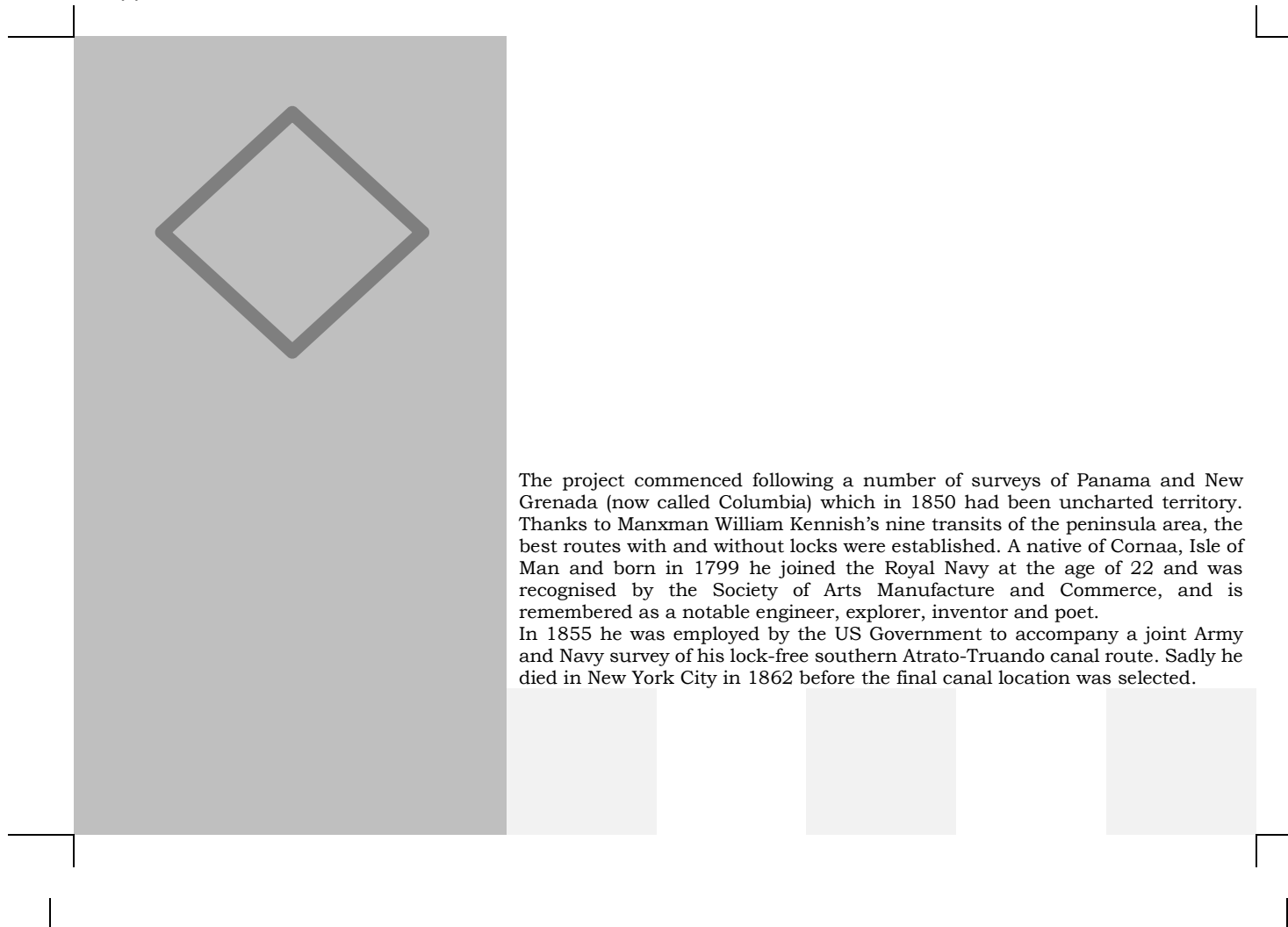


The following cards should be printed out and appended to your stamp covers as they provide important corrections to the text supplied with the covers.



The project commenced following a number of surveys of Panama and New Grenada (now called Columbia) which in 1850 had been uncharted territory. Thanks to Manxman William Kennish's nine transits of the peninsula area, the best routes with and without locks were established. A native of Cornaa, Isle of Man and born in 1799 he joined the Royal Navy at the age of 22 and was recognised by the Society of Arts Manufacture and Commerce, and is remembered as a notable engineer, explorer, inventor and poet.

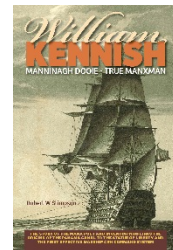
In 1855 he was employed by the US Government to accompany a joint Army and Navy survey of his lock-free southern Atrato-Truando canal route. Sadly he died in New York City in 1862 before the final canal location was selected.

WILLIAM KENNISH (1799-1862)

William Kennish was, in his own words, 'Manninagh Dooie' - a true Manxman. Born in Cornaa, Isle of Man in 1799, his father was a small land farmer and Kennish spent his youth working on the farm whilst before learning the trade of ship's carpentry in Douglas. Aged 22 he entered the Royal Navy speaking little English and unable to read or write. Within seven years he was promoted to master-carpenter of the British fleet in the Mediterranean, a testament to his technical knowledge and natural abilities.

In 1829 whilst on board HMS Hussar he invented 'a method for concentrating the fire of a broadside for a ship of war,' for which he received the Isis gold medal award of the Society of Arts and Commerce. He returned to the Isle of Man in 1844 and settled in Ballasalla where he became headmaster of Ballasalla Parochial School before he emigrated to America in 1849. His surveys of potential inter-oceanic canal routes in southern Panama and New Grenada were acknowledged by Baron Von Humboldt and his work culminated in 1855 with the US Government conducting a \$25,000 expedition to verify his final survey. Kennish continued as an engineer and inventor up to his death in New York City on 19th March 1862.

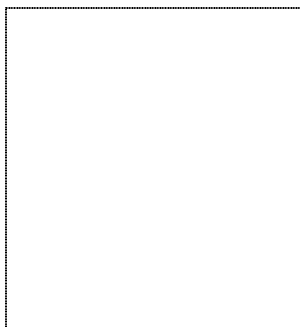
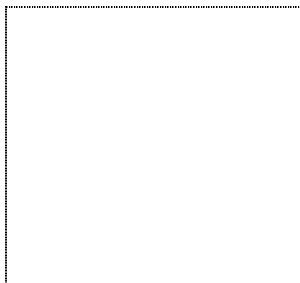




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Left: Construction of Panama Canal c.1910
Above: William Kennish
Photo: R W Stimpson / P Kelly

William Kennish

William Kennish received £100 from the Admiralty in London in 1828 for his Marine Theodolite which simplified the concentration of a broadside from a Ship of War. His Gun Commander system using bells, rope and a command of the helm using his theodolite put 16 shots through a 6ft square target at 500 yards, whilst moving at 3 knots – a challenge even for a 21st century gunner.

Later developments included a diving machine to allow recovery of lost coinage in Brooklyn harbour, before he set out to discover a route to link the Pacific and Atlantic Oceans. His discovery in 1854 of a route requiring no locks and proof that linking the two great oceans would not, as believed at the time, risk draining one into the other have set this Manxman head and shoulders above his contemporaries.

His son supervised the construction of the plinth supporting the statue of liberty, and volunteered with his brother as part of Serrell's Engineers in the American Civil War. All the more remarkable is the revelation that the inventions of both father and son from the Victorian era are still cited as relevant 'prior art' in modern patents of invention.

This book **William Kennish – Manninagh Dooie – True Manxman** charts the life and career of “an illiterate Manx Peasant” (William's own words) who rose in only seven years from seaman to master carpenter of the Mediterranean Fleet, eventually serving on three admiral's flagships.

'he is one of the most intelligent and best men I have ever met in his line of life'
– Captain Robert Maunsell, HMS Alfred, Malta, 28th March 1832
'Yet was Kennish a true poet and an honour to the Island' – T. E. Brown 1894

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