawings, photographs, 1880s-1980s); the Wilson Marine Transit Company (minutes, correspondence, legal files, financial records, 1884-1970); the Loudon G. Wilson Collection (especially useful for documenting the evolution of sail vessels on Great Lakes); the John E. Poole Collection (a 40,000 item card file on Great Lakes vessels); the Upson-Walton Ship Chandler Collection (Cleveland); the Richard J. Wright Marine Collection; and the archives of the International Ship Masters' Association.

HCGL's collection of several hundred thousand drawings from the American Ship Building Company, Great Lakes Engineering Works, and Defoe Shipbuilding provides a unique source for the study of Great Lakes shipbuilding from the 1860s to the 1980s. A large collection of navigational charts and maps provides information documenting the evolution of Great Lakes channels, harbors, and shorelines as well as information about shipping routes, shipwrecks, and the development of navigational aids.

The HCGL's collection of more than 130,000 images depicts the vessels, people, ports, and places of the American and Canadian Great Lakes region from the late nineteenth century to the present. Vessel photographs are arranged according to the original name of the vessel and are one of the Collection's most frequently requested resources. The HCGL also maintains vessel genealogies for more than 10,000 vessels.

In addition the HCGL maintains a reference collection that includes Merchant Vessels of the U.S., Canadian List of Shipping, Lake Underwriters, Lloyd's Register, Great Lakes Redbook, and Greenwood's, along with a 550-volume collection of newspaper clippings from lake ports arranged chronologically from the 1830s to the 1980s.

The HCGL is located on the 6th floor of the Jerome Library on the main campus of Bowling Green State University. The collections are open to the public, however all materials must be used at the facility. For more information, contact: Historical Collections of the Great Lakes, Jerome Library, 6th Floor, Bowling Green State University, Bowling Green, OH 43403; telephone: (419)372-9612 ; fax: (419)372-9600; e-mail: rgraham@bgsu.edu; web site: www.bgsu.edu/colleges/library/hcgl/hcgl.html