THE ART OF THE CHART

THE ARCHIVE OF IMRAY, LAURIE, NORIE & WILSON

In 3 volumes:

1. Atlantic Ocean
2. Indian & Pacific Oceans
3. Atlases & Ephemera

Vol 1.

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The Art of the Chart:
Volume I - Atlantic Ocean

DANIEL CROUCH RARE BOOKS

Altea gallery

The Art of the Chart

The manuscript and printed archive of the maritime publisher Imray, Laurie, Norie and Wilson. Charting the firm's birth, rise, and heyday, from the eighteenth to the beginning of the twentieth century.

"The sea, once it casts its spell, holds one in its net of wonder forever"

(Jacques Cousteau)

Over 70% of the World's surface is covered by Ocean.

Over 80% of the volume of international trade in goods is carried by sea.

Introduction

It is with great pleasure that Altea Gallery and Daniel Crouch Rare Books bring you this catalogue of the manuscript and printed archive of the world-renowned maritime chart publisher Imray, Laurie, Norie and Wilson Ltd.

The collection features over 200 manuscript charts, and 24 atlases, together with catalogues, sailing directions, and associated ephemera. The archive depicts the maritime world during the last quarter of the eighteenth, and the first quarter of the nineteenth centuries. This is a world defined not only by great advances in navigation, exploration, economics, and science, but also a world shaped by political upheaval and revolutions, and by the emergence of the British Empire as the world's pre-eminent superpower. This is a world in which the map can be seen as a symbol of progress and of the Age of Reason: a physical manifestation of the scientific method and of the organization of knowledge. It is no accident that the encyclopaedists Diderot and d'Alembert, called their work "a kind of world map", or Ephraim Chambers referred to his 1728 dictionary as a "map of knowledge", or that Carl Linnaeus described his system of classification as a "mappa naturae". No form of cartography is more redolent of this than the sea chart: a scientific instrument that codifies and defines the globe and enables commerce and wealth creation.

All the maps and atlases in this collection are rare. The majority are unique. This is in part due to the naturally high mortality rate for paper goods used at sea; in part because inaccurate navigation costs lives, and so it was active policy on board ship to destroy out-of-date charts; in part because many charts and other papers were lost when the firm's offices at 123 Minories were gutted by incendiary bombs during the Blitz in 1941; and in part because of the extraordinary circumstances under which the firm of Imray, Laurie, Norie and Wilson Ltd came into existence.

Nothing of its like has ever been brought to the market before. This is because it couldn't have been. The archive is the largest repository of the surviving manuscripts of eighteenth and nineteenth-century private sector chartmaking. Established in 1904 as an amalgam of the four main chart publishers of the previous century, the firm of Imray, Laurie, Norie and Wilson Ltd was a response to legislation introduced that year mandating the use of Admiralty Charts for all vessels sailing under the British flag. This consolidated nearly the entire private sector production of maps, atlases, instruments, and sailing directions under one umbrella. The company's history is, therefore, the story of the British chart trade and of the makers of the so-called "blueback charts", named for the strong blue paper used as a protective backing. A detailed history of how this consolidation came about may be found in Volume III of the catalogue.

A note on the catalogue
We have arranged the collection, the vast bulk of which is formed by the output of the firms of Robert Sayer and Laurie & Whittle, in three volumes:

Volume I: The Atlantic Ocean
The Americas, The North and Irish Seas, The Baltic, The Channel, The Mediterranean, and Africa, including: the Canadian surveys of Captain James Cook, which includes one of only two known copper plates of his work; the mysterious Captain Holland's charts of the northeastern seaboard of the newly-minted United States of America; Bernard Romans's manuscript for his monumental chart of Florida – a genuine "treasure map" used to locate a sunken Spanish galleon; Joseph Huddart's accurate surveys of the waters surrounding the British Isles; charts documenting the infamous "Middle Passage" route between West Africa, the West Indies, and the Americas, by which ships crossed the Atlantic Ocean with their cargo of enslaved people.

Volume II: The Indian & Pacific Oceans
The second volume encompasses the navigation of the Indian Ocean, the China Seas, Australia, and the Pacific, and includes: the manuscript, two engraved variants, and Australian extension, of Robert Sayer's spectacular wall chart of the Indian Ocean; early mapping of Mauritius, the Seychelles, the Maldives, Andaman, and Nicobar Islands; Benjamin Lacam's track across the Indian Ocean and attempts to build, and then defend, "New Harbour" on the Hooghly River; the navigation of the Straits of Malacca and Singapore, Captain Lloyd's surveys of the Sunda and Banca Straits and the Spice Islands on board the 'General Elliot'; the manuscripts for Captain Robert Carr's chart of the Philippines, Joseph Huddart's charts of the Pearl River and Hong Kong; as well as depictions of Australia and the Pacific Islands, just prior to the arrival ofthe First Fleet.

Volume III: Atlases, Sailing Directions, and Ephemera
The third volume includes 24 rare atlases, and several unique items of interest to the history of map and chart publishing, such as the annotated catalogues of the publications of Sayer and Laurie & Whittle in the late-eighteenth century;

J. W. Norie's own copy of his rival John Hamilton Moore's 'New Practical Navigator', liberally annotated with detailed criticisms; portraits of the hydrographers John Hamilton Moore and J. W. Norie, and, of course, there is Lord Nelson's favourite chair!

Enjoy!

Daniel, Massimo, and Nick

Cook's surveys of the St. Lawrence and Newfoundland

At the Treaty of Paris in 1763, France had relinquished all of Newfoundland to the British, except for the islands of St. Pierre and Miquelon off the south coast,... but no reliable maps of the area existed and, "if disputes between the English and French fishermen were to be averted, there must be a survey" (Skelton and Tooley).

This monumental task was offered to the still young James Cook, as his first major commission, secured for him by the first British Governor of the newly acquired territory, Commodore Hugh Palliser, under whom Cook had served aboard the HMS 'Eagle' during the Seven Years' War.

The result "was unequalled, for thoroughness, and method, by any previous hydrographic work by Englishmen; and it produced the first charts of this extensive and difficult coastline that could... with any degree of safety be trusted by the seaman" (Skelton and Tooley).

Cook sold the copyright for his charts to Thomas Jefferys, before embarking on his epic voyage in HMB 'Endeavour' to the Pacific. Jefferys then sold some of his plates to Sayer and Bennet, and they acquired the rest after Jefferys died in 1771.

Atlantic Seaboard of North America

Sayer and Bennett probably began preparing one of their earliest charts of the Atlantic Ocean during the opening salvos of the American War of Independence in 1775, providing the British men-o-war with much needed navigational detail.

However, their charts of the Ocean were also of considerable interest to traders: including whalers and slavers.

Many of the Laurie and Whittle's charts of the eastern seaboard of North America cite as author, or source, the mysterious "Captain N. Holland". This may be an erroneous reference to Samuel Holland, contemporary of Des Barres, and fellow surveyor with Captain James Cook of the St. Lawrence River and Newfoundland, and the eastern seaboard of North America. Or, it may be a deliberate pseudonym, to conceal the identity of one, or more, official government cartographers moonlighting their maps to the highest private bidder. Many institutions, however, credit the chart to Captain Nathaniel Holland, without any other information.

A NEW GENERAL CHART
OF THE
ATLANTIC or WESTERN OCEAN
and ADJACENT SEAS,
INCLUDING
THE COASTS OF EUROPE and AFRICA
From 60 Degrees North Latitude to the Equator;
AND ALSO
THE OPPOSITE COAST OF AMERICA,
Drawn and Regulated by the most accurate Astronomic Observations,
and the Journals of the most experienced Navigators;
in which also are particularly distinguished
THE DETERMINATIONS of LONGITUDE
as given by the Marine Clocks of Mr. LEROMAN BERTHOUD,
in the Voyage performed by order of the Government of France,
in 1768 and 1769, in the Ship Isis,
TO THE AZORES, MADERA, THE CANARIES, CAPE-VERD ISLANDS,
St. DOMINGO, THE GREAT BANK OF NEWFOUNDLAND &c.
BY Mr. DE FLEURIEU
an Officer in the French Navy and Member of the Royal Marine Academy &c.

NOTES

American Atlantic seaboard: "The third of the kind hereto made public" (Advertisement)

1 FLEURIEU, Charles Pierre Claret de

*A New General Chart of the Atlantic or Western Ocean and Adjacent Seas, including the Coasts of Europe and Africa From 60 Degrees North Latitude to the Equator, and also the Opposite Coast of America, Drawn and Regulated by the most accurate Astronomic Observations, and the Journals of the most experience Navigators: in which also are particularly distinguished the Determination of Longitude as given by the Marine Clocks of M.r Ferdinand Berthoud, in the Voyage performed by order of the Government of France, in 1768 and 1769, in the Ship Isis, to the Azores, Madera, the Canaries, Cape-Verd Islands, St. Domingo, the Great Bank of Newfoundland &ca. By Mr. de Fleurieu an Officer in the French Navy and Member of the Royal *Marine Academy &ca.*

Publication
[London, c.1776].

Description
Original working manuscript chart on four separate sheets, pen and black ink on paper, each sheet inscribed "4" in one lower corner, some minor manuscript losses.

Dimensions
Sheet one: 525 by 730mm (20.75by 28.7 inches); sheet two: 520 by 730mm (20.5 by 28.7 inches); sheet three: 520 by 730mm (20.5 by 28.7 inches); sheet four: 515 by 725mm (20.2 by 28.5 inches).

Sayer and Bennett probably began preparing this chart during the opening salvos of the American War of Independence in 1775. It is an extremely detailed chart of the Atlantic rim: from Labrador to Guyana, and the Shetland Islands to the Gulf of Guinea, and would have provided the British men-o-war with much needed navigational detail.

A lengthy "Advertisment" in the heart of western Africa details the map's pedigree: citing the Van Keulen family chart as the first of the Atlantic, then an unnamed cartographer from London, who so "miserably mangled" many of the essential details, that the poor engraver added two whole new islands to the Cape Verdes. In their own chart they have chosen to ignore the various "Vigias", or tops of submerged mountains as "it is extremely possible to mistake one of them for another, or to repeat them", and anyway, they might be "whales". Apparently whales can be particularly tricky, since one mariner cited mistook a dead carcass for a large bird.

No imprint appears on this chart, however it was first published by Sayer and Bennett in 1777, and then reprinted until 1803, with various amendments.

Preparing for one of the earliest maps to name the "United States"

2 [LAURIE, Robert; and James WHITTLE; after Robert SAYER; and Charles Pierre Claret de FLEURIEU

A New General Chart of the Atlantic or Western Ocean and Adjacent Seas, including the Coasts of Europe and Africa from 60 Degrees North Latitude to the Equator and also the opposite Coast of America : drawn and Regulated to the most accurate Astronomic Observations, and the Journals of the most experience Navigators, in which also one particularly distinguished the determinations of the longitude as given by the Marine Clocks of Mr. Ferdinand Berthoud in the Voyage performed by orden of the Goverment of France in 1768 and 1769 in the Ship Isis to the Azores, Madeira, the Canaries, Cape-Verd Islands, St. Domingo, the Great Bank of Newfoundland.

Publication
London, Printed for Robert Sayer, Print, Map and Sea Chart Seller, No 53 Fleet Street, as the Act directs, Aug.t 10, 1786 [altered to "1793"].

Description
Engraved chart on 3 (of a potential 4) sheets, with inset corrections and extensive revisions in pen and red ink.

Dimensions
Sheet one: 500 by 710mm (19.7 by 27.96 inches); sheet two: 535 by 720mm (21 by 28.25 inches); sheet three: 525 by 720mm (20 by 28.25 inches).

First published, in 4 sheets, as 'A New General Chart of the Atlantic or Western Ocean and Adjacent Seas,.... By Mr. de Fleurieu an Officer in the French Navy and Member of the Royal *Marine Academy &ca' by Sayer and Bennett in 1777 (see item 1), and then reprinted, with amendments by Robert Sayer and then Laurie and Whittle until 1802.

The present chart is a preliminary draught for Laurie and Whittle's 1794 re-issue of the original 1777 chart, and is made up from engraved sheets pulled from the lower two, and upper left printing plates of the 1786 reprint, which after nearly 10 years of use are clearly quite worn, and in desperate need of renewal on those grounds alone, but also in order to update information. This is supplied in the form of inset corrections and extensive amendments, including: the addition of "UNITED STATES", extensive revisions to the northeastern seaboard of North America from Manhattan to Labrador, the St. Lawrence River, the northern coastline of Central America, the Antilles, Guiana, and Greenland, on the western sheets; and all of the visible coast of western Africa, on the eastern sheet.

In an act of thrift and economy, the three plates have each been printed on the verso of older charts; in this case Sayer's chart of: 'Plymouth Sound, Hamoaze and Catwater surveyed in 1786. London, published by R. Sayer, Fleet Street No. 53, Fleet Street, Nov. 10th, 1786.'

The published version of the 1794 issue is exceptionally rare, with only one example located at the Biblioteca National de Espana.

American Atlantic seaboard: the western Atlantic Ocean: “the sprigs are small and few”

3 [LAURIE, Robert; and James WHITTLE]

The Western Part of the Atlantic Ocean, Greenland to the Equator.

Publication
[London, after 1803].

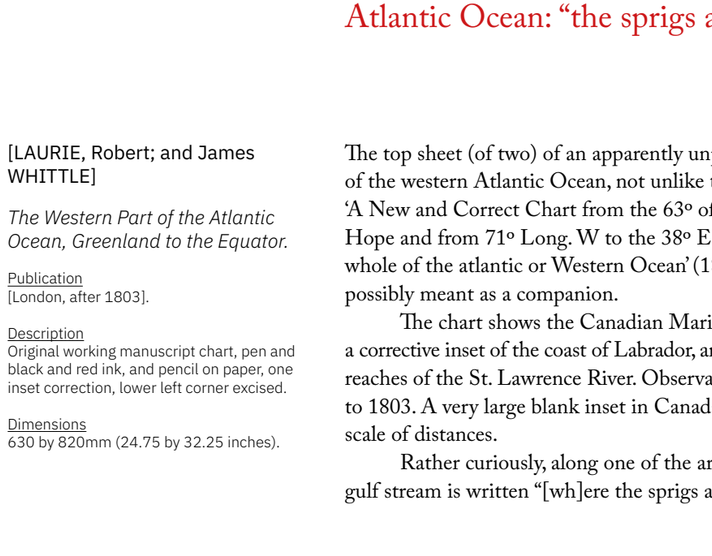
Description
Original working manuscript chart, pen and black and red ink, and pencil on paper, one inset correction, lower left corner excised.

Dimensions
630 by 820mm (24.75 by 32.25 inches).

The top sheet (of two) of an apparently unpublished and very large chart of the western Atlantic Ocean, not unlike the Laurie and Whittle chart ‘A New and Correct Chart from the 63º of lat. N. to the Cape of Good Hope and from 71º Long. W to the 38º E. of London: Exhibiting the whole of the atlantic or Western Ocean’ (1802), but further west, and possibly meant as a companion.

The chart shows the Canadian Maritimes in great detail, including a corrective inset of the coast of Labrador, and amendments to the western reaches of the St. Lawrence River. Observations on the chart are recorded to 1803. A very large blank inset in Canada was intended to include a scale of distances.

Rather curiously, along one of the arrows that mark the arc of the gulf stream is written “[wh]ere the sprigs are small and few”.



Cook's surveys of the St. Lawrence and Newfoundland: "mud" and "hard ground"

4 [ANONYMOUS; and Captain James COOK, R.N., F.R.S.]

A Plan of Ristigouche Harbour in Chaleur Bay Surveyed in 1760 by the King's Ship Norwich.

Publication
[London, R. Sayer and J. Bennett, 1775].

Description
Original working manuscript chart, pen and black ink on paper, inscribed lower left "137".

Dimensions
360 by 535mm (14.25 by 21 inches).

When Thomas Jefferys died in 1771, the original copper printing plates that he had accumulated for his 'A Collection of Charts of the Coasts of Newfoundland and Labradore, &c.' (1769), and other related charts, including James Cook's survey of the St. Lawrence, were acquired by Sayer & Bennett, who included them in their new 'North American Pilot' (1775). "As the impressions taken over in Jefferys's stock by Sayer and Bennett were sold out, the new proprietors reprinted the charts after inserting their own names in the imprints on all the plates used in the 'Collection' of 1770,... Cook, who returned to England from his second circumnavigation at the end of July 1775, was presented by Sayer and Bennett with a copy of 'The North-American Pilot' and persuaded to write a letter of commendation, dated from Mile End, 26 February 1776" (Skelton & Tooley).

The chart is finely detailed, and extends from Ristigouche Harbour in the west to Indian Point in the east. It was published in 'The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence' (1775). As the current chart appears not to have been published before its inclusion in the 'Pilot', it is most likely that this manuscript chart was prepared specially for it, based on Cook's survey. It is not known who the hydrographer aboard the man-o-war 'Norwich' was, but its companion chart (see item 10) does note that it ran aground in Chaleur Bay, and was "near being lost"... which is not surprising as there are many references to "mud" and "hard ground" throughout.

Safe havens on the eastern shore of Cape Breton

5 [ANONYMOUS; and Captain James COOK, R.N., F.R.S.]

A Draught of the Gut of Canso between Nova Scotia and Cape Breton Island, Surveyed by the King's Ships in 1761 [and] A Plan of Port Dauphin on the Eastern Side of Cape Breton Island Surveyed in 1743 [and] A Plan of Murgain or Cow Bay on the Eastern Side of Cape Breton Island, surveyed in August 1760.

Publication
[London, R. Sayer and J. Bennett, 1775].

Description
Original working manuscript chart, pen and black ink on paper, inscribed lower right "142".

Dimensions
365 by 530mm (14.25 by 20.75 inches).

Three charts on one sheet, each detailing two safe harbours on the Atlantic side of the strategic Cape Breton, and the narrow passage between it and Nova Scotia. The chart was published in 'The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence' (1775). As the current combination of charts appears not to have been published before its inclusion in the 'Pilot', it is most likely that this manuscript chart was prepared specially for it, including one based on James Cook's survey.

The elegance of Halifax

6 MORRIS, Charles; [and Captain James COOK, R.N., F.R.S.]

A Draught of the Harbour of Halifax, Jebucto Bay, Cape Sambro. with the Islands, Ledges & Soundings done by Order of His Excellency Brigadier General Lawrence, Governour [sic] of the Province of Nova Scotia. Novr. 3d 1759 by Chas: Morris Chf Surv.

Publication
1759.

Description
Surveyor's fair copy manuscript chart on two joined sheets, pen and black ink and colour wash on paper, inscribed on the verso "Harbour of Hallifax" [sic], some repairs to verso.

Dimensions
660 by 495mm (26 by 19.5 inches).

References
Kershaw, 'Early printed maps of Canada', volume 3, no. 820.

A very elegant chart of the strategic Harbour of Halifax, in Nova Scotia. The published version, by Thomas Jefferys, issued in his 'General topography of North America and the West Indies' (1768), is much less beautiful, and is dedicated to "the right honourable George Dunk Earl of Halifax, first lord commissioner, and to the rest of the right honourable commissioners for trade and plantations".

It would not be long before the chart was superseded by the extensive survey of James Cook, who was resident in Halifax when Morris conducted his survey.

The Missaguash River, dividing the French from the English

7 [HOLLAND, Samuel Johanes, probably]

[Chignecto Bay and Isthmus].

Publication
[London, c.1791].

Description
Original working manuscript chart, pen and black and red ink on paper.

Dimensions
840 by 290mm (33 by 11.5 inches).

An apparently unpublished extension sheet for Laurie and Whittle's 'New and correct chart of the coast of New England and New York with the adjacent parts...' (1794), which ends in Fundy Bay at just about the place where this chart begins, albeit with a slight difference in orientation. The chart shows in great detail the area considered to be the boundary between the French and British territories, the Missaguash River which connects the Bay of Fundy with the Northumberland Strait.

That chart is attributed to "Captain Holland", who is in all likelihood Samuel Holland (1729-1801) who had been commissioned by the British Government in 1770 to map the Atlantic seaboard, from the Saint John River to New York City, in preparation for impending conflict. While Holland supplied several surveys of great merit and use, he conspicuously did not produce a general map, like that eventually published by Laurie and Whittle in 1794.

Robert Sayer is known to have commissioned the engraving of other charts by "Nathaniel Holland" in about 1791, as he was ailing, and it is possible that Holland's '...New England and New York...' was amongst them, and the current chart too, as a companion. In 1792 Sayer took on Robert Laurie and James Whittle as junior partners, eventually selling them his business. As the first known printed version of this chart appeared published by Laurie & Whittle in 1794, it may be that it and the other charts by "Captain N. Holland" were some of the last commissions of his career, which were then shelved until after his death in 1794.

Of the identity of "Captain N. Holland" Wooldridge writes, "there is no record of a hydrographer named N. Holland in the imprints produced by any other firms; this may be an erroneous reference to Samuel Holland, who was a contemporary of Des Barres, an associate of Captain James Cook, and a notable figure in Canadian marine surveying. The 'error' if such it were, is unaccountably repeated on other maps by [Sayer and Bennett and] Laurie and Whittle, who certainly knew better". Others suggest that "Captain N. Holland" is a deliberate pseudonym, to conceal the identity of one, or more, official cartographers moonlighting their government funded maps to the highest private bidder.

Many institutions, however, credit the chart to Captain Nathaniel Holland, without any other information.

The Cape Shore

8 [ANONYMOUS; and Captain James COOK, R.N., F.R.S.]

[A] Chart of the South-east part of Newfoundland containing the Bays of Placentia, St. Mary, Trepassey and Conception from Actual Surveys.

Publication
London, Printed for R. Sayer and J. Bennett, 10 May 1770.

Description
Original working manuscript chart, pen and black ink on paper, imprint inscribed across the lower margin, and "130" lower right and on verso, "5" upper right, with loss to upper left-hand corner.

Dimensions
525 by 715mm (20.75 by 28.25 inches).

The chart was published in 'The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence' (1775). As the current combination of charts appears not to have been published before its inclusion in the 'Pilot', it is most likely that this manuscript chart was prepared specially for it.

A CHART OF THE WEST COAST OF NEWFOUNDLAND,

Surveyed by Order of Commodore Palliser,

GOVERNOR OF NEWFOUNDLAND, LABRADORE &c.&c.

By James Cook, Surveyor.

English and French Leagues, 20 to a Degree.

A View of the Land between Bonne Bay and the Bird Islands, taken at the Vessel D, in the Chart.

Larken's original engraved copper printing plate

9 COOK, Captain James, R.N., F.R.S.; and James LARKEN

A Chart of the West Coast of Newfoundland. Surveyed by Order of Commodore Palliser, Governor of Newfoundland, Labrador, &c. &c. by James Cook, Surveyor.

Publication
[London, Published by Permission by the Right Hon.ble, the Lords Commissioners of the Admiralty... by Robert Sayer & J. Bennet, Chart Sellers Fleet Street, [1768] - 1770.

Description
Original engraved copper printing plate, with subsequent alterations to the imprints.

Dimensions
508 by 584mm (20 by 23 inches).

References
Skelton & Tooley, 'The Marine Surveys of James Cook in North America 1758-1768', 9, 11, and 13.

The original engraved copper printing plate for the title-sheet for James Cook's fourth chart in his sequence of surveys of the vast coastline of Newfoundland. It was engraved by James Larken in 1768, as a direct commission from Cook, and remained current and unchanged, except for alterations to the imprint, as the plate passed from Cook to Thomas Jefferys, and then to Sayer and Bennett.

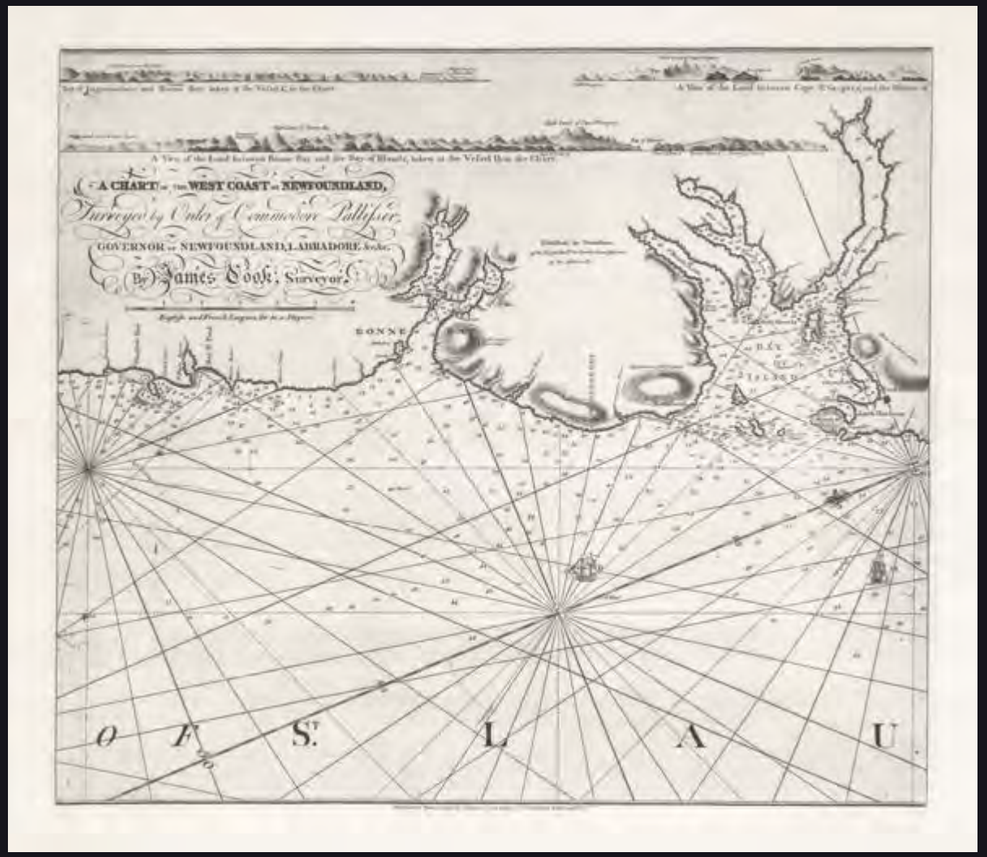
At the Treaty of Paris in 1763, France had relinquished all of Newfoundland to the British, except for the islands of St. Pierre and Miquelon off the south coast "but her fishermen were allowed rights of fishing and curing from Cape Bonavista in the north-east to Point Rich in the northwest. But no reliable maps existed and, if disputes between the English and French fishermen were to be averted, there must be a survey" (Skelton & Tooley). This monumental task was offered to the still young James Cook, as his first major commission, secured for him by the first British Governor of the newly acquired territory, Commodore Hugh Palliser, under whom Cook had served aboard the HMS 'Eagle' during the Seven Years' War.

The result "was unequalled, for thoroughness, and method, by any previous hydrographic work by Englishmen; and it produced the first charts of this extensive and difficult coastline that could... with any degree of safety be trusted by the seaman" (Skelton & Tooley). During the spring, summer, and autumn of each year between 1763 and 1767, Cook surveyed the more vulnerable coasts of Newfoundland, and the most frequented by British shipping, returning to England during the winter months to draw-up and commission the printing of his charts.

Between 1766 and 1768 Cook self-published four charts of the Newfoundland coast, with the permission of the Admiralty, who did not engage with publishing charts themselves until 1808: 'A Chart of the Straights of Belleisle' (1766), 'A Chart of the South Coast of Newfoundland' (1766), 'A Chart of Part of the South Coast of Newfoundland' (1767), and 'A Chart of the West Coast of Newfoundland' (1768). Each was engraved by James Larken.

Cook retained the copyright for each of his charts until early in 1768, after which he sold them to Thomas Jefferys, before embarking on his epic voyage in HMB 'Endeavour' to the Pacific. Jefferys then published two issues, unchanged except for the imprint, one in 1769, and one in 1770, as 'A Collection of Charts of the Coasts of Newfoundland and Labradore &c.,'. He then sold the plates to Sayer and Bennet, who included the chart in their 'The North-American Pilot for Newfoundland,...' (1775 onwards) as chart XVI, as here, unchanged except for their imprint. This copperplate is for the middle-sheet of three.

While original manuscript charts from this period of Cook's endeavours have survived, we are aware of only one other engraved printing-plate related to Cook's cartographical work from his entire career, that for John Bayly's "The Great Pacific Ocean" and "South Pacific Ocean" (1772), now held as part of the Daniel Solander collection at the British Museum.



A twentieth century impression taken from the original copper plate.

“Mud”, “mud and shell”, “muddy shells”

10 [ANONYMOUS; and Captain James COOK, R.N., F.R.S.]

A Plan of Chaleur Bay in the Gulf of St. Laurence. Surveyed by His Majesty's Ship Norwich in 1760.

Publication
[London, R. Sayer and J. Bennett, 1775].

Description
Original working manuscript chart, pen and black on paper, with an extended margin.

Dimensions
360 by 555mm (14.25 by 21.75 inches).

The chart is finely detailed, and extends from Ristigouche Harbour in the northwest to Gaspe Bay in the northeast. It was published as chart XIV in ‘The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence’ (1775). As the current chart appears not to have been published before its inclusion in the ‘Pilot’, it is most likely that this manuscript chart was prepared specially for it based on Cook’s survey. It is not known who the hydrographer aboard the man-o-war ‘Norwich’ was, but the chart does note that it ran aground in Chaleur Bay, and was “near being lost”... which is not surprising as there are many references to “mud”, “mud and shell”, “muddy shells”, and “hard sand” throughout the chart.

One of the most contentious gateways to North America

11 [COOK, Captain James, R.N., F.R.S; and Michael LANE]

A Chart of the Gulf of St. Laurence. Composed of a great number of Actual Surveys and other Materials Regulated and Connected by Astronomical Observations.

Publication
[London, R. Sayer and J. Bennett, 1775].

Description
Original working manuscript chart, pen and black and red ink on paper, inscribed lower left “136”, inscribed on the verso “Banks of Newfoundland”, and “II”.

Dimensions
635 by 505mm (25 by 20 inches).

A superb and very detailed chart of one of the most important and busiest sea-ways of, and gateways to, North America for the last 350 years. The French and British fought for sovereignty over the Gulf and the territories it gives access to for hundreds of years, culminating in the conflicts of the Seven Years’ War, and the Treaty of Paris of 1763, which gave Britain the upper hand.

The chart was first published in ‘The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence’ (1775), and is based on the surveys of Cook, Lane, and others.

Desjardin's vignette

12 DESJARDIN; and Captain James COOK, R.N., F.R.S.

Pointe aux Allouettes or Larks Point By Desjardins Pilot of Quebec.

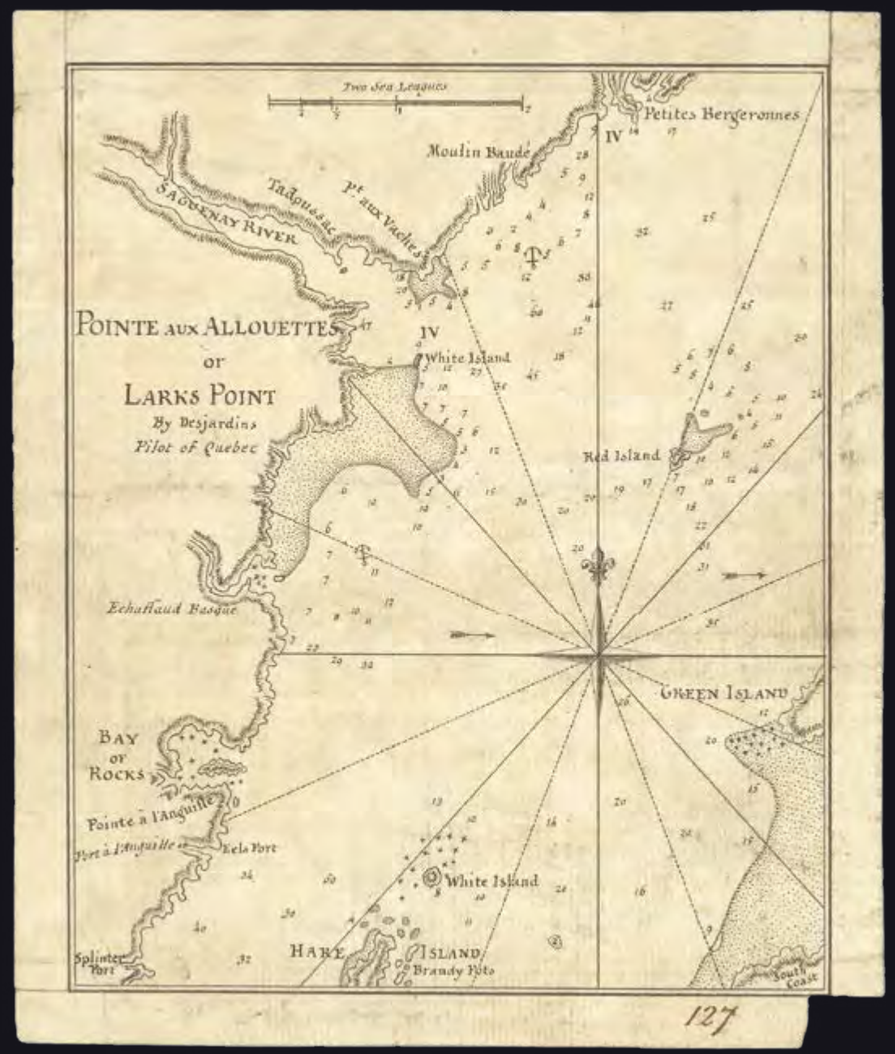
Publication
[London, R. Sayer and J. Bennett, 1775].

Description
Original working manuscript chart, inscribed lower right "127", small loss to lower right-hand corner.

Dimensions
205 by 170mm (8 by 6.75 inches).

Prepared for inclusion as an inset in Sayer and Bennett's new edition of Cook's 'A new chart of the River St. Laurence, from the Island of Anticosti to the Falls of Richelieu', in their 'The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Laurence' (1775).

The chart shows a finely detailed section of the St. Lawrence River, extending from Hare Island (i.e. "Iles aux Lievres") to Les Petites Bergeronnes, encompassing the confluence of the Riviere Saguenay. As the current chart appears not to have been published before its inclusion in the 'Pilot', it is most likely that this manuscript chart was prepared specially for it based on Cook's survey. No other charts by "Desjardin" are known.



Plotting the Constitutional Act of 1791

13 [ANONYMOUS]

[The St. Lawrence, from Quebec to Montreal].

Publication
[Quebec, Patent Office, c.1790].

Description
Original manuscript plat map on four joined sheets, pen and black, blue and red ink, and colour wash, on paper, edges a little frayed, early repairs to verso.

Dimensions
595 by 720mm (23.5 by 28.25 inches).

A very detailed survey of the St. Lawrence River, extending from Trois-Rivieres in the southwest to Saint-Antoine-de-l'isles-aux-Grues in the northeast, showing the historical "Fiefs", "Seigneury", and larger swathes of property owned inland to about 40 miles either side of the river. It was probably prepared in connection with the Constitutional Act of 1791, which principally created two new British colonies from Quebec, "Upper Canada" and "Lower Canada", but on a more local level, also guaranteed continuity of ownership of land held under the feudal "seigneurial" system in Lower Canada (the lower St. Lawrence River).

This plat map is very similar to one first published by Samuel Holland in 1802, 'A New Map of The Province of Lower Canada, Describing all the Seigneuries, Townships, Grants of Land, &c. Compiled from Plans deposited in the Patent Office Quebec; By Samuel Holland'. It may have been acquired by Robert Sayer, who commissioned the engraving of a number of maps by "Captain N[athaniel]. Holland" in 1791. It is very likely that Nathaniel Holland was actually Samuel Holland, who was topping up his retirement savings by selling his government-funded survey charts privately.

The seigneurial system had been established in New France from its earliest days as a French colony, in 1627. Between then, and the Treaty of Paris in 1763, which ended the French and Indian War in North America, nearly 220 seigneuries were granted encompassing the habitable areas on both banks of the St. Lawrence River, between Montréal and Québec City, the Chaudière and Richelieu Valleys, and extending to the Gaspé Peninsula.

The Act also created "Clergy Reserves" in Upper Canada, and it is no coincidence that as well as marking out the very large seigneuries owned by religious orders on the map, there is an additional note about which islands in this part of the St. Lawrence are owned by them. On the northern shore, the largest landowners are 'The Seigniory [sic] of Coat [sic] de Beaupre the property of the Seminary of Quebec', and the Jesuits, who hold several seigneuries surrouding Quebec City; on the southern shore are 'Nicholet Seig. the Property of M. Cresse', 'M. Grantilly's Seigniory', 'M. de Lerys Seigniory', 'M. La Nadiere's Seigniory', 'St. Jean De Chillon a Mons:r De V'Our's De Chillon', 'Mon. Lotboniere's Seigniory', 'St. Croix the property of the Ursalines of Quebec', and the 'Cote de Lauzon the property of Gen. Murray'.

"Original surveys which were supplied direct to the publishers by their author" (Fisher)

14 BACKHOUSE, Thomas

An archive of manuscript surveys prepared for 'A New Pilot of the South East Coast of Nova Scotia'.

Publication
[London], 1798.

Description
11 surveyor's fair copy manuscript drawings, pen and black, grey, and red ink, and colour wash on paper, most surrounded with a plain but decorative colour wash border, with numerous office amendments in pencil, occasionally outlining the title and its cartouche, placing of references and scales, most inscribed on the verso in pen and black ink and pencil, two backed with muster-roll book paper.

Dimensions
Various sizes (smallest height: 485mm (19 inches); tallest height: 690mm (27.1 inches). Shortest length: 485mm (19 inches); longest length: 680mm (26.7 inches)).

References
Fisher, 'The Makers of the Blueback Charts', p. 61; see Phillips [Atlases], 1251.

Original fair copy manuscript surveys, by Master Thomas Backhouse, who seems to have been plying the coastline of Nova Scotia, Halifax, Lunenburg, Canso, and Cape Breton, in HMS 'Thisbe', since 1790, for Laurie and Whittle's completely new pilot: 'A new pilot for the south east coast of Nova Scotia, Chedabucto Bay, Gut of Canso, Bay of Funday, and round the isle of Cape Breton with the principal harbours surveyed by Thomas Backhouse'. Published with 15 charts, "as the Act directs July 12th 1798 by Laurie and Whittle, No. 53, Fleet Street, London", the pilot was "exclusive to the firm [with] original surveys which were supplied direct to the publishers by their author" (Fisher).

The printed 'Pilot' is exceptionally rare, with only one incomplete example being offered publicly in commerce, in 1939 (13 of 15 charts); with complete examples at the Newberry Library, and the Houghton Library at Harvard; an incomplete set of charts (14 of 15 charts) at the Huntington Library, and in the Canadian archives (13 of 15 charts), and a later edition (1810) recorded in the archives at Quebec.

Nova Scotia and Cape Breton had been seen as strategic locations in naval warfare for as long as France and England had been contesting territory in North America, throughout the seventeenth and eighteenth centuries. Of particular contention, was the Fortress of Louisburg, on Cape Breton, which fell to the British in 1758. The French were expelled from the island, Nova Scotia, and Newfoundland, as a result of the Treaty of Paris in 1763, which ended the Seven Years' War, creating a safe haven for fleeing refugees of the American War of Independence.

As this part of North America fell outside the divisions of the Constitutional Act of 1791, which principally created two new British colonies from Quebec, "Upper Canada" and "Lower Canada", Nova Scotia and Cape Breton became a haven of refuge for loyalists fleeing the new Republic of post-Revolutionary War North America. The 'Pilot of the South East Coast of Nova Scotia' would have appealed to these prospective immigrants, as well as supplying important defensive details for this vulnerable coastline.

The Charts:
[No. 2.]. "Harbor of St Johns N. Brunswick", proposed title-cartouche in pencil, inscribed on the recto "156" lower right, and also on the verso, on two joined sheets, backed with muster-roll paper. Published as 'The Harbour or River St. John in New Brunswick Surveyed by Thos. Backhouse 1798.... Stephenson sculp.'. Showing St. John, part of New Brunswick, Manhogenes Manawagonish Island to Cape Spencer.

[No. 3]. "Shelburne or Port Roseway Harbour by Thomas Backhouse", proposed title-cartouche in pencil, inscribed on the recto "155" lower left, and on the verso: "No. 2", "155". Published as 'A survey of Shelburne, or

Port Roseway Harbour. By Thomas Backhouse. 1798...Engraved by J. Lodge' (1798). Showing Durfey's Settlement and the Shelbourne Town.

[No.6]. "Country Harbor Nova Scotia [Plate I]", inscribed on the recto lower left "151", and on the verso "No. 4 2 sheets", "151". Published as 'A survey of Country Harbour on the coast of Nova Scotia by Thomas Backhouse. Plate 1st. Facing the sea.1798' (1798). Showing part of Novia Scotia, Country Harbour, the Outer shoals to Regged Point.

[No. 7]. "A Survey of Country Harbour on the coast of Nova Scotia by Thomas Backhouse Plate IInd", proposed title-cartouche in pencil, inscribed on the verso "No. 4 - 2 sheets", "152". Published as 'A Survey of Country Harbour on the Coast of Nova Scotia by Thomas Backhouse. Plate IInd' (1798). Showing part of Nova Scotia, Country Harbour Entrance, the entrance to the head of harbour, and the homes of Loyalists, Captain Leggett and Captain Dickensen.

[No. 8]. "The Harbour of Canso Surveyed by Tho.s Backhouse... Sept. 27, 1790", inscribed on recto "150" lower left, and on the verso "No. 5", "Canso", "Canso & Crow Harbor". Published as 'The Harbour of Canso Surveyed by Thos. Backhouse. 1798... Stephenson sc.' (1798). Showing part of Nova Scotia, Canso Habour, the South end of Andrew Island to the North end of Binny [Piscatiqui] Island, with numerous leading lines, soundings, the northern entrance is inverted for reading with the chart upside-down.

[No. 10]. "Part of The Isle of Cape Briton [sic]. Inhabitant Bay & Harbour. His Majesty's Ship Sepr 26 1790", inscribed in ink on the verso "Lunenberg & Inhabitant". Published as 'Part of the isle of Cape Breton, Inhabitant Bay' (1798).

[No. 11]. "Cape Breton Island", inscribed on verso "143", published as 'The Island of Cape Breton, with the Gut of Canso, and Chedabucto Bay. By Thomas Backhouse. 1798' (1798). Cape Breton and adjacent coast.

[No. 12]. "Port Hood on the Coast of Nova Scotia", proposed title-cartouche in pencil, inscribed on the recto "144" lower left, and on the verso "No.7", "144", backed on muster-book paper. Published as 'Port Hood on the North West Side of Cape Breton, Surveyed by Thos. Backhouse, 1798...Engraved by J. Tuppen' (1798). Showing Port Hood, Port Hood peninsula and anchorage, part of Nova Scotia, with two leading lines for entering the anchorage, farmhouses.

[No. 13]. "St. Anns Bay and Harbour on the North East Side of Cape Breton Island", within a pencilled title-cartouche, inscribed on the recto "145" and on the verso "145". Published as 'St. Ann's Bay and Harbour on the North East Side of Cape Breton Island. Surveyed by Thos. Backhouse. 1798... Engraved by J. Tuppen' (1798). Part of Cape Breton Island, St. Ann Bay, showing St. Ann Bay from Cape Dauphin and Cape Smoke, farmhouses.

[No. 14]. "Spanish River in the Isle of Cape Breton or Sydney Harbour", inscribed on the recto "146", and on the verso "No.9", and "Sydney", backed with muster book paper, lacking a strip from lower edge, including most of scale and key. Published as 'Survey of Spanish River or Sydney Harbour by Thos. Backhouse. 1798... Stephenson Sculp.' (1798). Showing part of Cape Breton Island, Sydney Harbour, the entrance to town of Sydney and west arm, showing the early settlement of Sydney on the Island in Dartmouth River, with a view of the town, farms, and coal mine.

[No. 15]. "Louisburg harbour to Rupert George Esqr. Commander of His majesties Ship Hussar, and Senior Officer, on the Nova Scotia Station This Chart Is most Humbly dedicated, and Presented by His very Humble Servant Tho: Backhouse 27th August 1792", inscribed on the recto "147", and on the verso "No 10", "147". Published as 'A survey of Louisburg Harbour To Rupert George, Esq. Commander of His Majesty's Ship Hussar, and Senior Officer on the Nolva Scotia Station; This Chart is most respectfully dedicated, by his very humble Servant, Thos. Backhouse...' (1798). Part of Nova Scotia, Louisburg, Louisburg Harbour, with the remains of the old town and ruins of the old fort and lighthouse, houses and trees, and leading and clearing lines for the harbour.

Without: I: 'A new chart of the Coast of Nova Scotia', IV: 'A Survey of Lenenberg Harbour', V: 'The Harbour of Halifax, in Nova Scotia', and IX: 'Crow Harbour'.

Port Hood

With all the Fishing Stages

15 OWEN, Francis, Master R

A Chart of the Road & Harbour of Great Placentia in Newfoundland. Surveyed in August 1800 by Francis Owen, Master of His Majesty's Ship Agincourt. To Charles Morice Pole Esqr; Vice Admiral of the Blue, Commander in Chief, and Governor of the Island of Newfoundland &c&c. This chart is by Permission Most Respectfully Dedicated, By his obliged humble Servant, Francis Owen.

Publication
[London], 1801.

Description
Original working manuscript chart, pen and black ink, and colour wash on paper, loss to the top left-hand corner.

Dimensions
485 by 645mm (19 by 25.5 inches).

A very detailed manuscript chart, oriented with east at the top, extending from Moll Point to beyond Dixons Hill and South East Arm, and from beyond Mount Pleasant to Point Verd. With an extensive "Description", indicating "the only dangers near Placentia are the Virgin Rocks & the Gibraltar Rocks, on the South, & the Moll Rocks on the North". In addition to more obvious landmarks, the chart notes the "Fishing Stages" at Point Verd, and the Town of Placentia. Since the earliest European settlement of the area, fishing had been a major industry.

The chart is less detailed, topographically, than that of James Cook, published by Sayer and Bennett in 1770.

Published as 'A chart of the Road and Harbour, of Great Placentia, in Newfoundland Surveyed in August 1800 by Francis Owen, Master of His Majesty's Ship Agincourt' (engraved by I. Tuppen, 27 King St., Golden Sqre. London, No. 53 Fleet Street: Published by Robt. Laurie and Js. Whittle, January 31st 1801), and in the 'North American pilot. The first part of the North American Pilot' 1806.

A monster manuscript map of Newfoundland

16 [DESSIOU, Joseph Foss, after Captain James COOK; and others]

Drawing of Newfoundland.

Publication
[London, 1808].

Description
Large original working manuscript chart on four separate double-page sheets, pen and black ink and colour wash on paper, contemporaneously laid down on linen, each inscribed in the lower outer corner "127", and on the verso of the "title" sheet "Drawing of Newfoundland by I. Dessiou".

Dimensions
Each sheet 530 by 675mm (20.75 by 26.5 inches).

References
UK Hydrographic Office Archive, SVY/A/E6.

A monumental manuscript chart of Newfoundland, showing the northeastern seaboard of Canada, Labrador, New Brunswick, Nova Scotia, all of Newfoundland, the Greater Bank, the Outer Bank or False Bank, Jaquet Bank, Great Bank of Newfoundland, New Bank, Whale Bank, Green Bank, Banquereau, Mizen Bank, Middle Ground, Sable Island Bank, La Have Bank, Browns Bank, St. George's Bank, Cashes Ledge, and Jefferys's Bank. An inset upper left shows the continuation of the St. Lawrence River to Quebec and the falls of Richelieu.

Eventually published in six sheets as 'Laurie and Whittle's New General Chart of the Island of Newfoundland with all its banks. The Gulph [Gulf] and River of St Lawrence and the Bay of Fundy,... By Joseph Dessiou (from the surveys of JFW Des Barres, Captain James Cook, Captain S Holland, Mr Thomas Backhouse, Mr Francis Owen and others); engraved by J Wallis', with the inset titled "Continuation of the River St Lawrence to Quebec and the falls of Richelieu", published in London, "53, Fleet Street:... by Rt. Laurie & Js. Whittle, May 6th. 1808", probably for inclusion in the 1808 edition of the 'The First Part of the North American Pilot, for Newfoundland, Labradore, and the Gulf and River St. Laurence...', intended to update the surveys of James Cook of the 1760s. The chart would have been available and extremely valuable to the Royal Navy during the War of 1812.

The first issue of the printed chart is exceptionally rare, only known in one institutional example, at the Admiralty Office; a second issue was published in 1810, but this too seems to be scarce; no examples have appeared in commerce in available records.

Proof sections for a proposed new edition

17 [HOLLAND, Samuel Johanes, probably]

Proof sections for a 'New and correct chart of the coast of New England and New York with the adjacent parts'.

Publication
[London, after 1794].

Description
Three original working manuscript charts, pen and black and red ink, and colour wash on paper, with pencilled office amendments.

Dimensions
Sheets one and two: 345 by 555mm (18.6 by 21.8 inches); sheet three: 345 by 615mm (18.6 by 24 inches).

Proof sections for an apparently unpublished later issue of Laurie and Whittle's 'New and correct chart of the coast of New England and New York with the adjacent parts...' (1794), based on the surveys of Samuel Holland. These charts include two unpublished insets: 'Part of the River St. Lawrence from the Isle of Bic to Cape Lauzon on an enlarged scale', and a 'Chart of Portland Harbour from I.F.W. Des Barres with Additions', a section of the St. Lawrence River between Cape Diable and Havre St. Nicolas, and the top left-hand sheet of the engraver-ready manuscript of the first issue of Laurie and Whittle's '... New England and New York', with office amendments / corrections in red ink.

The first issue of the '...New England and New York...' chart is attributed by Laurie and Whittle to the elusive "Captain Holland".

Amongst Sayer's last commissions

18 HOLLAND, Captain N.; [possibly pseudonym for Samuel Johannes HOLLAND, or others]

A New Chart of the Coast of North America From New York to Cape Hatteras. Including the Bays of Delaware and Chesapeak, with The Coasts of New Jersey, Maryland, Virginia and Part of the Coast of North Carolina.

Publication
London, Printed for Robert Sayer, Fleet Street, as the Act Directs, [c.1791].

Description
Original working manuscript chart on two separate sheets, pen and black ink on paper, some marginal losses, inscribed "165" on each lower right-hand corner, and on the verso "5 Drawings of America engraved by Palmer in 1791".

Dimensions
Each sheet 550 by 750mm (21.75 by 29.5 inches).

References
Wooldridge, 'Mapping Virginia', 2012, figures 200 and 200a, pages 220-223.

An extremely detailed manuscript chart of one of the busiest portions of the northeastern seaboard of North America.

Although this manuscript version of the chart has the imprint of Robert Sayer, it interestingly states that it is to be "printed for" him, rather than by him, and the name of the engraver "Palmer" is written on the verso of the chart, again implying some out-sourcing. This might be explained by the fact that it is known that Sayer was ailing by 1791, and in 1792 took on Robert Laurie and James Whittle as junior partners, eventually selling them his business. As the first known printed version of this chart appeared published by Laurie & Whittle in 1795, it may be that these and the other charts by "Captain N. Holland" were some of the last commissions of his career, which were then shelved until after his death in 1794.

PENNSILVANIA

NEW JERSEY

DELAWARE

MARYLAND

ATLANTIC

Philadelphia

Burlington

Trenton

Salem

Newcastle

Baltimore

Annapolis

Patapsco River

Chesapeake Bay

Delaware Bay

Cape May

Cape James

Cape Henlopen

Sandy Hook

Barnegat Inlet

Little Egg Harbour

Great Egg Harbour

Absecum Inlet

Hudson River

Raritan Bay

Staten Island

Amboy

Perth Amboy

Elizabeth Town

Newark

Bergen

Hackensack

Paulus Hook

Entrance into New York Harbour

Appearance of the Highland of Neversink Bearing N.W. by N. four Miles off, and the Light House on Sandy Hook Bearing N.W.

This Land is very remarkable, as the Coast to the Southward of it is Low with Sandy Beaches, and from the North End it Low Sandy Beach Outside with Clumps of Marsh Trees, at the extremity of which stands (2nd) Main-Light House.

Sand and shells with dead Tygas

Small White Sand

Blue and Yellow Sand

Sand

Large Sand

Cedar Swamp

Cedar Islands

Ver. 6° 30' W in 1780

"The Graveyard of the Atlantic"

19 HOLLAND, Captain N.; [possibly pseudonym for Samuel Johannes HOLLAND, or others]

A New Chart of The Coast Of North America From The Currituck Inlet To Savannah River. By Captain N. Holland. Comprehending the Coasts of North and South Carolina.

Publication
London, Printed for Robert Sayer, No. 53 Fleet Street As the Act Directs, [c.1791].

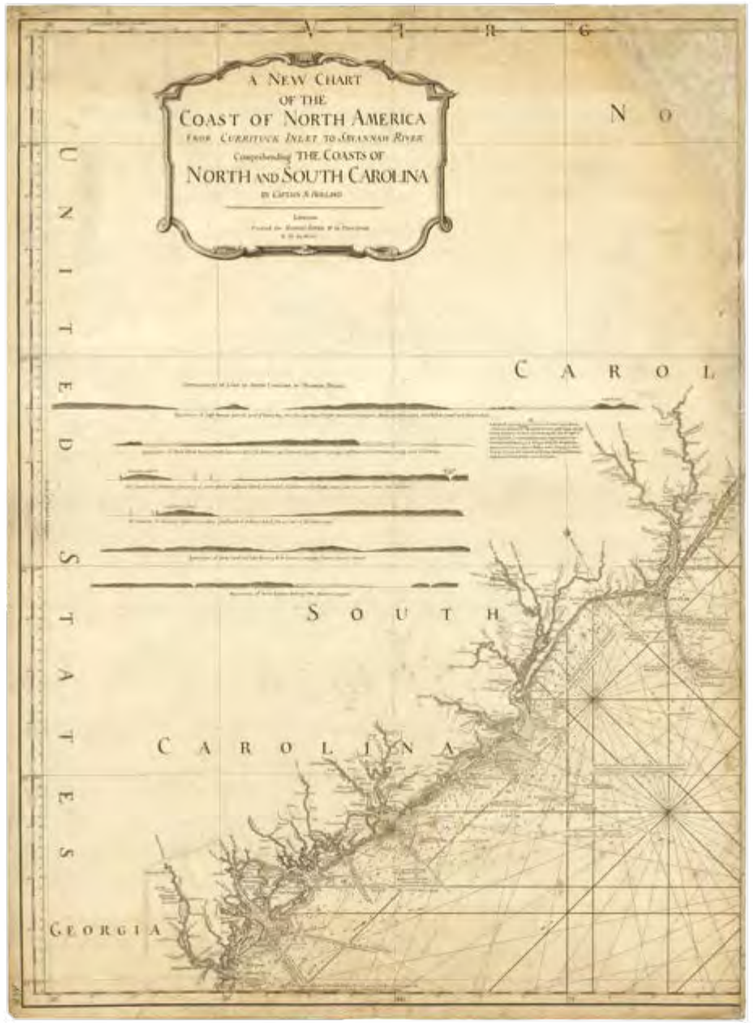
Description
Original working manuscript chart on two separate sheets, pen and black ink on paper, inset correction, some loss to upper right-hand corner of each sheet, inscribed on the verso "Original Drawings of 5 Plates of Charts of the American Coast Engraved by Palmer in 1791".

Dimensions
Each sheet 750 by 545mm (29.5 by 21.5 inches).

References
Wooldridge, 'Mapping Virginia', 2012.

An extremely detailed manuscript chart of the treacherous coastline of North and South Carolina, with all its shifting shoals and sandbanks, which earned it the name of "the graveyard of the Atlantic".

The chart extends along the east coast, from Currituck Inlet, which is the current border between Virginia and North Carolina, to Savannah River, the border with present-day South Carolina and Georgia.



FLA

CAROLINA

GEORGIA

CHARLESTON

GEORGE TOWN

PORT ROYAL

SAVANNAH

SAVANNAH RIVER

PORT ROYAL ENTRANCE

CAPE ROMAIN or Carteret

Santee R.

Black River

Winyah Harbour

Ashley Ferry

Parkers Ferry

Dorchester

Ebenezer

Purisburg

Abercorn

Ewhaws

Barnaby's Bluff

Coosaw River

Broad River

Beaufort

Port Royal Island

St Helena Island

Johns Island

Eddistoe Isl.

Radnor

Ashepoo

Pon Pon

Wiltown

Combahee R.

Savannah River

Tybee Light-house

Fort Royal

Fort Ladies

Fine Black & White sand full of Broken Black Shells

Coarse Gravel with Black & White shells

Rocky Fishing Ground

Very Fine Black and White Sand with White Transparent Stones like bits of Gl

Yellow and Brown Gravel with Broken Shells

Green Transparent Gravel & Fine Sand

Yellowish Gravel & Black Shells

Black & White Sand with Yellow coloured & Broken Shells

Var. 5° 23' E. 1742.

4° 48' E. 1780.

N. You will see the Land in Deeper Water Here, than to the North at Charleston Bar, nor is the Water so Muddy.

Scarboard Head W. by N. Carries you over the Bar till St Philipp's Point Bears NW when Meer for Pt.

Tybee Light-house is a Remarkable Tree in one W. by N. will carry you over the Bar, 18 foot at Half Tide

Any where near Cape R... from Thirteen to Nin... It is a Sure Mark you

NG BAY

LI...

American Atlantic seaboard: a proof copy of Holland's map of Florida and Georgia

20 HOLLAND, Captain N.; [possibly pseudonym for Samuel Johannes HOLLAND, or others]

A New Chart of the Coast of North America from Port Royal Entrance to Matanza Inlet Exhibiting the Coast of Georgia &c. by Captain N. Holland. An Improv'd Edition.

Publication
London, Published by Laurie & Whittle, 53 Fleet Street, 12th May, 1809.

Description
Engraved chart, annotated in pencil to add lighthouses and a ship's track.

Dimensions
730 by 550mm (28.75 by 21.75 inches).

A very detailed chart of the coastline of Georgia and northeastern Florida. The three insets are of the Mouth of the Nassau River, Mouth of the St. Mary's River, and St. Augustine Harbor. There appear to be no differences between the current chart and the issues of 1792 and 1794.

Of the identity of "Captain N. Holland" Wooldridge writes, "there is no record of a hydrographer named N. Holland in the imprints produced by any other firms; this may be an erroneous reference to Samuel Holland, who was a contemporary of Des Barres, an associate of Captain James Cook, and a notable figure in Canadian marine surveying. The 'error' if such it were, is unaccountably repeated on other maps by [Sayer and Bennett and] Laurie and Whittle, who certainly knew better". Others suggest that "Captain N. Holland" is a deliberate pseudonym, to conceal the identity of one, or more, official cartographers moonlighting their government funded maps to the highest private bidder.

Many institutions, however, credit the chart to Captain Nathaniel Holland, without any other information.

Jefferys charts the Caribbean

Published posthumously, but at least ten years in the making, Thomas Jefferys first announced 'The West-India Atlas' in his advertising for 'A Description of the Spanish Islands and Settlements of the Coast of the West Indies' (1772). Unfortunately, Thomas Jefferys would not live to see the publication of his 'West India Atlas' (1775), and it was left to Robert Sayer who, in partnership with John Bennett, acquired his materials and published the atlas posthumously under Jefferys's name. The work was evidently a commercial success as there were five subsequent editions under the Sayer and Bennett imprint. The 'West Indian Atlas' combined both the elements of an atlas and a pilot with both geographic and hydrographic information. It included an 'Index-map', showing how the following sixteen charts join to create a single large 'A Compleat Chart of the West Indies'.

New Spain

There are a number of Spanish fair copy manuscript charts in the collection. Some of them date from 1789 to1799 and are undoubtedly the "Spanish Survey of the Antillas" that influenced Laurie and Whittle's similarly discreet 'A New General Chart of the West Indies From the several Surveys, made and regulated By Captn. N. Holland, Capt. B. Romans, &c. &c. and Corrected from the Spanish Survey of The Antillas, Publish'd in 1799.... Improved to 1st. Jany. 1802'; and most importantly their update of the Romans chart of the 'Chart of the Gulf Passage' (1779), 'A Mercator's Chart of the Gulf Passage, from Cape Antonio in the Isle of Cuba, to the 30th Degree of North Latitude in the Ocean, through the Gulf of Florida, or New Channel of Bahama' (1802).

Others were acquired later, probably by Robert Laurie, from Felipe Buaza y Canas, the official hydrographer to the Malaspina expedition, who fled to London in 1823, bringing his papers and charts with him.

Romans

The collection includes two examples of the holy grail of charts of the waters around Florida: the original working manuscript chart of Sayer and Bennett's 'A New Chart of the Gulf Passage from Cape Antonio in the Isle of Cuba to the 30th Degree of North Latitude in the Ocean, through The Gulf of Florida, or New Channel of Bahama' (1778), published in 1779 and known in only one example, after the surveys of Bernard Romans and William Gerrard de Brahm. And Laurie and Whittle's update 'A Mercator's Chart of the Gulf Passage, from Cape Antonio in the Isle of Cuba, to the 30th Degree of North Latitude in the Ocean,

through the Gulf of Florida, or New Channel of Bahama' (1802), which references the Spanish surveys included in the 'Caribbean' section, and known in only 2 other examples.

The latter chart is well-known to treasure-hunters worldwide because of a legend that was spotted on it, near the St. Sebastian River, just to the South of Cape Canaveral: "Opposite this River Perished the Admiral of the Plate Fleet in 1715. The Rest of the Fleet 14 in number were lost between this and the Beach Yard". In 1961, and on the basis of this information, Kip Wagner, Mel Fisher and the Real Eight Corporation located 8 submerged wrecks from the fleet, and recovered some $4 million in gold, silver, and other artefacts: at that point the largest salvage haul in history and only superseded by recovery of the 'Nuestra Señora de Atocha' in 1985 by the same team.

Preparing the largest chart of the West Indies

21 [JEFFERYS, Thomas]

[A Compleat Chart of the West Indies].

Publication
[London, before 1775].

Description
15 (of 16) mapsheets, comprising 14 in manuscript, plus one engraved (sheet two, Louisiana coast) with copious amendments in pen and red ink, together with three further engraved duplicates (sheets 3, 5, and 6), also extensively amended in manuscript pen and red ink.

Dimensions
Various sizes. Smallest height: 395mm (15.5 inches); tallest height: 645mm (25.5 inches); smallest length: 320mm (12.5 inches); longest length: 655mm (25.75 inches).

References
Gestetner, 'Thomas Jefferys: The West India Atlas, 1775', Map Forum, Issue 8, 2005, pages 30–35.

Published posthumously, but at least ten years in the making, Thomas Jefferys first announced 'The West-India Atlas' in his advertising for 'A Description of the Spanish Islands and Settlements of the Coast of the West Indies' (1772). Unfortunately, Jefferys would not live to see the publication of his 'West India Atlas', and it was left to Robert Sayer who, in partnership with John Bennett, acquired his materials and published the atlas posthumously under Jefferys's name. The work was evidently a commercial success as there were five subsequent editions under the Sayer and Bennett imprint. The 'West Indian Atlas' combined both the elements of an atlas and a pilot with both geographic and hydrographic information. It included an 'Index-map', showing how the following 16 charts join to create a single large 'A Compleat Chart of the West Indies', as here.

All but one of these charts is an early manuscript draft, lacking some details that appeared on the printed charts: such as titles, the more general place-names from both land and sea, decorative features like rhumb lines, compass roses, and galleons. Three of the charts are also present as engraved proofs, with copious amendments in red ink, and as insets. One other chart appears only as an engraved proof, and another is lacking, as described below:

[An Index Map to the Following Sixteen Sheets being a Compleat Chart of the West Indies, with Letters in the Margin, to direct the placing the different Sheets in their proper Places] - early draft (before 1775).

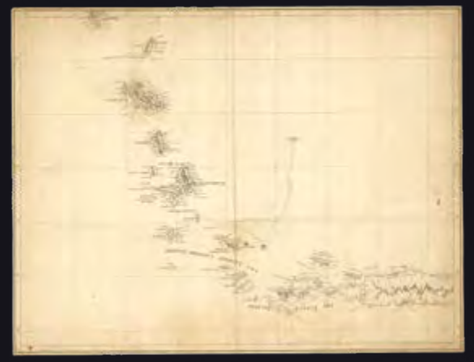
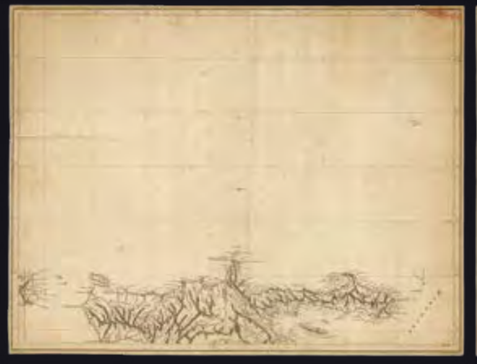
'The Coast of West Florida and Louisiana by Tho.s Jefferys Geographer to His Majesty': engraved working proof, amendments in pen and red ink (c.1775).

[The Peninsula and Gulf of Florida or Channel of Bahama with the Bahama Islands] - early draft (before 1775) - [with] - engraved working proof, corrective insets, amendments in pen and red ink (c.1775).

[The Coast of Mexico from Laguna de Esmotes to Punta Brava] - early draft (before 1775).

[The Coast of Yucatan from Campeche to Bahia del Ascension; with the West End of Cuba] - early draft (before 1775) - [with] - engraved working proof, amendments in pen and black ink (c.1775).

[The Island of Cuba with part of the Bahama Banks & the Martyrs] - early draft (before 1775) - [with] - engraved working proof, corrective insets, amendments in pen and red ink (c.1775).

FLORIDA
GULF OF FLORIDA
BAHAMA ISLANDS
ATLANTIC OCEAN
LITTLE BANK OF BAHAMA

THE GREAT BANK OF BAHAMA
OLD CHANNEL OF BAHAMA

[The Windward Passage, with the several Passages, from the East End of Cuba, and the North part of St. Domingo] - early draft with many correctional insets (before 1775).

[The Coast of New Spain from Neuva Vera Cruz to Triste Island] - early draft (before 1775).

[The Bay of Honduras] - early draft (before 1775).

[The Island of Jamaica and Cape Gracias a Dios with the Banks] - early draft (before 1775).

[South part of St. Domingo, of Hispaniola] - early draft (before 1775).

[The Caribee Islands, The Virgin Islands, and the Isle of Porto Rico] - early draft (before 1775).

[Part of the Provinces of Costa-Rica and Nicaragua with the Lagunas] - early draft (before 1775).

[The Isthmus of Panama with the Coast from Great River on the Mosquito Shore to Cartegena]: early draft (before 1775).

[The Coast of Tierra Firma from Cartagena to Golfo Triste] - early draft (before 1775).

[The Coast of Caracas, Cumana, Paria and the Mouths of Rio Orinoco, with the Islands of Trinidad, Margarita, Tobago, Granada, St. Vincent &c] - early draft (before 1775).

[Without: 'The Western Coast of Louisiana and the Coast of New Leo' (1775)].

A further set of working drafts for the 'West India Atlas' survives in the British Library (BL Maps 188.o.2).

Including the Gulf of Mexico and New Spain

22 SAYER, Robert; and John BENNETT

A New General Chart of the West Indies from the latest Marine Journals and Surveys. Regulated and Ascertained by Astronomical Observations.

Publication
London, Printed for R. Sayer and J. Bennett Fleet Street, as the Act directs, July 1st, 1779.

Description
First edition. Large folding engraved map, dissected and laid down on linen, with contemporary hand-colour in part and in outline, with pink shield-shaped paper labels on the verso inscribed "West Indies".

Dimensions
730 by 1035mm (28.75 by 40.75 inches).

An elegant and detailed chart of the West Indies, first published by Sayer and Bennett in 1779, as here, and again in 1790, followed by updated issues by Laurie and Whittle in 1794, 1799, and again in 1802. It is worth noting that the 'A New General Chart of the West Indies' (1799-1802) is quite distinct from the charts of the West Indies inherited from Thomas Jefferys by Sayer and Bennett, on his death in 1771, and posthumously published as the 'West India Atlas' from 1775 (see items 21).

Updated with new information based on Spanish charts

23 ROMANS, Bernard; and Captain N. HOLLAND [possibly pseudonym for Samuel Johannes HOLLAND, or others]

A New General Chart of the West Indies From the several Surveys, made and regulated By Captn. N. Holland, Capt. B. Romans, &c. &c. and Corrected from the Spanish Survey of The Antillas, Publish'd in 1799.

Publication
London, Improved to 1st. Jany. 1802.

Description
Engraved chart, joined on two sheets, small plate crack affecting text to Puerto Rico, three tears in bottom margin skilfully repaired, not affecting text.

Dimensions
715 by 1020mm (28.25 by 40.25 inches).

First published by Sayer and Bennett in 1779 (see item 22), Laurie and Whittle's updated chart is significantly altered even from their own initial edition of 1794, to include the results of a very recent Spanish survey of the Antilles (1799) which had been acquired by Laurie and Whittle (see items 29, and 32).

Areas where the chart has been completely reworked include most of the coastline of southern Florida, from Tampa Bay to Chatham Bay and Cape Sable on the west coast, the Florida Keys, and up the east coast to Cape Canaveral. All the banks and islands of the Bahamas have been completely revised.

It is worth noting that 'A New General Chart of the West Indies' (1799-1802) is quite distinct from the charts of the West Indies inherited from Thomas Jefferys by Sayer and Bennett, on his death in 1771, and posthumously published as the 'West India Atlas' from 1775.

Of the identity of "Captain N. Holland" Wooldridge writes, "there is no record of a hydrographer named N. Holland in the imprints produced by any other firms; this may be an erroneous reference to Samuel Holland, who was a contemporary of Des Barres, an associate of Captain James Cook, and a notable figure in Canadian marine surveying. The 'error' if such it were, is unaccountably repeated on other maps by [Sayer and Bennett and] Laurie and Whittle, who certainly knew better". Others suggest that "Captain N. Holland" is a deliberate pseudonym, to conceal the identity of one, or more, official cartographers moonlighting their government funded maps to the highest private bidder.

Many institutions, however, credit the chart to Captain Nathaniel Holland, without any other information.

The Manuscript for Bernard Roman's Treasure Map of Florida and the Bahamas

24 [SAYER, Robert; and John BENNETT; after Bernard ROMANS, credited as "A. Romans"; and Gerrard de BRAHM]

A New Chart of the Gulf Passage from Cape Antonio in the Isle of Cuba to the 30th Degree of North Latitude in the Ocean, through The Gulf of Florida, or New Channel of Bahama; with an Exact Delineation of the Islands, Shoals, and Reefs on the Coasts of East Florida, as well as of the Northern Shores of Cuba, and the Bahama Banks and Islands: in which is also included The Old Channel of Bahama. From the Large Survey taken by the Order of Government by A. [sic] Romans, compared with the Spanish Charts and Surveys, Ascertained by the Astronomic Observations of Wm. Ger.r.ard de Brahm, Surveyor General for the Southern District of North America, and Others.

Publication
London, Printed by Robert Sayer and John Bennett, Map and Chartsellers, No. 53 Fleet Street, as the Act Directs, 1778.

Description
Large original working manuscript chart on six sheets, pen and black ink on paper, inscribed "181" in one lower corner of each sheet, lower left-hand corners of sheets two and three skilfully repaired, some marginal repairs.

Dimensions
Each sheet 735 by 535mm (29 by 21 inches).

References
Harley, 'Bernard Romans's Map of Florida Engraved by Paul Revere', 1930; Library of Congress 75692297 (1781 issue); Phillips, 'Notes on the Life and Works of Bernard Romans', 1924; Royal Museums Greenwich G246:2/47B (1786 issue); University of Florida (OCoLC 25145164).

A monumental manuscript chart of great significance, rarer than, but just as precious as, the sunken treasure hidden in the waters off its shores. This manuscript (1778), and its printed counterpart (1779), predate the publication of Bernard Romans's original chart (New York, 1781) known in only one example, at the Library of Congress. In turn, Sayer and Bennett's chart is the earlier state of another with a slightly different title: 'A Mercator's chart of the Gulf passage, from Cape Antonio in the Island of Cuba, to the 30th degree of North Latitude, including the old Channel of Bahama', known in only two examples. One is housed at the Royal Museums Greenwich (Robert Sayer, 1786), the other is found in the only known copy of 'Romans' Gulf and Windward Pilot' (Laurie and Whittle, 1794) at the University of Florida.

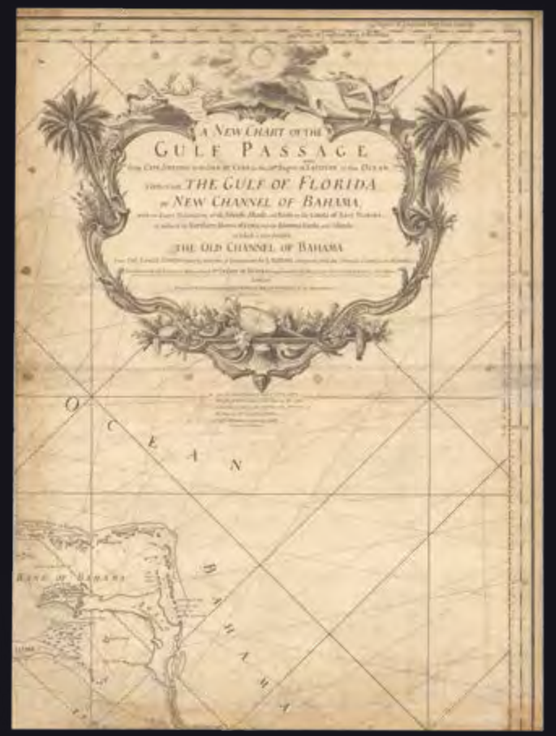
This latter example is well-known to treasure-hunters worldwide because of a legend that was spotted on it (and which also appears on this chart), near the St. Sebastian River, just to the South of Cape Canaveral: "Opposite this River Perished the Admiral of the Plate Fleet in 1715. The Rest of the Fleet 14 in number were lost between this and the Beach Yard". In 1961, and on the basis of this information, Kip Wagner, Mel Fisher, and the Real Eight Corporation located eight submerged wrecks from the fleet, and recovered some $4 million in gold, silver, and other artefacts: at that point the largest salvage haul in history and only superseded by recovery of the 'Nuestra Señora de Atocha' in 1985 by the same team.

Bernard Romans's own iconic chart of Florida (1781), the sole surviving printed example of which is one of the treasures of the map and atlas division at the Library of Congress, is described as two maps on three sheets, each with a dedicatory cartouche. The first shows the top of the Florida panhandle and western coastline extending beyond the bounds of the current chart, and is dedicated "To the Marine Society of the City of New York, in the province of New York, in North America, this chart is Humbly inscribed, by their most Obedt. Servant. B. Romans". This section was engraved by Paul Revere for Romans, as recorded in Revere's ledger for the 4th of May 1774, "To Engraving a Plate for a Map of East Florida-ten pounds", and another entry on July 9th, 1774, charges Captain Bernard Romans, "To Engraving on Copper-plate Part of a Map of Florida seven pounds" (Harley). The other two sheets are dedicated "To the Hon.ble the Planters in Jamaica - and all Marchants [sic] concerned in the trade of that Island being the two societies chiefly interested in the Navigation herein explained, this Chart is most respectfully dedicated by their very tible [sic] Serv.t. B. Romans", and "To all Commanders of Vessels round the globe. This chart is respectfully dedicated by their very humble Servant. B. Romans. B. Romans inv.t et sculpt. 1774", clearly stating that Romans engraved at least the last of these plates himself, undoubtedly because of a lack of funds.

"Opposite this River Perished the Admiral of the Plate Fleet in 1715.
The Rest of the Fleet 14 in number were lost between this and the Beach Yard".

THE PROVINCE
OF
GULF
OF

ATLANTIC
OCEAN
OF FLORIDA
LITTLE
BAHAMA


A NEW CHART OF THE
GULF PASSAGE
THE GULF OF FLORIDA
or NEW CHANNEL OF BAHAMA
THE OLD CHANNEL OF BAHAMA
OCEAN
BAHAMA

MEXICO

ISLAND OF CUBA

OLD CHANNEL OF BAHAMA

Romans struggled to find a publisher for his extensive survey of Florida, 'A Concise Natural History of East and West Florida' (1775), that his chart was supposed to, but never did, accompany: "subscribers were urged to make payment in advance of publication, due to "the vast Expense and bodily Fatigue of the advertiser", coupled with the fact that "for eight years past he has done it at his own cost" and "now throws himself on a generous public"" (Harley). Heading to New York, "Romans scoured the colonies from Boston to Philadelphia for supporters to help finance the publication of his Florida maps and 'Concise History'. With the assistance of a handful of patrons and a small network of learned societies, Romans enlisted subscribers to his publications, in the process becoming better known to the American Philosophical Society. He was elected a member in January, 1774, one year before the first volume of his book appeared in print. Although this first volume was reissued in 1776, the second volume never appeared... That the second volume of the 'Concise History' never appeared was, in part, a result of timing. Writing just as the revolutionary tide was cresting, Romans was able to secure only 199 subscribers, and the number of additional purchasers was surely hampered by its date of completion: April 25, 1775, six days after Lexington and Concord. Romans himself was diverted by events, and at the expense of his pension, joined the American military effort. On April 29, he volunteered his services as an engineer during the expedition on Fort Ticonderoga, and continuing to serve with the American forces for four or five more years. His eventual fate, however, is uncertain. In one version, he was said to have been captured at sea in 1780 and held as a prisoner of war in Jamaica until 1784, dying on the return home; another version suggests he was captured at Stony Point in 1779, held in England, and murdered for his money while returning to the United States in 1784" (American Philosophical Society online).

The original manuscript draft of Bernard Romans's own chart (before 1774) is some 21 feet in length, is held at the National Archives in Kew, London.

We know of only one printed example of the present chart, part of large and sumptuous composite atlas, Daniel Crouch Rare Books in 2011."

25 [LAURIE, Robert; and James WHITTLE; after Bernard ROMANS, credited as "B. Romans"; and Gerrard de BRAHM]

A Mercator's Chart of the Gulf Passage, from Cape Antonio in the Isle of Cuba, to the 30th Degree of North Latitude in the Ocean, through the Gulf of Florida, or New Channel of Bahama; with an Exact Delineation of the Islands, Shoals and Reefs on the Coasts of East Florida, as well as of the Northern Shores of Cuba, and the Bahama Banks and Islands: in which is also included the Old Channel of Bahama. From the Large Survey taken by the Order of Government by B. Romans, compared with the Spanish Charts and Surveys, Accompanied by the Observations of Latitude taken by Wm. Gerrard de Braham, Surveyor General for the Southern District of North America, and Others, & regulated in respect to the Longitude, according to the Tables Published by Order of the Commissioners of Longitude, and according to the Spanish Survey of the Antillas published in 1799.

Publication
London, Publish'd... by Laurie & Whittle, No. 53 Fleet Street, 12th May 1802.

Description
Large engraved chart on six sheets, with pencilled office amendments

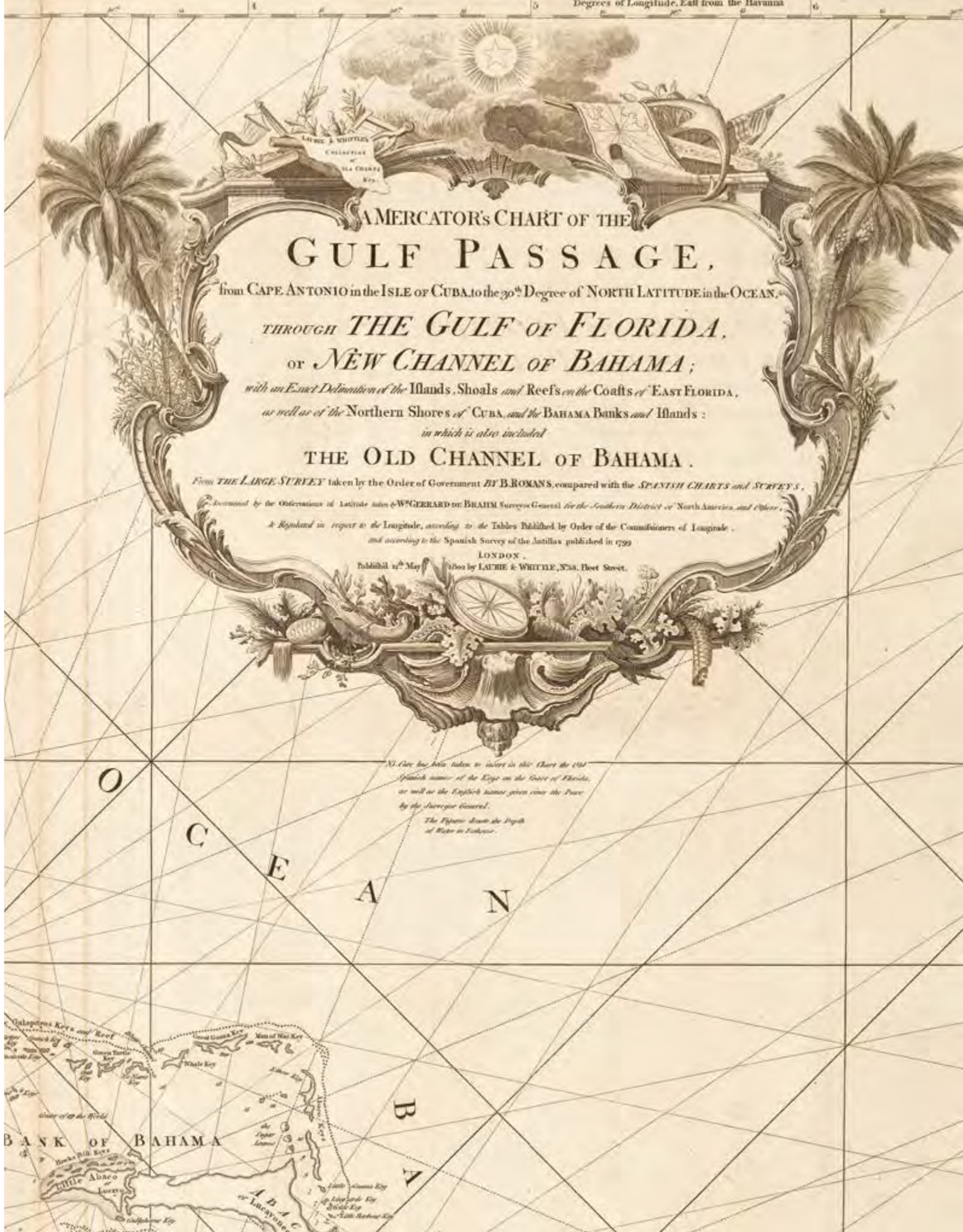
Dimensions
Each sheet 730 by 520mm (28.75 by 20.5 inches).

This unrecorded issue of Laurie and Whittle's magnificent chart of the waters around the Florida peninsula, was first published by Sayer and Bennett in 1779 under a slightly different title: 'A New Chart of the Gulf Passage', and has been significantly updated to include the results of a very recent Spanish survey of the Antilles (1799) recently acquired by Laurie and Whittle (see items 29, and 31).

The areas most altered involve the complex network of Keys and Reefs, now collectively known as the Florida Keys. Also the treatment of Grand Cayman, within the inset Cayman Islands at the bottom of the chart, is more elaborate. The bottom right-hand sheet has been completely reworked, particularly the islands and shoals of Nicholas Channel, and the island of Punta de Ycacos. "Old Channel of Bahama" has been changed to "Old Bahama Channel". The waterway between the "old" channel and the eastern end of the Great Bank of Bahamas is now full of soundings, and the visible stretch of the northern coastline of Cuba is presented in much more detail. "The West End of Cuba" is reshaped, and a new coastal profile of the "High Land over Cape Buenavista" added.

Only two other examples of 'A Mercator's chart of the Gulf passage' [as here] are known. One is housed at the Royal Museums Greenwich (Robert Sayer, 1786), the other is found in the only known copy of 'Romans' Gulf and Windward Pilot' (Laurie and Whittle, 1794) at the University of Florida.

The original manuscript of Romans's chart (before 1774), some 21 feet in length, is held at the National Archives in Kew, London. For Sayer and Bennett's original working manuscript (1778) for the first 1779 issue of this chart, see item 24. The first (1779) issue is known in only one printed example, as part of large and sumptuous composite atlas, Daniel Crouch Rare Books in 2011.



THE PROVINCE

OF

E A

G U L F

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MEXICO

ATLANTIC

S T

O R I D A

OF FLORIDA

ISLAND of CUBA

A MERICATOR's CHART OF THE

GULF PASSAGE,

THE GULF OF FLORIDA,

or a NEW CHANNEL OF BAHAMA.

THE OLD CHANNEL OF BAHAMA

O C E A N

BAHAMA

BANK OF BAHAMA

ISLANDS

BANK OF BAHAMA

Windward of Hispaniola

26 [SAYER, Robert]

A New and Accurate Chart of the Windward Passage from Jamaica with the Several Passages Northward of Hispaniola, and Part of the Old Channel of Bahama. Drawn from Actual Surveys made by the English & the French.

Publication
London, Printed for Robert Sayer and John Bennett Fleet Street, as the Act Directs, [before 1785].

Description
Original working manuscript chart, pen and black ink on paper, right-hand sheet only.

Dimensions
525 by 705mm (20.75 by 27.75 inches).

The Royal Collections at Greenwich record an example of this chart printed by Robert Sayer in 1787, and the Biblioteca National Espana an example, with addition of an inset beneath the title-cartouche, printed by Laurie and Whittle in 1794.

It is possible that the chart was not published at all until after the separation of Sayer and Bennett in 1785, with the latter's name removed from the imprint.

The Windward Passages

27 [LAURIE, Robert; and James WHITTLE] Laurie and Whittles

New Chart of the Windward Passages and Bahama Islands, with the Islands of St Domingo, Jamaica, Cuba etc. Compiled from a great variety of topographical surveys and nautical details... Officers in the Spanish, French and English Navies. Engraved by W West.

Publication
London, Published by Robert Laurie and James Whittle, 2 September 1811.

Description
Engraved chart, some folds strengthened on verso, some offsetting.

Dimensions
985 by 1265mm (38.75 by 49.75 inches).

Apparently a completely new chart of the Windward Passages, we cannot find an earlier example with this title, although other more simplified charts of the 'Windward Passage' were issued by Jefferys, and Sayer and Bennett.

The chart includes an inset of the 'Harbours of Kingston and Port Royal, Jamaica'; and 27 coastal profiles.

Only one other example of this 1811 issue is known, but it was reprinted, with additions for another two decades.

An abridgement of the 'West Indian Atlas'

28 [LAURIE, Robert; and James WHITTLE; after Thomas JEFFERYS and Robert SAYER]

An archive of manuscript charts for a 'Collection of Accurate Hydrographic [sic] Plans, on a large scale, of the Principal Ports, Bays, Roads, and Harbours, in the West-Indies'.

Publication
[London, Laurie and Whittle, 1794].

Description
23 (of a possible 40) original working manuscript charts, pen and black and red ink on paper, inscribed on the rectos with page numbers, occasional measurements, and other office comments; with one related office fair copy manuscript.

Dimensions
Various sizes (smallest height: 85mm (3.3 inches); tallest height: 265mm (10.4 inches). Smallest length: 145mm (5.7 inches); longest length: 350mm (13.7 inches)).

These charts were prepared for Laurie and Whittle's abridged edition of Robert Sayer's 'West India Atlas' published in 1794. The atlas, the brain-child of Thomas Jefferys, was first published in 1778, and designed to aid the highly lucrative sugar trade, which by this point accounted for around one-fifth of all imports to Europe, 80% of which was supplied by French and British colonies in the West Indies.

Unfortunately, Thomas Jefferys would not live to see the publication of his 'West Indian Atlas', and it was left to Robert Sayer who, in partnership with John Bennett, acquired his materials and published the atlas posthumously under Jefferys's name. The work was evidently a commercial success as there were five subsequent editions under the Sayer and Bennett imprint. In 1794 an expanded and modified version with 61 plates was published under Sayer's sole imprint. In the same year Laurie & Whittle acquired Sayer's plates, and they published a further version with the same title-page, but with their imprint.

The charts:
8. 'A Draught of the Bahias del Almirante named the Buccaniers Bocatoro'
9. 'A Draught of Blewfields lagoon on the Moskito Shore'
10. 'A Plan of Truxillo Bay, called also St. Giles's Bay'
11. 'A Draught of the Harbour of San Fernando de Omoa' - (Inscribed "See Smith Speer page 29")
12. 'Plan of the Road and Port of La Vera Cruz'
14. 'A Draught of the Entrance of Mobile'
16. 'Plan of the Harbour of Pensacola'
17. 'A Plan of the Entrances of Tampa bay, on the West Coast of Florida'
18. 'Plan of Lucia Harbour and Mantega Bay'
19. 'The Harbours of Port Antonio, in Jamaica'
23. 'Plan of the City and Harbour of Havanna'
25. 'Plan of the Nuevitas Harbour in the Island of Cuba'
27. 'Plan of Barracoa in the Island of Cuba'
30. 'The Harbour of St. Yago in the Island of Cuba'
32. 'Petit Guave in the Island of Hispaniola'
33. 'Leogane and Port au Prince in the Island of Hispaniola' (Inscribed "Not at all like")
35. 'A Plan of the Road of Port Paix in the Island of Hispaniola' (Inscribed "London, printed for R. Sayer and J. Bennett, 53 Fleet Street, as the Act directs, July 1779")
36. 'A Plan of the Town and Harbour of Cap Francois in the Island of St. Domingo'
39. 'A Survey of the West Road of Portico, named by the Spaniards Aguada Nueva or New Watering Place' corrections in red ink
40. 'A Plan of the Forts and Harbour of San Juan de Portico' corrections in red ink
[with]: an office fair copy manuscript "Commissioner Caye Comfite in the Old shails of Bahama. Capt. Dundas"; pen and black ink and pencil on paper.

A “Spanish Survey of the Antillas” [sic]

29 [ANONYMOUS; and Bernard ROMANS]

Gulf of Mexico.

Publication
[Madrid, Direccion de Hidrografia, before 1801].

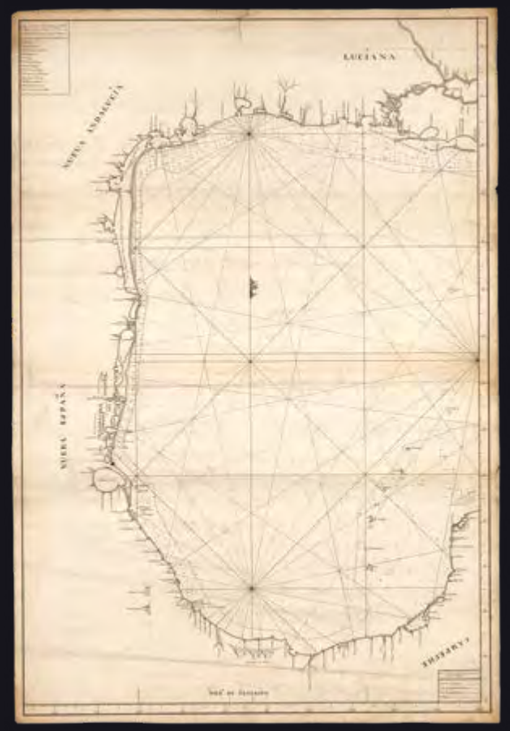
Description
A collection of four original manuscript charts, pen and black ink, and colour wash on paper, early pencilled annotations, the chart of the Gulf inscribed “Gulf of Mexico” on the recto, and sequentially numbered: “No. 2”, “No. 3”, “No. 6.”, “No. 7” in the lower margin; and on the versos: “No. 38 B” - “Spanish Charts”, “No. 39 B” - “... Admiralty: 8 Aug. 1801 Rec.d from Mr. Coppinger by Mr. Tucker, Spanish S: America”, “No. 40 B”, “No. 41 B”.

Dimensions
Each sheet 940 by 640mm (37 by 25.25 inches).

This small archive of simple and elegant charts, created by an unknown Spanish hydrographer, of the coast of New Spain and some of the islands of the West Indies, is that credited by Laurie and Whittle for the updates to their ‘A New General Chart of the West Indies from the several Surveys, made and regulated By Captn. N. Holland, Capt. B. Romans, &c. &c. and Corrected from the Spanish Survey of the Antillas’ (1799); and their magnificent.... (see item 25) Improved to 1st. Jany. 1802’; and their magnificent update of the Romans ‘A New Chart of the Gulf Passage’ (1779), ‘A Mercator’s Chart of the Gulf Passage, from Cape Antonio in the Isle of Cuba, to the 30th Degree of North Latitude in the Ocean, through the Gulf of Florida, or New Channel of Bahama’ (1802), item 25.

The inscription on the verso of chart “No.3” implies that the charts were all received from the Admiralty, who did not engage in publishing their own charts until 1808.

The charts are numbered sequentially, although clearly not all are present. Annotations indicate that astronomical observations were taken at Barbuda; Porto Velho, P. Canoa near Cartagena, and Sta Marta on the coastline of Bogota; and at Havana, Cuba. Fortifications are also marked.


LUCIANA
NUEVA ANDALUCIA
NUEVA ESPAÑA
CARIBE

COSTA DE CARACAS
COSTA DE MARIGUA
ISLA DE MARGARITA

COSTA DE BARLOVENTO

CARACAS
PARIA

Spanish chart of ports in Cuba

30 JEFFERYS, Thomas

Ysla de Cuba hydro.

Publication
[London, Laurie and Whittle, 1794].

Description
Fair office copy chart on two separate sheets, and one sheet of pilotages, pen and black ink on paper, with pencilled gridlines for copying.

Dimensions
Sheets one and two: 530 by 410mm (21 by 16 inches); sheet three: 265 by 410mm (10.5 by 16 inches)

A collection of fair copy manuscripts of Spanish charts of Cuba. The first is another version of item 23815, 'Plano de Isla de Cuba' (before 1771), a close copy of one in the British Library, 'Plano de Isla de Cuba' (1760), on three sheets, which in turn is described as a fair manuscript copy of a Spanish map dating from the 1730s. Each includes the location of properties, waterways, and roadways.

With two charts of ports as found in English versions in Jefferys's 'A Collection of Accurate Hydrogaphic [sic] Plans, on a large scale, of the Principal Ports, Bays, Roads, and Harbours, in the West-Indies' (1794).

'Puerto de la Havana' - plate 23. 'Plan of the City and Harbour of Havanna'

'Puerto de Matanzas' - plate 24. 'Plan of the Bay of Matanzas, on the North Side of Cuba'

'Puerto Las Nuevitas' - plate 25. 'Plan of the Nuevitas Harbour in the Island of Cuba'

'Puerto y Praya Baracoa' - plate 27. 'Plan of Barracoa in the Island of Cuba'

And:

'Puerto Baya Honda' - plate 20. 'Plan of Bahia Honda, on the North Side of Cuba'

'Puerto del Mariel' - plate 22. 'Plan of Port Mariel on the North Side of Cuba'

A Spanish chart of Cuba

31 [ANONYMOUS]; and Thomas JEFFERYS

Plano de Isla de Cuba.

Publication
[London, before 1771].

Description
Fair copy manuscript map, pen and black ink, and colour wash on five sheets of paper.

Dimensions
Sheet one: 320 by 385mm (12.6 by 15 inches); sheet two: 390 by 320mm (15.4 by 12.6 inches); sheet three: 530 by 385mm (20.8 by 15 inches); sheet four: 530 by 370mm (20.8 by 14.5 inches); sheet five: 270 by 410mm (10.6 by 16 inches).

This detailed chart appears to be a very close copy of one in the British Library, 'Plano de Isla de Cuba' (1760), on three sheets, which in turn is described as a fair manuscript copy of a Spanish map dating from the 1730s. Both include the location of properties, waterways and roadways.

This chart would have informed the charts of Cuba in the 'West India Atlas' (from 1775), and may be amongst the charts inherited by Sayer and Bennett from Thomas Jefferys when he died in 1771.

(1)

(2)

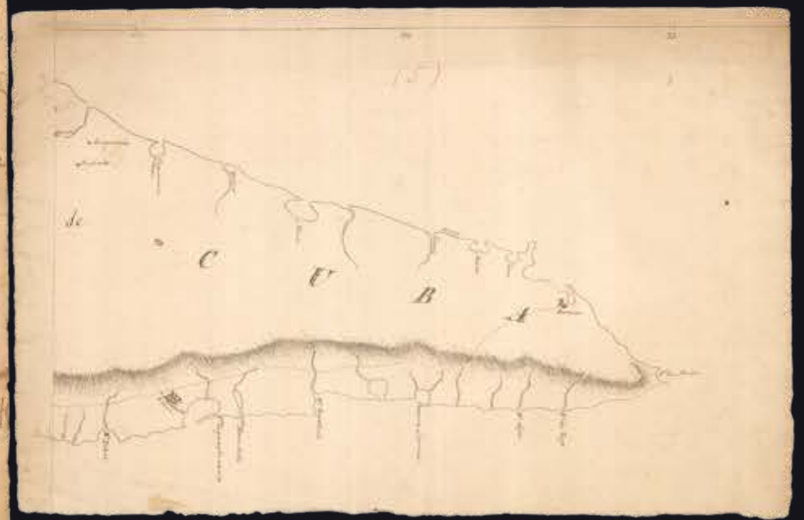
Y. S. L. A.

TINOS

P

L

Baya de Iaqua



Western Cuba and some of Florida

32 [ANONYMOUS]

[Untitled chart of Cuba].

Publication
[Madrid, before 1799].

Description
Original surveyor's fair manuscript chart, inscribed on the verso "Drawings - Island of Cuba".

Dimensions
710 by 530mm (28 by 20.75 inches).

An elegant Spanish chart of the western end of the island of Cuba, and the west coast of Florida. The chart extends west to include the eastern coast of Cancun, north to Tampa Bay on the coast of Florida, and south and east to Cape Coral. The chart appears to have informed Laurie and Whittle's similarly elegant 'A New General Chart of the West Indies From the several Surveys, made and regulated By Captn. N. Holland, Capt. B. Romans, &c. &c. and Corrected from the Spanish Survey of The Antillas, Publish'd in 1799.... Improved to 1st. Jany. 1802', and 'A Mercator's Chart of the Gulf Passage, from Cape Antonio in the Isle of Cuba, to the 30th Degree of North Latitude in the Ocean, through the Gulf of Florida, or New Channel of Bahama' (item 25).

It is worth noting that 'A New General Chart of the West Indies' (1799-1802) is quite distinct from the charts of the West Indies inherited from Thomas Jefferys by Sayer and Bennett, on his death in 1771, and posthumously published as the 'West India Atlas' from 1775 (see items 21).

Charting slavery: where slaves outnumber white inhabitants by 10:1

33 OXHOLM, P[eter] L[otharius]

Plan of the Island of St Croix. From an Actual Survey 1794-1799.

Publication
[London, c.1800].

Description
Original working manuscript plat map, pen and black ink, and colour wash on paper, inscribed on the verso "Drawing of St. Croix Engraved by Baker".

Dimensions
510 by 675mm (20 by 26.5 inches).

A very detailed plat map, showing the location of about 200 properties, including plantations, sugar mills, the main towns of Christiansted and Frederiksted. A "Table of Population and Cultivation" upper-right includes statistics related to ethnicity, and produce compared to acreage.

Oxholm (1753-1827), who eventually became governor of the Danish West Indies, surveyed the island shortly after his wife died in 1794. It was published by Laurie and Whittle in 1804.

“Stand in, fear no danger”!

34 KING, George

Virgin Islands by George King head Surveyor of those Islands. Where you see the Sailing Line drawn through the Channels stand in, fear no danger, you will find in general from 12 FM to 20 FM. SR. means Sunk Rock, ft - feet, and FM Fathoms, ~ A Current.

Publication
[London, c.1800].

Description
Surveyor’s fair copy manuscript chart, pen and black ink and colour wash on paper.

Dimensions
720 by 515mm (28.25 by 20.25 inches).

This beautiful chart, prepared with care and passion, includes a number of very heartfelt instructions: of the shoals around Anagada “The best advice concerning this dangerous place is Keep clear of it”; of St. Thomas, it “is not nicely measured, but is very sufficient to direct a stranger”. With a coastal profile of ‘The east view taken on the South side of the Road harabour, shews the general make of the Virgin Islands’.

A note in a separate, slightly later hand, says that “Some people have mistaken the High Land of Spanish Town for “Portorica”, and so run on Anegada”.

This chart is known in only one printed example, in the British Library, published by D. Steel in 1802. The National Archives record another manuscript example, dated 1800.

George King is credited with one other published chart, ‘To Isaac Pickering Esqr of Fox Lease Hants this Plan of Tortola From actual Survey by George King is dedicated by His most obedient humble Servant Robt. Wilkinson’ (1798).

The chart will have informed the new edition of Thomas Jefferys’s ‘West India Atlas’, published by Laurie and Whittle from 1807.

“Neither are there any Serpents or other Venomous Animals found here” (Observations)

35 JEFFERYS, Thomas

Carte de l’Isle de la Grenade, cedee a la Grande Bretagne par le dernier Traite de Paix. Granada divided into its parishes, surveyed by order of his excellency Governor Scott, and engraved by Thomas Jefferys, Geographer to the King.

Publication
[London, before 1775].

Description
Office working manuscript map, pen and black and red ink on paper.

Dimensions
500 by 650mm (19.75 by 25.5 inches).

An extremely detailed manuscript draft of the island of Granada created in preparation for Thomas Jefferys’s ‘West Indian Atlas’ (1775), with copious amendments throughout, including to the title, which had previously been spelled “Grenada”. Most changes are in red ink, and the French title has been supplied on an overslip.

The “Observations” lower left, here added in red ink, pronounce the suitability of the island for the production of sugar: “a great number of fine Rivulets which facilitate the Constructions of Water-mills for the use of the Sugar Plantations, The Eastern Part Called the Cabesterre has the Best Soil,... The Hurricanes which make such frequent and dreadful devastations in the Antilles are not so Common in this Island... Neither are there any Serpents or other Venomous Animals found here”.

One of only two

36 JEFFERYS, Thomas

Tobago.

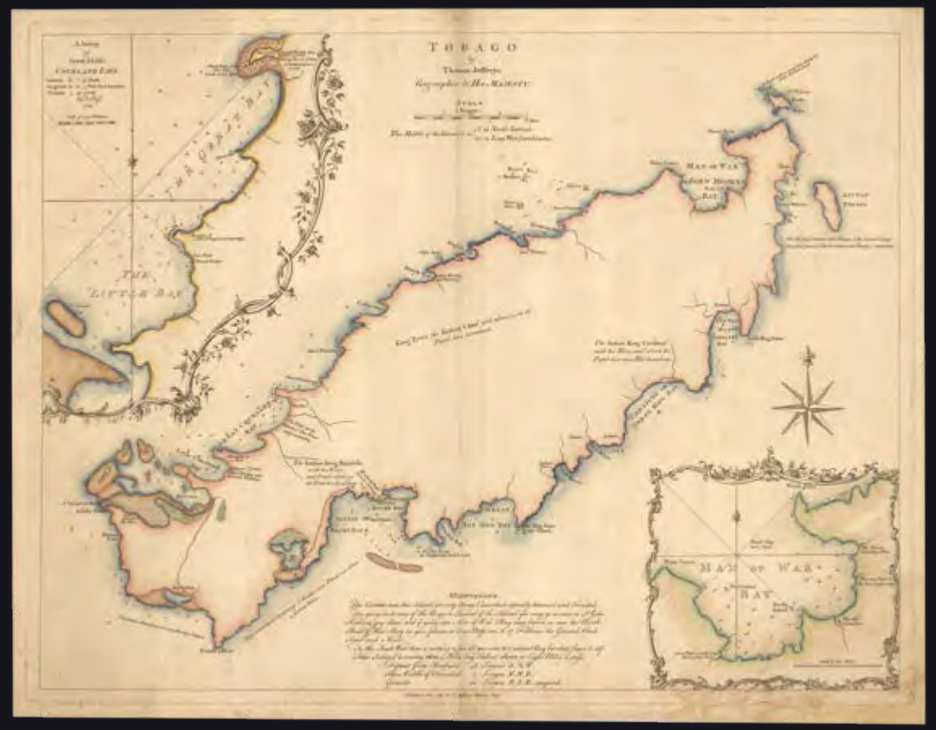
Publication
London, Published Jan. T. Jefferys, 1765.

Description
Engraved chart, with contemporary hand-colour in outline, margins a little frayed.

Dimensions
505 by 650mm (20 by 25.5 inches).

A decorative chart of Tobago with two insets: 'Man of War Bay', and 'A survey of Great & Little Courland Bay's'.

One of only two charts of the West Indies published in the year before Jefferys was declared bankrupt in November 1766, the other being of Dominica. Much of his stock-in-trade sold in a ten-day auction in February 1767. It was subsequently published by Sayer and Bennett in the 'West India Atlas' (1775).



Curaçao

37 JEFFERYS, Thomas

Curacao from the Dutch Originals of Gerard van Keulen. Regulated by Astronomical Observations.

Publication
[London, before 1775].

Description
Original working manuscript map, pen and black ink on paper, inscribed “203” lower right-hand corner, ink stains.

Dimensions
500 by 640mm (19.75 by 25.25 inches).

An extremely detailed engraver-ready manuscript map of the island of Curaçao, with an inset of ‘Fort Amsterdam’, and four coastal profiles created in preparation for Thomas Jefferys’s ‘West Indian Atlas’ (1775).

Curaçao, unlike many of the other islands in the West Indies, was an island whose utility was not due to its sugar production, but rather the less palatable trade in slaves. The current map is based on an earlier chart by the great Dutch cartographer Gerard van Keulen.

Guayana 1787

38 SAYER, Robert; and John BENNETT

A New Chart of the Coast of Guayana.

Publication
London, Printed for Rob.t Sayer and J. Bennett, [before 1785].

Description
Original working manuscript chart, pen and black and red ink on paper.

Dimensions
720 by 510mm (28.25 by 20 inches).

Sayer and Bennett's new chart of Guayana updated for the new edition of the 'West India Atlas', but not published until after the separation of Sayer and Bennett.

Guayana 1794

39 WHITTLE, Robert; and James WHITTLE

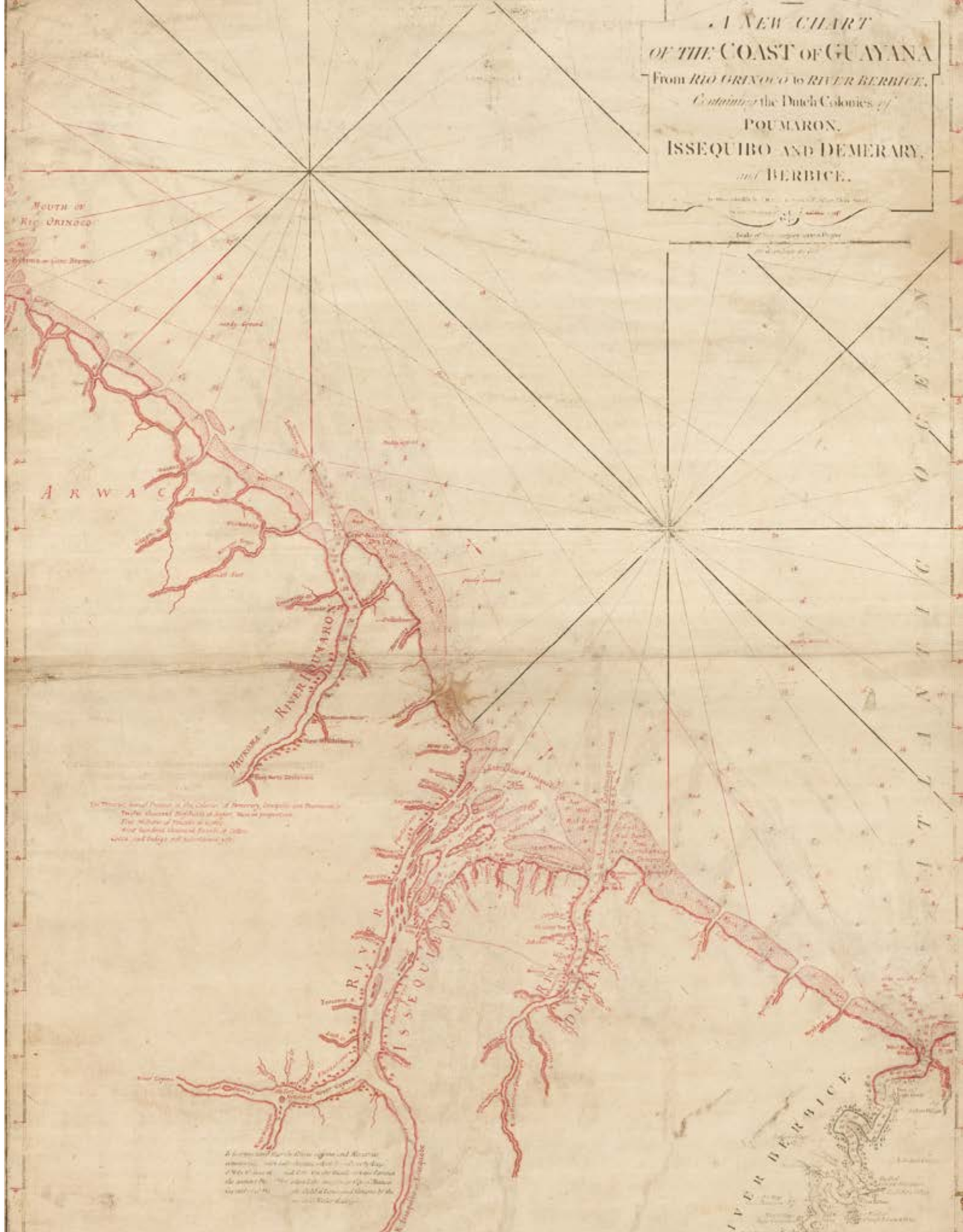
A New Chart of the Coast of Guayana from Rio Orinoco to River Berbice, Containing the Dutch Colonies of Poumaron, Issequibo and Demerary, and Berbice.

Publication
London, Published by Laurie & Whittle, No. 53 Fleet Street, as the Act directs, 1795.

Description
Original working manuscript chart, pen and black and red ink on paper.

Dimensions
725 by 515mm (28.5 by 20.25 inches).

Updating Robert Sayer's chart of 1787, published for the new edition of the 'West India Atlas'.



40 GOODALL, Captain Thomas

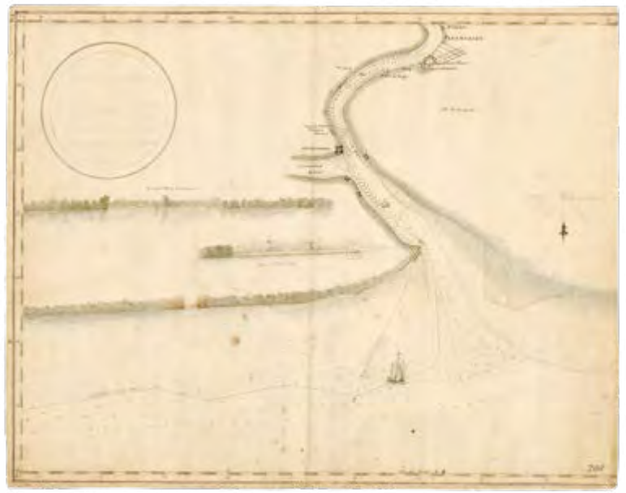
A New Chart of Surinam [sic] River from the eastern edge of Soundings to Parimarabo [sic]. Accompanied with Sailing Directions, Views of the Land &c.

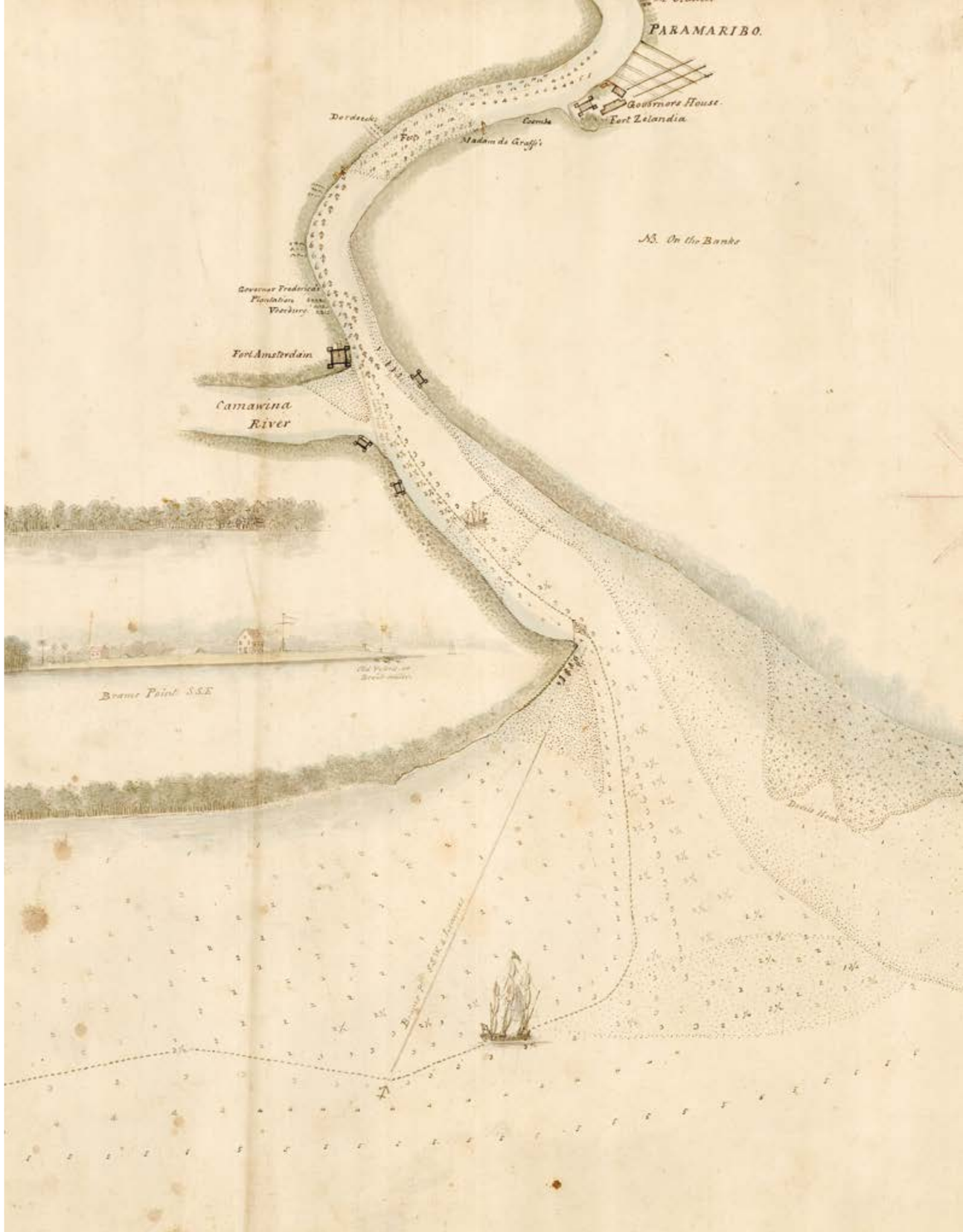
Publication
[London], 1801.

Description
Surveyor's fair copy manuscript chart, pen and black ink and colour wash on paper, inscribed 208 lower right, and on verso "208" and "Drawing of Surinam River to Parimarabo by Capt. Tho.s Goodall".

Dimensions
475 by 605mm (18.75 by 23.75 inches).

A beautiful chart of the entrance to the Surinam River by Captain Thomas Goodall (1767–c.1832), eventually Admiral of Haiti, but who also ran away from school at 13 and "shipped on board a privateer bound for the West Indies, which was cast away on St. Kitts in the hurricane of Oct. 1780. He was so fortunate as to fall into the hands of a merchant there who was acquainted with his father, and passed him on to an uncle in Montserrat... [after many adventures at sea, and]...having no prospects in the navy, he obtained command of a merchant ship bound to the West Indies. During his absence the war with France began, and on his homeward voyage he was captured by a French privateer and carried into L'Orient. He was, however, fortunate enough to win the good will of his captor, who found an opportunity to let him escape on board a Dutch timber ship then in the port. On his return to England, he is said to have been appointed to the Diadem frigate; but he does not seem to have joined her; he was certainly not entered on the ship's books [Pay-Book of the Diadem]. He accepted the command of a small privateer, and continued in her till the peace of 1801, 'during which time he is said to have made more voyages, fought more actions, and captured more prizes than ever before were effected in the same time by any private ship'" (Laughton for DNB).





One of the first lands spied in the New World

41 [WIC - Geoctrooieerde Westindische Compagnie]

Ilje Ferdonando [sic] de Noronho.

Publication
[Brazil, after 1733].

Description
Original manuscript chart, pen and black ink, and colour wash, numbered "108" lower right, on paper watermarked with a Strasbourg Lily (Churchill 406, 1733) torn with loss to the upper right-hand corner, without affecting the image.

Dimensions
410 by 520mm (16.25 by 20.5 inches).

References
Zandfliet, 'Mapping the Dutch World Overseas in the Seventeenth Century', in 'The History of Cartography', volume III.

The strategic island of Noronho in the western Atlantic was first included on Spanish charts of the area in 1500. It may be the "Quaresma" of the 'Cantino Planisphere' (1502). Amerigo Vespucci stepped foot on Noronho on August 10th, 1503, calling it St. Lawrence in honour of the saint whose feastday it was. It was a source for the lucrative commodity of Brazilwood, and the hideout of the pirate "Black Bart" in 1719.

Despite its losses, this is still an elegant example of a Dutch West India Company - WIC – manuscript chart possibly from their Brazil workshop.

The distinctive compass rose, by which cartographers of the VOC and WIC identified themselves, is unrecorded.

The island, situated below the equator, was not one of those on the "Waage Weg", or "Karrepad" route, prescribed by the VOC and WIC to navigate the doldrums between Africa and Brazil.

The West India Company (WIC), was founded in 1621 to "control trade in the West African and American coastal lands. Between 1602 and 1795, when these chartered companies existed, hundreds of mapmakers produced topographical maps of Dutch overseas territories and charts for navigating to and from them. Some mapmakers were based in the Netherlands, while others worked in the overseas territories.... After its capture by the Dutch in 1630, Recife in Brazil became the WIC's overseas administrative center to coordinate military and exploratory expeditions and hydrographic surveys. Whereas the equipagemeester and the Governor General directed cartographic work in Batavia, the admiral was responsible for hydrography in Brazil... For military engineers working for the WIC in Brazil in the 1630s, reconnaissance of Portuguese fortresses was a routine matter: before an attack was launched, they would usually prepare a map to inform the commanders. Such maps were usually reconnaissance survey based on estimates and not surveyed measurements. Military engineers were also present on Dutch naval fleets sailing in European, Mediterranean, and Atlantic waters" (Zandfliet).

Off the coast of Brazil

42 SAYER, Robert

Plan of the Island of Fernand [sic] de Noronha. From a French Survey. Compared with the Survey made by The Colchester man of war in 1760.

Publication
London, Printed for Robert Sayer, Fleet Street, [c.1785, or later].

Description
Original working manuscript chart, pen and black ink on paper, inscribed “108” lower right.

Dimensions
505 by 630mm (20 by 24.75 inches).

The strategic island of Noronho was surveyed by Alexander Dalrymple, and published as a ‘Plan and View of the Island Fernando Noronha’ in his atlas of 1783. As no published example of a separate chart dedicated to Noronha can be found published by Robert Sayer, it is possible he put it aside after the success of Dalrymple’s charts.

Uruguay

43 LEVANTADO, Pedro

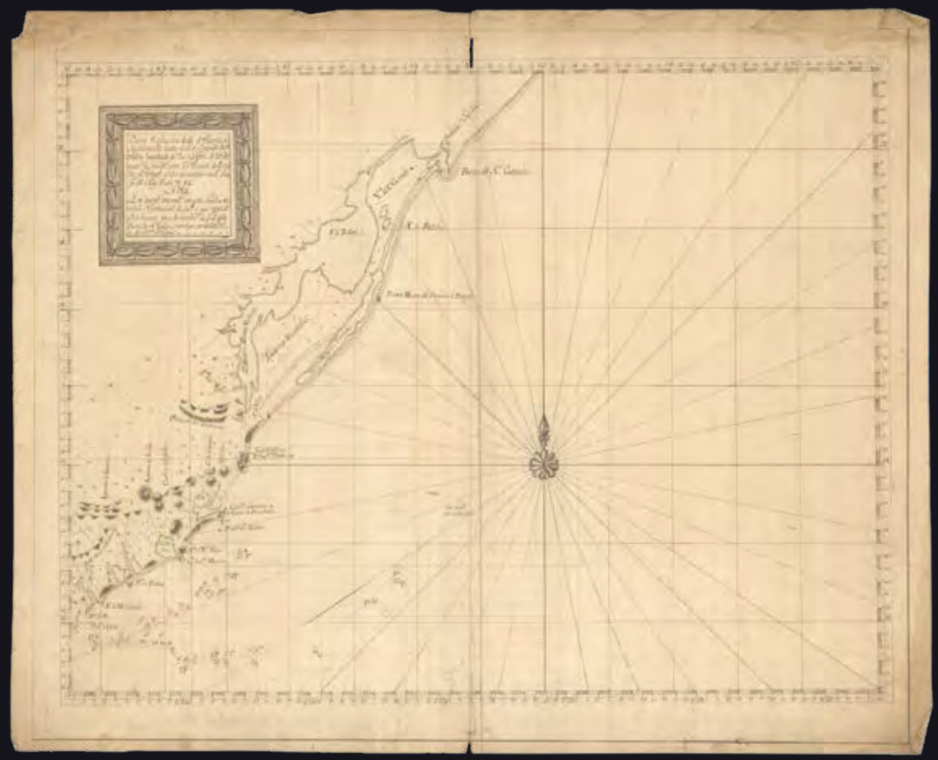
Carta redicida desde el Puerto de Maldonado hasta el Rio Grande des.n Pedro Levantado p.r les Gegfra.s de la Demar.n de Limit.s entre les Dominin.s de Espana, y Portug.l g.e dio principio en el Arroyo del Chuy el ano de 84...

Publication
[Madrid, 17]84.

Description
Surveyor's fair copy manuscript chart, with office amendments in pencil, inscribed on the verso "No. 12 B".

Dimensions
510 by 630mm (20 by 24.75 inches).

A Spanish chart, by an otherwise unknown cartographer, who surveyed the area not very long after Maldonado was founded as a city in 1757. It was probably acquired by Robert Sayer shortly after it was drawn.



New Spain: source map for Bauza y Canas's chart of the Rio de la Plata estuary

44 [ANONYMOUS; BAUZÁ Y CAÑAS, Felipe; Alessandro MALASPINA]

Carta esferica del Rio dela Plata emendata la mayor parte de la Costa N,S, Sorida, y C[ap]o. Sn. Antonio p.r el Cap.n de Navio dela Real Armada Dn. Alexandro Malaspina el Ano de 1789 [obscured text] Nota Los Numeros de la Sonda son Brazas de dos Baxas Castallanaz.

Publication
[Rio de la Plata, 1789-1794].

Description
Original manuscript chart, pen and brown ink and colour wash, on paper, inscribed in pencil in a nineteenth century hand lower left "A.L.", and "River Plate" on verso.

Dimensions
570 by 860mm (22.5 by 33.75 inches).

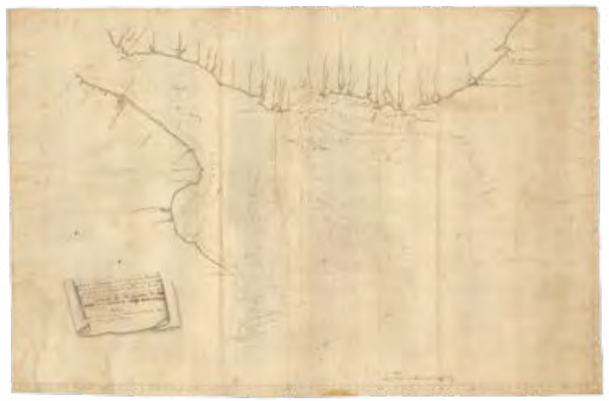
An original manuscript chart from Alessandro Malaspina's celebrated expedition to circumnavigate the world for the Spanish crown at the height of Spanish Empire in the Americas. The chart shows the entrance to the Rio de la Plata – River of Silver - extending on the east coast to Uruguay, and on the south coast from Cabo San Antonio to Buenos Aires. The river's estuary is the confluence of the Uruguay and Parana Rivers where they empty into the Atlantic Ocean, which now marks the border between Argentina and Uruguay. Then, it was the first significant stop of Malaspina's voyage.

This chart is clearly source material for a more sophisticated chart, drawn by Felipe Bauzá y Cañas, with the addition of insets and views, engraved by Fernando Selmala, and published as 'Carta esférica del Río de la Plata desde su desembocadura hasta Buenos Aires levantada de Orden del Rey en 1789 y rectificada en 1794 por varios oficiales de su R[ea]l Armada, Presentada a S.M. por mano del Excmo. Sr. D. Juan de Langara Secretario de Estado y del Despacho Universal de Marina' (1798).

Robert Laurie probably acquired this chart, and another in the collection, from Felipe Bauzá y Cañas, the official hydrographer to the Malaspina expedition, who fled to London in 1823, bringing his papers and charts with him. The two would have undoubtedly known each other.

See item (45) for a later version of this chart.

Any contemporary chart related to the Malaspina expedition is exceptionally rare.



Preparatory manuscript chart for Bauza's chart of the Rio de la Plata estuary

45 [LANGARA, Don Juan de; Felipe BAUZÁ Y CAÑAS, Felipe; and Alessandro MALASPINA]

[Carta esferica del Rio dela Plata desde su desembocadura hasta Buenos Aires levantada de Orden del Rey en 1789 y rectificada en 1794 por varios oficiales de su R[ea]l Armada, Presentada a S.M. por mano del Excmo. Sr. D. Juan de Langara Secretario de Estado y del Despacho Universal de Marina].

Publication
[Madrid, Depósito hidrografico de la Marina. Cartographe, after 1798].

Description
Surveyor's fair copy manuscript chart, pen and black ink on paper, with pencilled gridlines for copying, and inscribed on verso "Spanish M.S. of the River Plata".

Dimensions
940 by 615mm (37 by 24.25 inches).

References
Barber, ''Riches for the geography of America and Spain': Felipe Bauzá and his topographical collections, 1789-1848', 1986.

A manuscript chart, probably in the hand of Felipe Bauzá y Cañas, official hydrographer to Alessandro Malaspina's celebrated expedition to circumnavigate the world for the Spanish crown at the height of Spanish Empire in the Americas. The chart shows the entrance to the Rio de la Plata – River of Silver - extending on the east coast to Uruguay, and on the south coast from Cabo San Antonio to Laguna de Rocha. The river's estuary is the confluence of the Uruguay and Parana Rivers where they empty into the Atlantic Ocean, which now marks the border between Argentina and Uruguay. Then, it was the first significant stop of Malaspina's voyage.

The chart is a more sophisticated version of the central part of Felipe Bauzá y Cañas's earlier chart, engraved by Fernando Selmala, and published as 'Carta esférica del Río de la Plata desde su desembocadura hasta Buenos Aires levantada de Orden del Rey en 1789 y rectificada en 1794 por varios oficiales de su R[ea]l Armada, Presentada a S.M. por mano del Excmo. Sr. D. Juan de Langara Secretario de Estado y del Despacho Universal de Marina' (1798). It is possible that it was source material for William Heather's 'Survey of the River Plate, Presented to the King of Spain By Don Juan de Langara' (1806); subsequently revised and issued as 'Don Juan de Langara's Survey of the River Plate, Made By Order of the King of Spain, with Additions and Improvements, By J.W. Norie, Hydrographer' (1824).

Leaving Cadiz in July of 1789, the 'Descubierta' and 'Atrevida' sailed up the Rio de la Plata to survey the estuary, with the help of a convoy of local navigators, and to report on the state of the Viceroyalty of Rio de la Plata, which extended to include the whole of the Rio de la Plata basin, including Argentina, Chile, Bolivia, Paraguay, and Uraguay - an enormous but very short-lived and tumultuous arm of the Spanish Empire (1776-1825). The expedition was there a few months, before heading south to the Falkland Islands.

Returning to Cadiz in 1794, the expedition was a hailed a resounding success, but Malaspina was too outspoken in his opinions for the successful governance of the Spanish Empire abroad, and he fell foul of political intrigue, lost the favour of the King, was tried, convicted, imprisoned in 1795, and the results of his expedition were essentially suppressed, which is why published charts related to the Malaspina expedition are so rare. Malaspina's papers in the archives of the Dirección de Hidrografia were only edited and published in Madrid by Don Pedro de Novo y Colson as 'Viaje politico-científico alrededor del mundo' in 1885.

Initially, Bauzá fared better. He had a very successful career, first in the hydrographic office in Madrid, then he succeeded Espinosa y Tello as director of the Depósito Hidrográfico, and was elected to the Royal Society (Britain) in 1819. However, in 1823, he too found himself on the wrong side of royal favour and fled to London, taking all his papers with

him, including this chart. During his lifetime he made good use of his own archive, and the Admiralty published some of his charts, but after his death in 1833, his family sold much of what was left, to various interested institutions, including the Admiralty Office, the British Library, "one of the largest collections of maps and official papers on colonial Latin America outside the Iberian Peninsula (now Add. MSS. 17556-676). Commonly known as the 'Bauza Collection', its story before December 1848, when it was acquired by the British Museum" (Barber).

Robert Laurie, probably acquired this chart, and another in the collection, from Felipe Bauzá, the official hydrographer to the Malaspina expedition, who fled to London in 1823, bringing his papers and charts with him. The two would have undoubtedly known each other.

See item (44) for an earlier version of this chart.

Brazil

46 SAYER, Robert

A New Chart of the Coast of Brazil From the Banks of St. Roque, to the Island of St. Sebastian with the Islands and Soundings in the Offing from the Portuguese and Dutch Draughts and the Journals of The British Navigators.

Publication
London, Published for Robert Sayer, London, as the Act directs, [before 1792].

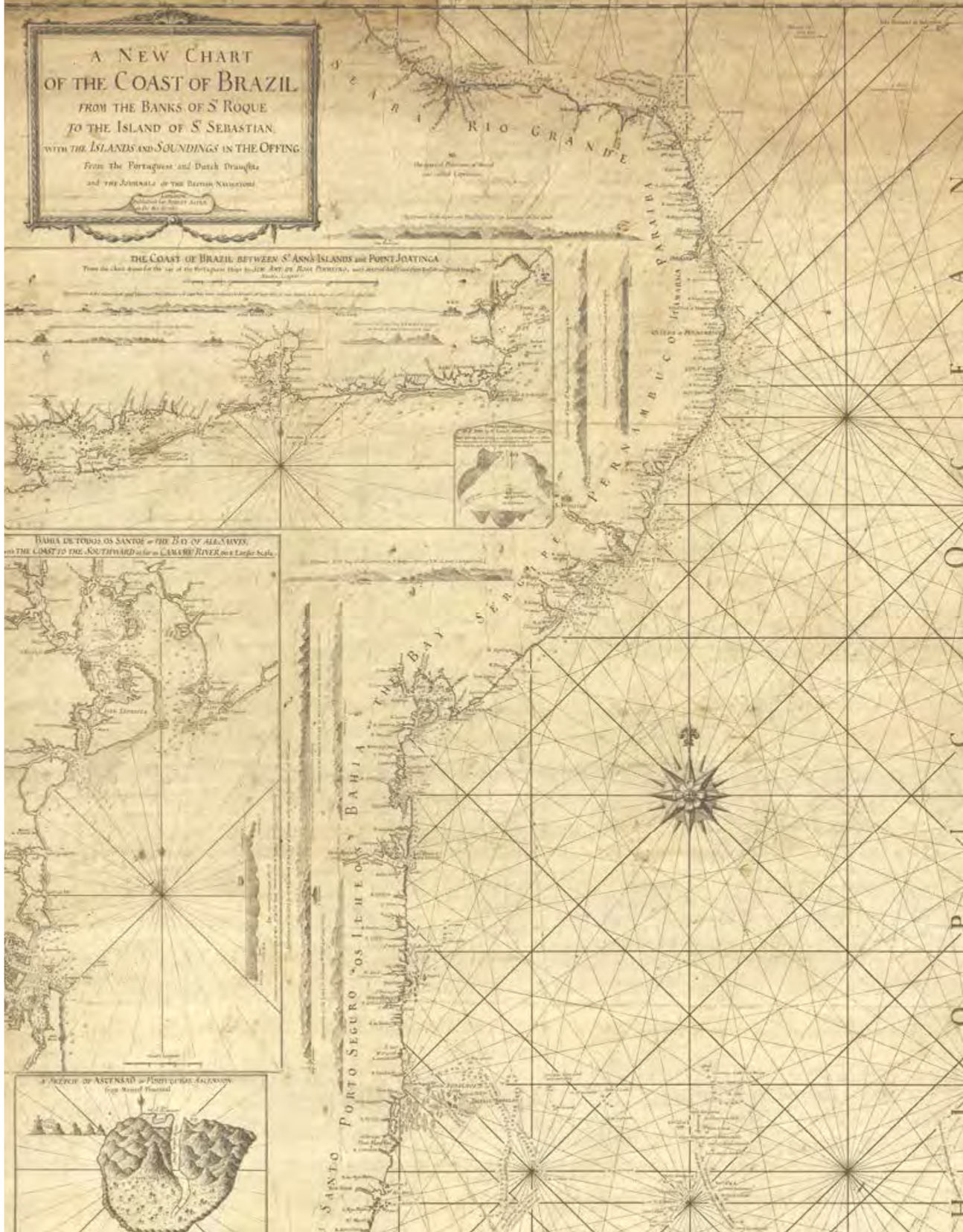
Description
Original working manuscript chart, pen and black ink on paper, inscribed on "106" lower left-hand corner, and on the verso "Coast of Brasil, engraved by Neele, 1792".

Dimensions
925 by 610mm (36.5 by 24 inches).

A decorative chart of Brazil with three insets: 'The Coast of Brazil, between St. Ann's Islands, and Point Joatinca, from the Chart drawn for the Use of the Portuguese Ships, by Sim. Ant. de Rosa Pinheiro, with several Additions from English and French Draughts', 'Bahia de Todos os Santos, or the Bay of all Sants, with the Coast to the Southward, as far as Camamu River on a Large Scale', 'A Sketch of Ascensaõ or Portuguese Ascension from Manoel Pimentel'.

One of the last commissions of Robert Sayer before he passed his business on to Laurie and Whittle, who re-published the chart in 1794.

The printed Sayer chart of 1792, engraved by Samuel John Neele, is exceptionally rare, with no examples appearing in commerce in available records, and known in only two institutional examples, at the Biblioteca Nacional España.



Rio Negro Province, Argentina

47 GRANT, William

Draught of the Bay of St Fondi in South America & all of Mid Channel.

Publication
[London], 1802.

Description
Surveyor's fair copy manuscript; engraved chart of 'A Correct of the Caribbee Islands' by Mount and Page on the verso, also inscribed on the verso "No. 16B".

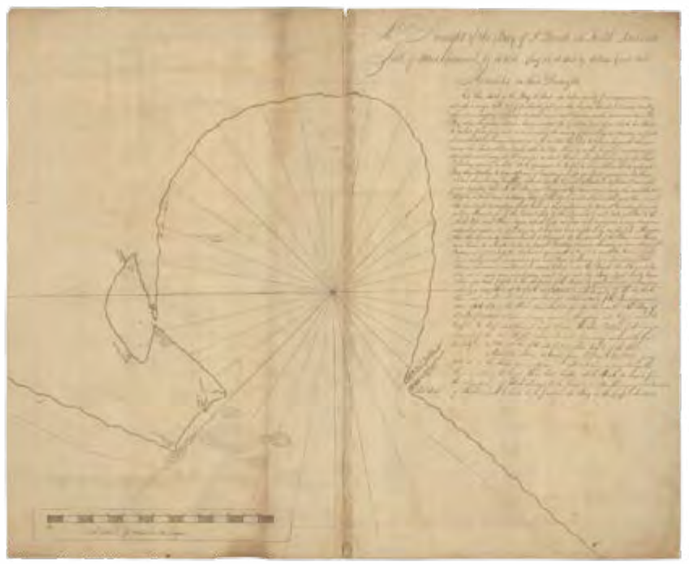
Dimensions
440 by 535mm (17.25 by 21 inches).

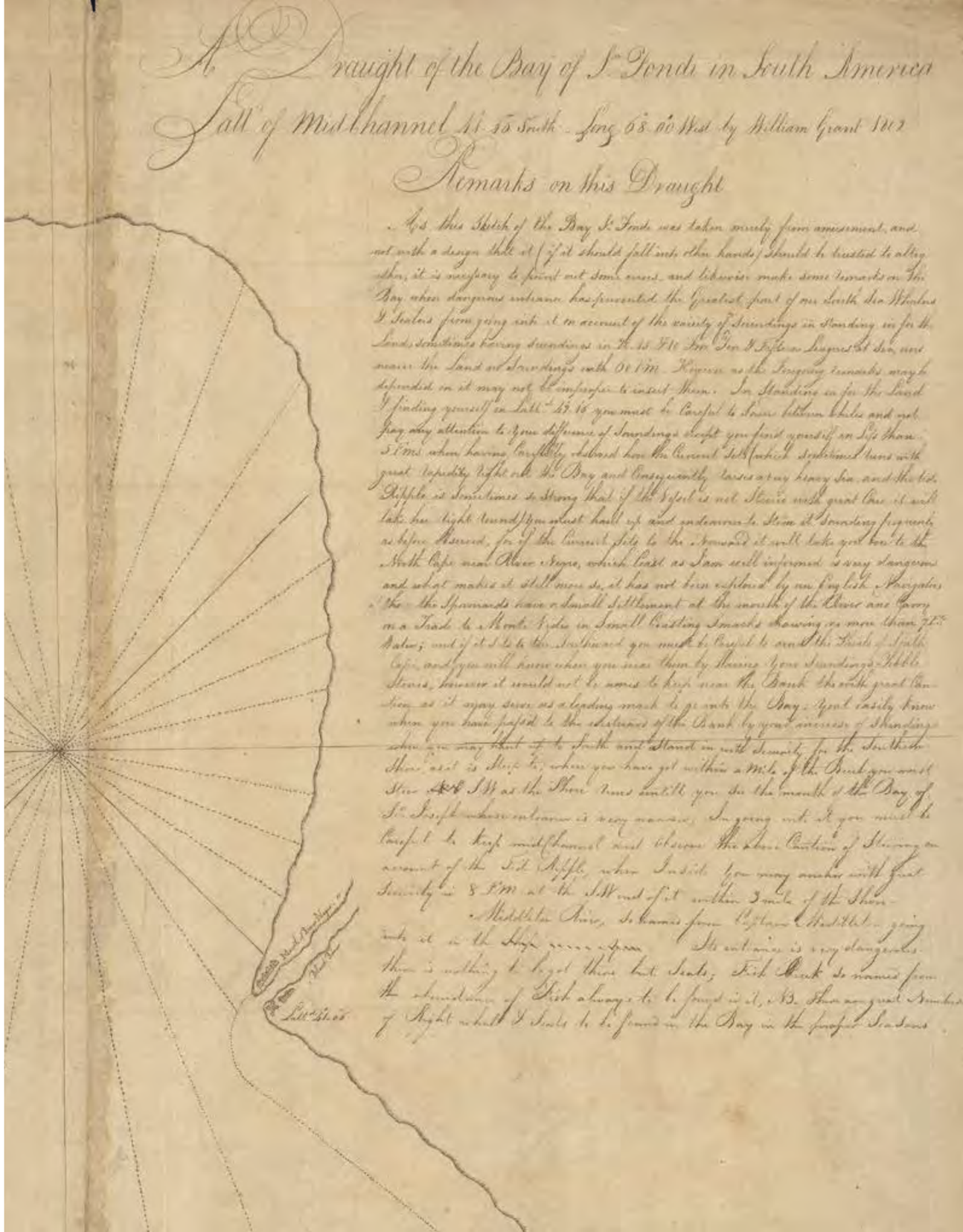
A very basic sketch of the strategic Bay of St. Fondi, by whaler William Grant, of whom nothing else is known.

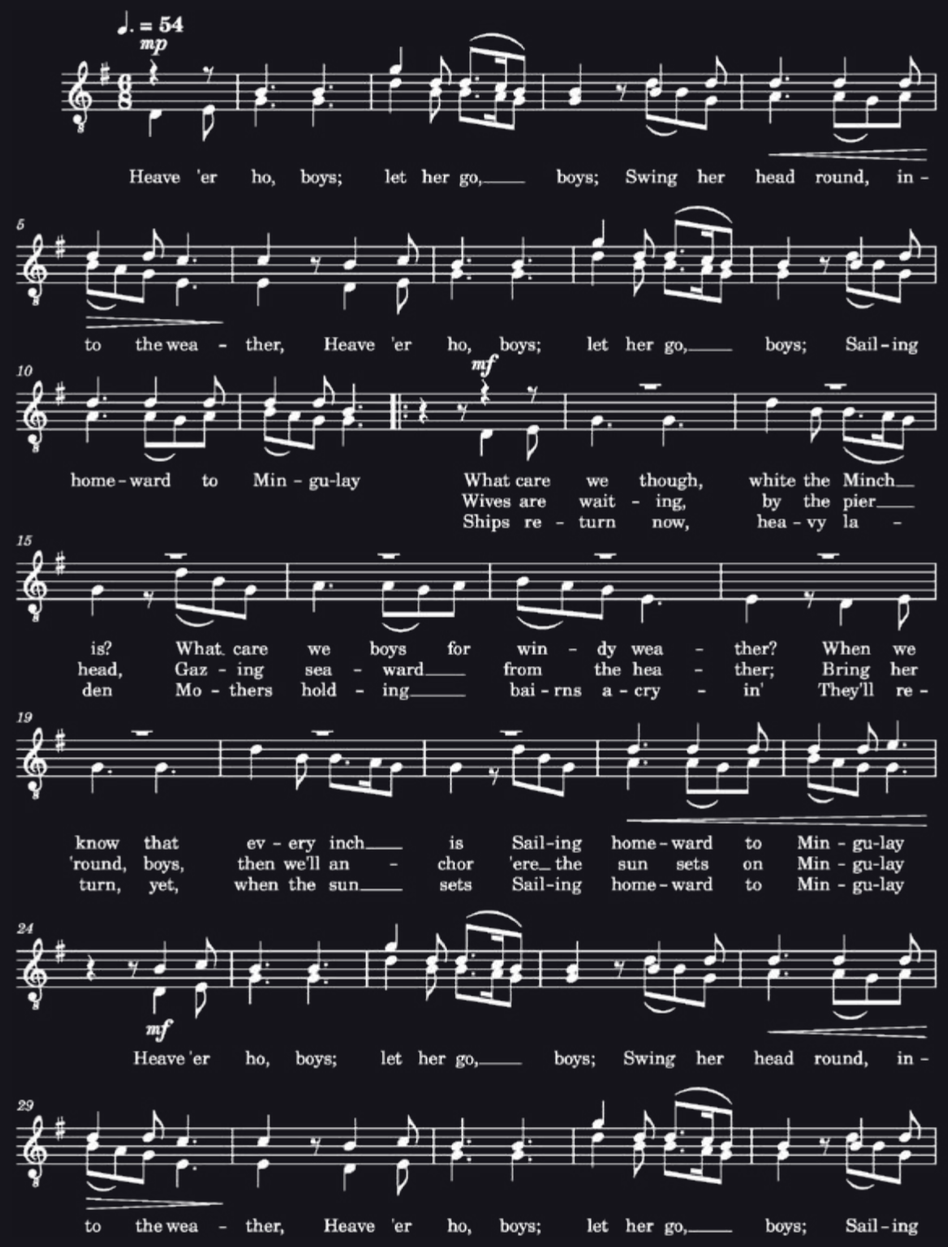
With a long and informative note on how to navigate the treacherous waters around the entrance of the natural harbour:

"Remarks on this Draught:

As this sketch of the Bay St. Fondi was taken merely from amusement, and not with a design that it (if it should fall into other hands) should be trusted to altogether, it is necessary to point out some errors, and likewise make some remarks on the Bay whose dangerous entrance has prevented the Greatest part of our South Sea Whalers & Sealers form going into it on account of the variety of soundings in standing in for the Land,.... for if the Current Sets to the Norward it will take you over to the North Caper near River Negro, which Coast as I am well informed is very dangerous and what makes it still more so, it has not been explored by our English navigators the Spaniards have a Small Settlement at the mouth of the River and Carry in a Trade to Monte Video in Small Coasting Smacks..."







The North & Irish Seas

There is not much of the world that Joseph Huddart did not chart... some of his most detailed are of the coastlines of the British Isles, and how to safely access the most important seaports: Bristol and Liverpool on the west coast. In the far north how not to run aground on one of the numerous islands that can hamper a successful whaling expedition. And, on the east coast, the nearest ports to the corresponding ones on the coasts of Holland and Germany, during the Napoleonic Wars.

Whaling nation: bombing through to a polar sea

48 [PHIPPS, Constantine John; and Lutwidge SKEFFINGTON]

A New Chart for the Whale Fishery and the Archangel-Traders or the Navigation in the Northern Seas from Great Britain and Ireland to Spitsbergen and the White Sea. Drawn from the most accurate surveys regulated by the latest Astronomical Observations.

Publication
London, By R. Laurie and J. Whittle, No. 53 Fleet Street, [1796].

Description
Original working manuscript chart on two separate sheets, pen and black ink on paper, with inset corrections, inscribed "77" in each lower right-hand corner, and "White Sea, engraved by Geo. Allen 1796".

Dimensions
500 by 720mm (19.75 by 28.25 inches).

An expansive yet detailed chart of the northwestern coast of Europe, including the British Isles, the eastern coast of Iceland, Norway, and Greenland. With numerous insets, including a large 'Particular Chart of the White Sea. From the Late Russian Survey', and several coastal profiles.

Including the results of the Phipps voyage to the Arctic circle in the "bomb" vessels HMSs 'Racehorse' and 'Carcass' of 1773, in search of an Open Polar Sea.

The chart was first published by Laurie and Whittle in 1796.

The western sheet

49 [HUDDART, Joseph]

[A Chart of the West and South-West Coast of Ireland from the Mouth of the River Shannon to Waterford Haven on the same Scale as the Chart of St. George's Channel. By Capt. Jos. Huddart].

Publication
[London, c.1795].

Description
Original working manuscript chart, pen and black ink on paper, inscribed "35" lower left-hand corner.

Dimensions
830 by 525mm (32.75 by 20.75 inches).

The western sheet of an extremely detailed and large-scale chart of the southwest coast of Ireland, including part of the coastline of Clare, all of Kerry, and part of Cork counties. First published by Robert Sayer in 1786, and here revised by Laurie and Whittle in 1795 for 'The Coasting Pilot, for Great-Britain and Ireland'.

The Atlantic coast of Ireland

50 HUDDART, Joseph

A New Hydrographical Survey of the West Coast of Ireland, from the Shannon Mouth to Urris Head, with part of the North coast from Urris Head to Milk Haven; being a Continuation of the Marine Surveys made by Capt., Joseph Huddart.

Publication
London, Printed for Rob.t Sayer and J. Bennett, Fleet Street, as the Act directs. [c.1781].

Description
Original working manuscript chart, pen and ink on paper, inscribed "37" lower left.

Dimensions
805 by 550mm (31.75 by 21.75 inches).

Huddart's chart of part of the Atlantic coast of Ireland, taking in Sligo Bay, Galway Bay, and Shannon mouth, published on September 19th, 1781, and included in early editions of the 'The Coasting Pilot, for Great-Britain and Ireland'.

The Nymph Bank

51 OUTHET, J.

"Bristol to Cork &c" [verso].

Publication
[London], 1813.

Description
Original working manuscript chart on two separate sheets, pen and black and red ink, and pencil and colour wash, on paper, inscribed "28*" on a lower corner of each sheet, and on the verso "Bristol to Cork &c by J. Outhett 1813 Engraved by W. West", title cartouche excised.

Dimensions
Sheet one: 980 by 650mm (38.5 by 25.5 inches); sheet two: 990 by 650mm (38.9 by 25.5 inches).

A very large-scale map of the busy shipping lanes of St. George's Channel, between the ports of Bristol, England, and Cork Harbour, Ireland; extending to include Dorset in the east, northwest to Wexford, and northeast to Aberystwyth. The chart also includes the Scilly Isles and a large detailed inset 'The Scilly Isles from the Survey of Mr. Graeme Spence, with their Position as determined by the Grand Trigonometrical Survey', and indications that an inset of the 'Entrance of Cork Harbour', and others would be supplied.

The title cartouche has been removed, by the mapmakers, presumably with the intention of replacing it with an inset correction, and for publication in the 1813 edition of Laurie and Whittle's 'A Coasting Pilot for the Western Seas of Great Britain'. The chart updates the lower sheets of 'A New and Original Hydrographic Survey of the North and St. George's Channels' (1808).

Including the observations of "Colonel Wellbred"

52 [HUDDART, Joseph; Robert Fulke GREVILLE; J. OUTHET; and others]

A New Chart of the Coast of Pembrokeshire between Strumble Head & Lenny Head including the adjacent islands, rocks, &c, compiled from the Surveys of Messrs Mackenzie, Huddart, Morris, &c and regulated by The Grand Trigonometrical Survey.

Publication
London, Published by Rob.t Laurie and Ja.s Whittle, Chart-Sellers to the Admiralty, &c &c No. 53 Fleet Street, 1812.

Description
Original working manuscript chart, pen and black and red ink on paper, inscribed on the verso "Coast of Pembrokeshire 1812 J Outhet 31*".

Dimensions
725 by 540mm (28.5 by 21.25 inches).

This chart includes the most up-to-date information, including that supplied by the Hon. Robert Greville of "The Porgus or Turbot Bank" in 1812, who was, at the time, master of King George III's bedchamber at Windsor. He may have known about the bank as a result of visiting his brother, Charles Francis, who with Sir William Hamilton had helped to establish the port of Milford Haven, shown on the chart. It was Fanny Burney who first called Greville "Colonel Wellbred".

53 [HUDDART, Joseph]

A New chart of the West Coast of England from the Point of Lynus in Anglesea to Formby Point in Lancashire. Including the Rivers of Chester and Liverpool.

Publication
London, Published by Laurie & Whittle, 53 Fleet Street, A New Edition, considerably improved, 1st January, 1811.

Description
Large engraved bluebacked chart on two separate sheets, with extensive manuscript amendments on insets in red ink, each sheet inscribed "32" lower right.

Dimensions
Each sheet 555 by 725mm (21.75 by 28.5 inches).

The extensive revisions to this new edition of Laurie & Whittles's chart include the busy international port of Liverpool and the surrounding area.

Published in the new edition of 'A Coasting Pilot for the western seas of Great Britain' (1811).

Whaling nation: an ingenious indigenous officer

54 PRESTON, Captain Thomas; and "an Ingenious Officer of the Royal Navy"

A New Hydrographical Survey of the Islands of Shetland by Capt.n Thomas Preston, with many Improvements and Additions, and the Sailing Directions.

Publication
London, Printed for Robert Sayer and John Bennett No 53 Fleet Street, as the Act directs, [1781].

Description
Original working manuscript chart on two separate sheets, with a surveyor's fair copy manuscript chart, pen and black ink on paper, each inscribed "63" in a lower corner.

Dimensions
Sheet one: 490 by 620mm (19.4 by 24.4 inches); sheet two: 485 by 620mm (19 by 24.4 inches); sheet three: 230 by 615mm (9 by 24.2 inches).

From the 1780s to the mid-nineteenth century, Shetland played an important part in the Arctic-Greenland whaling industry. This detailed chart of the numerous islands and the ways between them would have been an invaluable resource.

The two sheets of the main chart were first published in 1781, and included in early copies of Huddart's 'The Coasting Pilot for Great Britain and Ireland'. They are accompanied by a chart by "an Ingenious Officer of the Royal Navy" of the sound between the mainland and the Isle of Brassa, which will have informed the main chart. It is also possible that the Officer was "indigenous" rather than "ingenious", or perhaps both?

Whaling nation: “NB. All the small islands are called Homs”

55 [HUDDART, Joseph]

A New Chart of the North Coast of Scotland from Cape Wrath to Duncansby Head, with Pentland Firth, and the Orkney Islands.

Publication
London, Printed for Robert Sayer and John Bennett Fleet Street, as the Act directs, [c.1781].

Description
Original working manuscript chart on two joined sheets, pen and black and green ink on paper, inscribed “62” lower right, and on the verso “North Coast of Scotland”.

Dimensions
630 by 955mm (24.75 by 37.5 inches).

A superb chart of the northernmost coastline of mainland Scotland, and the Orkney Islands, with an inset of “Burra”, numerous coastal profiles, and very detailed instructions on how to navigate the Pentland Firth.

The green lines show “the common” ways to navigate between all the little islands, or “Homs”.

The chart was first published in 1781, in Huddart’s ‘The Coasting Pilot for Great Britain and Ireland’ and reprinted many times without change until at least 1794, after which the title cartouche was changed.

The Western Isles

56 [HUDDART, Joseph]

A New Chart of the West Coast of Scotland from the Point of Ardnamurchan to Cape Wrath, including the Western Islands of Lewis and Harris, North Uist, Benbecula, South Uist, Barra, Sky, Rum &c. c a.

Publication
London, Printed for Robert Sayer and John Bennett Fleet Street, as the Act directs, 1781.

Description
Original working manuscript chart on two joined sheets, pen and black in on paper, with the title cartouche on an engraved inset, inscribed “41” lower left, and on the verso “West Coast of Scotland”.

Dimensions
940 by 625mm (37 by 24.5 inches).

A beautiful chart of the west coast of Scotland and the Western Isles, showing the route to Norway.

The chart was first published in 1781, and was included in early copies of Huddart’s ‘The Coasting Pilot for Great Britain and Ireland’.

A complex Napoleon effect: pre-empting trading woes

57 HUDDART, Joseph; Captain William BLIGH; and others

Laurie and Whittle's New Chart of the North Sea; compiled and reduced from the great national and topographical surveys of Britain, France, Holland, Germany, and Denmark; and from the Nautical Surveys of the most Scientific and Experienced Navigators; regulated by the Astronomic Observations of Captain Joseph Huddart; Captain W.m Bligh;...

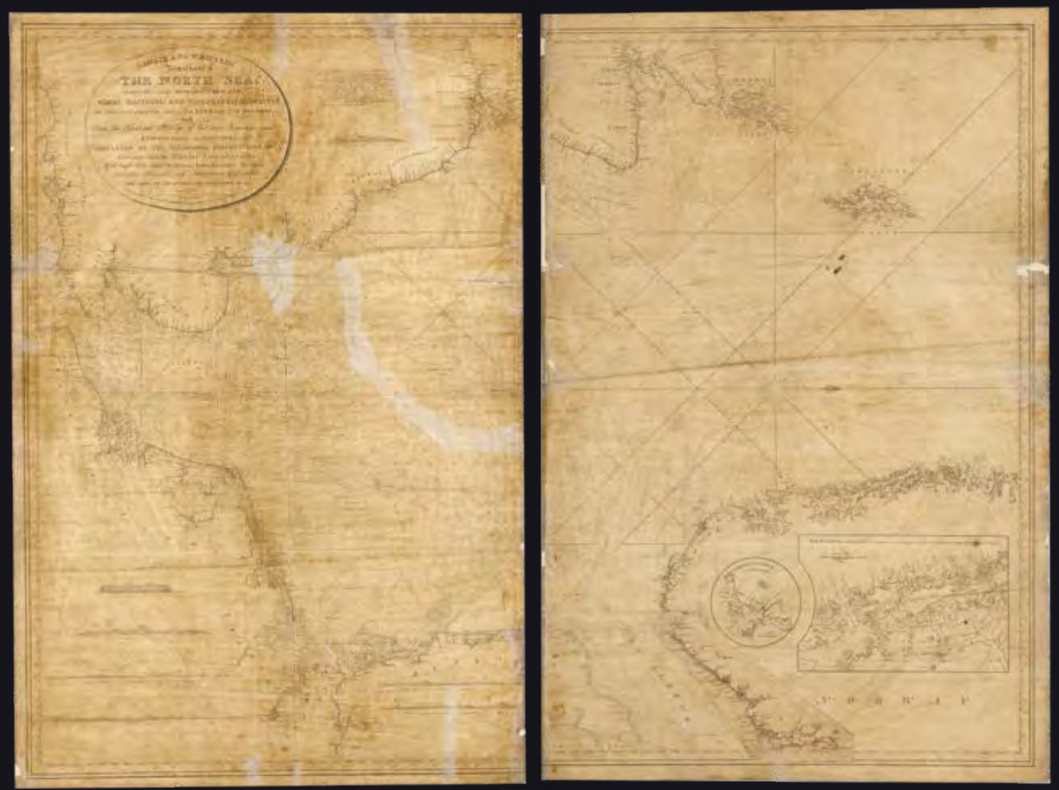
Publication
London, Published,... by Robert Laurie and Jas. Whittle, No. 53 Fleet Street, 1805.

Description
Original working manuscript chart on two (of three) separate sheets, pen and black ink on paper, with inset corrections, each inscribed "42" on a lower corner, and on the verso "Drawing of the North Sea. I. Purdy engraved J. Bye, 1806".

Dimensions
Sheet one: 960 by 635mm (37.8 by 25 inches); sheet two: 985 by 645mm (38.7 by 25.4 inches).

This large-scale chart, oriented with west to the top, and based on numerous surveys of British, French, and Danish navigators was published from 1806, just as Napoleon implemented his continental blockade, when the sea routes of the North Sea would become of paramount importance to the health of the British economy.

Published by Laurie and Whittle on March 25th, 1806, and included in their 'Pilot for the Eastern Coasts of Great Britain'.



The westernmost point of Norway

58 GROVE, Captain [Carl Frederik]; WIBE, Ober Krig-Commissaire; and Lieutenant [Benoni] D'AUBERT

Speciel Kaart over den Deel af Den NorskeKust fra Stadt-Land og til Blomöe.

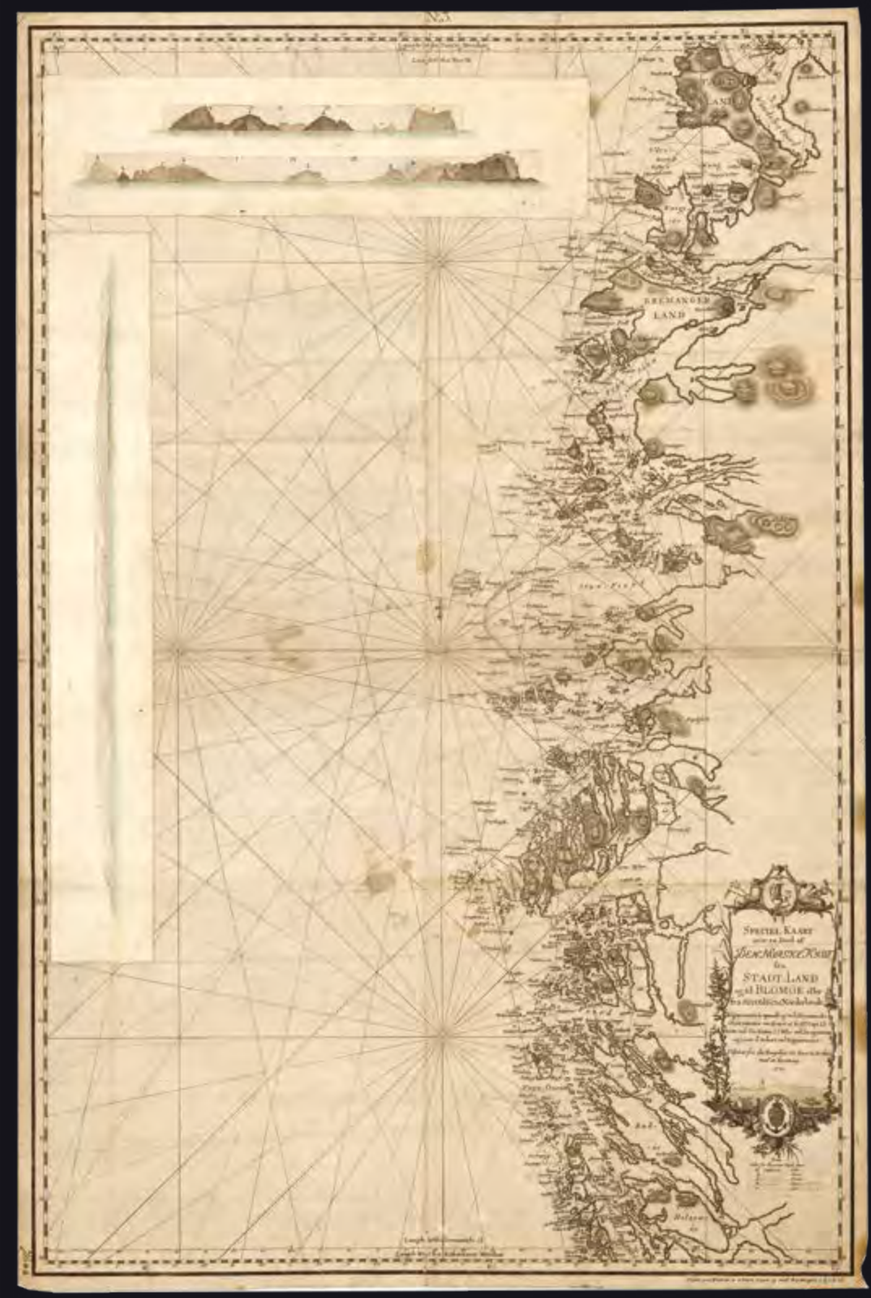
Publication
[Denmark], Royal Danish Navy, 1795.

Description
Engraved chart on four joined sheets, with two manuscript pasted overslips, torn along central fold.

Dimensions
605 by 910mm (23.75 by 35.75 inches).

A chart by Captain Grove showing the western coast of Norway from the Stadlandet peninsula ("Stadt-Land") southwards to the island of Blomøyna ("Blomöe") just north of Bergen.

This stretch of the coast includes the small island of Holmebåen, Norway's westernmost point. No soundings are provided in the North Sea, but the intricate waterways created by Norway's many islands are presented in great detail, with suggested passage through them indicated by dashed lines.



Frohavet

59 THE DANISH ADMIRALTY

A chart of the northern coast of Norway from the Halten Islands to Christiansund including the Need or Channel of Drontheim surveyed by order of the Danish Admiralty and published at Copenhagen in 1791.

Publication
London, Laurie and Whittle, 1797.

Description
Original working manuscript map on two joined sheets, pen and black ink on paper, with two insets.

Dimensions
625 by 925mm (24.5 by 36.5 inches).

A manuscript chart of the western coast of Norway between Kristiansund ("Christiansund") and Frohavet, the stretch of water on the west coast of the Trøndelag region.

Norway's countless islands are depicted in detail, with obstacles and hazards highlighted by symbols, and routes through the many channels and inlets shown as dashed lines. Mountainous areas are also represented pictorially.

The first printed edition of the chart was published in 1797 by Laurie and Whittle, but without the coastal views added to the manuscript here.

A Danish chart of Norway by a Norwegian Dane

60 GROVE, Captain [Carl Frederik]; WIBE, Ober Krig-Commissaire; and Lieutenant [Benoni] D'AUBERT

Speciel Kaart over den Deel af Den NorskeKust fra Christiansund og til Stadt-Land.

Publication
[Denmark], Royal Danish Navy, 1793.

Description
Engraved chart on two joined sheets, with manuscript pasted overslip, clipped to corners, torn along central fold.

Dimensions
610 by 910mm (24 by 35.75 inches).

A Danish chart of a central stretch of Norway's west coast, from the Stadlandet peninsula ("Stadt-Land"), which separates the Norwegian Sea and the North Sea, up to the town of Kristiansund ("Christiansund"), a major exporter of salted cod since the seventeenth century.

Between 1788 and 1802, Danish-Norwegian naval officer Carl Frederik Grove undertook a survey of the coast of Norway, assisted by his colleagues, Benoni d'Aubert, and N.A. Wibe. The sea charts produced by Grove, known as the 'Groveske drafts', remained for a long time the only available charts of Norway, and won him the King's Medal of Honour.

Although Grove does not give soundings in the waters of the Norwegian Sea, the innumerable islands, inlets, rocks, and fjords are depicted with great precision. Dashed lines indicate safe passage through the many obstacles. Pasted along the upper edge of the chart are two manuscript views of the land, as seen from the water, to help sailors identify their location.

Up to Ooe Öe

61 GROVE, Captain [Carl Frederik]; WIBE, Ober Krig-Commissaire; and Lieutenant [Benoni] D'AUBERT

Speciel kaart over en deel af den Norske Kyst indbefattende noget af nord leedene, samt heele syd leedet til Berget tilligemed indtobet til Stavanger.

Publication
[Denmark], Royal Danish Navy, 1798.

Description
Engraved chart on two joined sheets, with manuscript pasted overslip, clipped to corners.

Dimensions
920 by 625mm (36.25 by 24.5 inches).

A Danish chart of a southern stretch of Norway's west coast, from Stavanger in the south to Ona Island ("Ooe Öe") in the north, including the city of Bergen.

As on all of Grove's charts, soundings are not provided, but the country's many islands are shown in precise detail, and lines suggest routes through its numerous fjords. On the left-hand side are two long vertically-drawn views of the land, as seen from the sea. Various points are labelled with a letter, but there is no alphabetical key, nor do the same letters appear prominently anywhere on the chart. Toponyms are all underlined in red ink, which may reflect where someone has checked them off when studying or reviewing the chart.

My Mother Told Me

A Viking Sea Shanty

Þat mælti mín móðir,
at mér skyldi kaupa
fley ok fagrar árar,
fara á brott með víkingum,
standa upp í stafni,
stýra dýrum knerri,
halda svá til hafnar
hǫggva mann ok annan,
hǫggva mann ok annan.

The Baltic Sea

The icy waters of the Baltic Sea have been of primary importance to the surrounding countries of Scandinavia, Central and Eastern Europe, as offering access to the waters of the Atlantic to the west. During the Middle Ages, the sea was dominated by Norse merchants, or Vikings, who built a trade empire that reached as far south as the Black Sea via the rivers of Russia. Some centuries later the Baltic became an arena of conflict as various powers, including the Dutch, Swedish, Danish, Polish and German, in the form of the Hanseatic League, fought for power over its waters.

Dominance was quickly gained and quickly lost, with Sweden rising to pre-eminence during the seventeenth century only to lose it to Russia in the Great Northern War of 1700 to 1721, of which the Baltic Sea was the central theatre of conflict. Indeed, the city of Saint Petersburg was founded in 1703 on the site of a captured Swedish fortress, with the aim of improving Russia's trading opportunities with the wider world.

Such conflict gave rise to a great number of surveys of the Baltic during the seventeenth, eighteenth and nineteenth centuries. Hydrographers were charged with the great task of charting the waters' innumerable islands, inlets, hazards and currents, information with which their states could give themselves the greatest chance of success in naval skirmishes as well as trade. Much of the hydrographical material published by English chart-makers drew heavily on the work of their Scandinavian and Russian counterparts, although Royal Navy expeditions during the Great Northern War, War of the Austrian Succession and Seven Years' War did yield new information which was then added to sea charts of the Baltic.

Whaling nation: cutting out North Jutland

62 PRICE, William; and Capt. George WATSON

A New Chart of the Skager Rak, or Skaw Reach between the East Coast of Norway and the North Coast of Jutland, from the Naze to the Skaw, with the West Coast of Norway from Bergen to the Naze. According to the latest Danish surveys. Improved from the Remarks and Observations made by Cap.t William Price and Cap.t George Watson.

Publication
London, Printed for Robert Sayer, Chart Seller, Fleet St. Aug.st 28th, as the Act directs, 1791.

Description
Engraved chart with large sections of inset manuscript corrections, annotated throughout with office amendments in red ink, and with "North Jutland" excised from the lower right-hand corner.

Dimensions
720 by 545mm (28.25 by 21.5 inches).

The mapmakers are clearly preparing for the new issue of this chart, published with the imprint of "Rob.t Sayer & Co.,... 15th July, 1793", indicating that while Laurie and Whittle were now partners in the firm, they had not yet assumed control.

Already a well-used mapsheet, printed on the verso of a chart of the Mouth of the Humber, this proof has been comprehensively chopped up, with new insets supplied, and some just missing altogether...

The waters of western Denmark

63 PRICE, Captain William; and Captain George WATSON

A new chart of the coast of South and North Jutland from the Isle of Heilgeland to the Skaw, with all the banks and soundings; according to the Dutch and Danish surveys improved from the observations made by Captain William Price and Captain George Watson.

Publication
London, Robert Sayer and John Bennett, [c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink, with grey wash on paper, "Drawing of South and North Jutland" inscribed to verso.

Dimensions
750 by 540mm (29.5 by 21.25 inches).

A manuscript map of western Denmark, extending from its northernmost point at Skagen ("the Skaw") down to the Eider River in the south of the country.

Towns, cities, and forts are identified on the coast, and five views display the lay of the land, as seen from the waters of the North Sea to the west. Soundings are provided, as well as maritime obstacles such as reefs, banks, and shoals. Further detail has been added to the chart in red, mainly to the many islands of South Jutland, but also in the north, where "the Jutland Reef" is depicted. The first printed edition of the chart, with these updates incorporated, was published in 1778 by Sayer and Bennett.

What's that Sound?

64 [ANONYMOUS]

A new chart of the passage of the Sound from the survey published at Copenhagen in 1770 for the use of the Royal Pilots.

Publication
London, Robert Sayer and John Bennett, c.1778].

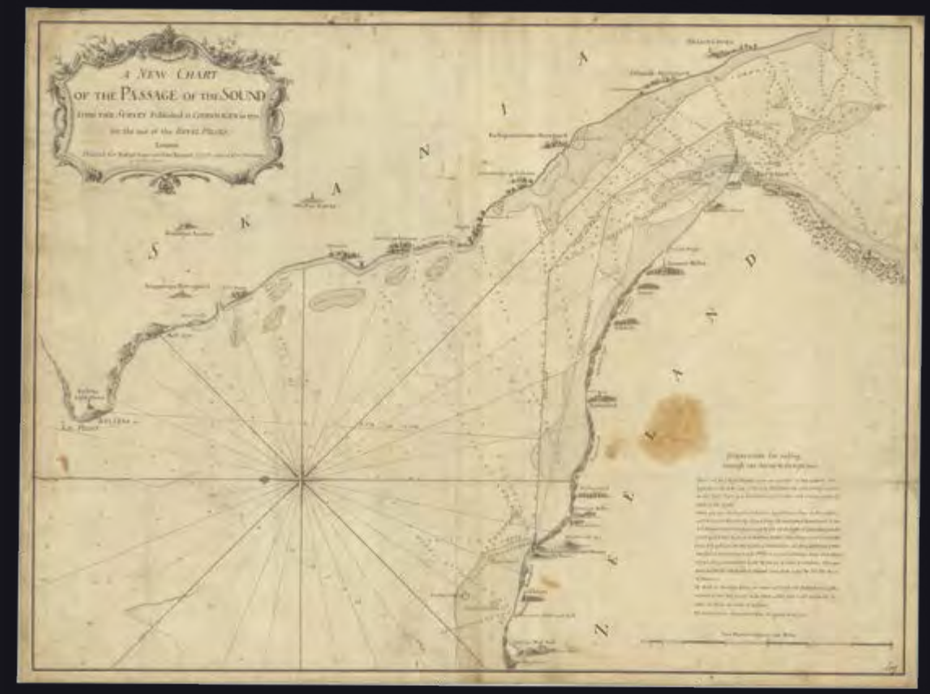
Description
Manuscript chart on two joined sheets, inscribed on verso in contemporary ink manuscript "Passage of the Sound", two small tears without loss, some light surface soiling.

Dimensions
555 by 740mm (21.75 by 29.25 inches).

An eastward-oriented chart of The Sound that runs between southern Sweden and the northern coast of the largest Danish island of Zealand.

The Swedish coast is shown from Kullen ("Kullens or Kol Point"), where "Kullens Light House" is illustrated, to the city of Helsingborg at Sweden's closest point to Denmark. The Danish coast extends from the fishing town of Gilleleje ("Gilleleye"), which marks Zealand's northernmost point, to Helsingør ("Elseneur") where "Cronenburg Castle and Lighthouse" are featured. Such towns and cities are represented pictorially as idyllic collections of houses.

The waters of The Sound are populated with soundings, and the sandbanks that extend along much of the shoreline are depicted. In the lower right-hand corner of the chart are "directions for sailing through The Sound in the night-time" which warn sailors that "with an Easterly Wind you must not bring the Nakkehovet Lights entirely in one, but you are to let them a little open to the eastward, in order to avoid the Coast of Zeeland".



Lous sight of the Kattegat

65 LOUS, Christian Charles

A new chart of the Cattegat published at Copenhagen in the year 1776 with the King's Priviledge, by Christian Charles Lous, translated and inlarged from the Danish with useful additions.

Publication
London, Robert Sayer and John Bennett, July 1st 1778.

Description
Original working manuscript chart on four sheets joined to make two, pen and black ink on paper, "Cattegat" inscribed to verso.

Dimensions
Each sheet 540 by 690mm (21.25 by 27.25 inches).

A chart of Kattegat ("Cattegat") by Danish hydrographer Christian Charles Lous.

Between 1761 and 1791, Lous undertook extensive surveys of the coast of Demark for the Royal Danish Navy, producing the most accurate charts of the waters yet made. His chart of the Kattegat extends from Orust, Sweden's third largest island, situated in Bohuslän ("Bahuslan"), down to Copenhagen on the Danish island of Zealand ("Zeeland"). The Swedish and Danish coasts feature towns, cities, moutains, ports, woodlands, and rivers.

The waters of the Kattegat are filled with soundings, symbols of maritime obstacles, and notes describing, for example "red-gray sand with white shells and some big stones". Such information is also found in some larger rivers and fjords. A note in the upper left-hand corner advises that "the Rumb-lines in this chart are laid down according to the Magnetical Meridian, and so ordered that considering the Annual alteration of that Meridian, the chart may serve for 30 years without any notable error in the courses". Three insets along the right-hand side show larger-scale charts of Marstrand Haven, the entrance to Gothenburg, and the island of Malön ("Malo").

Sayer and Bennett published this enlarged and translated version of Lous's chart in 1778, including it in their 'Baltic Pilot' of 1779.

66 LOUS, Christian Charles

A new chart of the entrance of the Baltic comprehending The Sound, with the Two Belts and all the Danish Islands: translated with additions and emendations from the original survey published by the authority at Copenhagen in 1777 by Professor Christian Charles Lous.

Publication
London, Robert Sayer, [c.1794].

Description
Original working manuscript chart on four sheets joined to make two, pen and black and red ink on paper, with insets, partly backed on blue paper.

Dimensions
Sheet one: 625 by 550mm (24.6 by 21.6 inches); sheet two: 625 by 400mm (24.6 by 15.7 inches).

A highly-detailed chart of the western Baltic Sea, from the Danish peninsula across to the island of Bornhold north of modern-day Poland ("Prussian Pomerania"), based on an original survey by Christian Charles Lous.

Topographical information is provided around the Danish, Swedish, German, and Polish coasts, with some major cities identified further inland. The waters of The Sound, the Great Belt and Little Belt, through which the Baltic drains into the Kattegat, the Bay of Mecklenburg and the eastern Baltic Sea are depicted in great detail. Densely-packed soundings, descriptions of the seabed, anchorages, and hazards such as banks, rocks, cliffs, and shoals are all provided. Additional information or corrections have been added in red ink, including vertical scale bars showing Dutch and Danish miles.

In the lower left-hand corner of the chart are two insets of "the Harbour of Kiel" and the "Course of the Oder from Stettin". The Oder had been modified in the mid-eighteenth century on the orders of Frederick the Great, with marshland excavated and canals established, in order to improve the navigation of the river which offers passage from Central Europe to the Baltic Sea.

Although it bears Robert Sayer's imprint, the first printed edition of this chart, incorporating the revisions shown here, was published by Laurie and Whittle in 1794.

The Cat in the Gat

67 DESSIOU, J[oseph] F[oss]

[A chart of Cattegat].

Publication
[London, 1813].

Description
Original working manuscript chart on four sheets, pen and black ink and pencil on paper, one being an alternative overslip, "Cattegat Sound & Belt, J. F. Dessiou Jan.y 1813 Engraved by Geo. Allen" inscribed to verso.

Dimensions
Sheets one, two, and three: 645 by 105mm (25.3 by 4.1 inches); sheet four: 640 by 730mm (25.1 by 28.7 inches).

A magnificent manuscript chart of the Kattegat, with parts of Germany, Denmark, and Sweden.

Although small-scale, the chart is incredibly detailed, showing the Danish Straits, including the Kattegat ("Cattegat") and Skaggerak ("Skagerrack or the Sleeve"), the Bohuslän coast of Sweden ("Bay of Bohus"), and the western Baltic Sea. Maritime information is given throughout the waters, in the form of soundings, hazards, and anchorages, with the region's distinctive islands and fjords precisely depicted. Topographical information is given on the land, including settlements, lighthouses, woodlands, and mountains.

On the upper sheet two empty insets await a chart of 'Winga Soung & Gothenborg' and 'Paternosters Swedish Copy', a reference to a small collection of islands on the Bohuslän coast. Two views of the islands are presented along the lower edge of the whole chart. The central sheet has four insets showing larger-scale charts of 'the passage of the Sound', 'Kongsbacka Fiord, and the anchoring-places between Lerkil and Batefiord', 'Chart of the Little Middle Ground' and 'the anchorage within Hallands Wader Ö'. On the final sheet there is a pasted overslip showing Copenhagen, and the islands of Amager ("Isle Amag") and Saltholm.

Alongside the three main sheets is an additional one, likely made to be pasted over the lower sheet, with the German coast redrawn, and part of southern Sweden, a host of new views, and a vignette of boats sailing into a harbour on the northern Germany island of Rügen.

Interestingly, there is no title cartouche provided on the manuscript, but a note to the verso attributes it to Joseph Foss Dessiou, scion of the prolific hydrographic family, and states that it was engraved by George Allen in January 1813. A six-sheet general chart of the North Sea including the Kattegat, with contributions from Dessiou, was published in 1812, and a French chart of the same waters by the hydrographer in 1836, but it does not seem that this particular manuscript chart was printed and widely published.

All eyes on the Baltic

68 WATSON, Captain George

A new and accurate chart of the Baltic or East Sea shewing the islands, rocks and shoals with their marks, light-houses, soundings, sailing channels &ca. Drawn from the observations of the most experienced pilots and chiefly from those made by Capt[ai]n George Watson rectifyed according to the maritime surveys collected in the Russian Atlas performed and published by the order of the Empress of all the Russias.

Publication
London, Robert Sayer and John Bennett, 3rd July 1778.

Description
Original working manuscript chart on four separate sheets, pen and black and red ink on paper, extensive insetting.

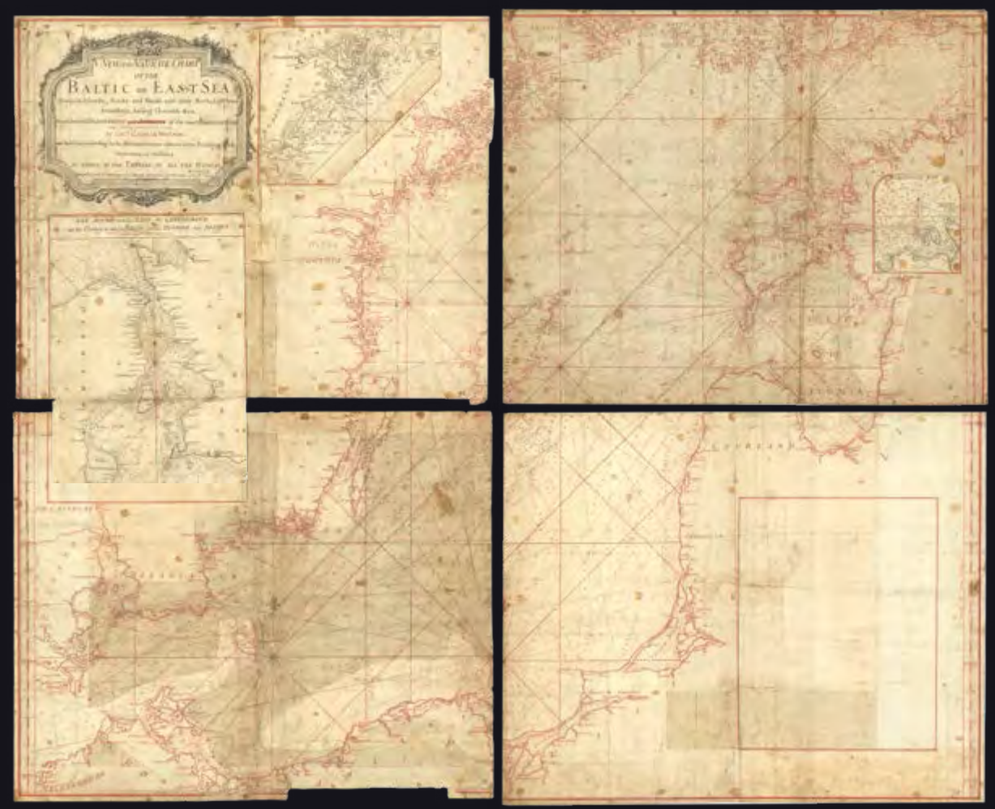
Dimensions
Each sheet 500 by 615mm (19.75 by 24.25 inches).

A magnificent manuscript chart of the Baltic Sea from Denmark to Estonia.

Topographical information is given along the shores of the many states shown, especially regarding the location of light-houses, and in the waters soundings, maritime hazards, and anchorages are presented. There are five insets, three of which offer further, larger-scale charts and plans of important places, namely Stockholm, The Sound, and Rogerwick Bay; the other two remain empty but would later contain charts of Gotland ("Isle of Gothland") and the Latvian city of Riga at the entrance of the Düna ("Dune"). Heavy annotation in red ink shows where details of the chart have been redrawn, revised or added, for the engraver to incorporate.

The title of the chart indicates that one of the hydrographical sources was the 'Russian Atlas' compiled on the orders of Catherine the Great, whose imperialist ambitions for Russia was a significant factor in the partitioning of Poland and the Russo-Swedish War. Indeed, at the time that this chart was produced, there was great contention over the Baltic, with the surrounding states all vying for power over its waters.

Although the date given by hand on the chart is 1778, the printed edition did not appear until the following year.



“I have laboured at it two years”

69 RUCKERT, Frederick

[A chart of the Vinga Sound].

Publication
[London], 1812.

Description
Original working manuscript chart, pen and black ink and pencil on paper, “Wingo Sound & Directions” inscribed to verso, with three leaves of correspondence from Frederick Ruckert.

Dimensions
Chart: 385 by 555mm (15.25 by 21.75 inches). Letter sheet one: 335 by 390mm (13.25 by 15.25 inches); sheet two: 335 by 200mm (13.25 by 7.75 inches); sheet three: 325 by 205mm (12.75 by 8 inches).

A manuscript chart of the Vinga Sound in Kattegat close to the city of Gothenburg.

The chart was made by Frederick Ruckert, master of the HMS ‘Ardent’, who surveyed the waters in 1810, and sent the results to “Mr Whittle” in 1812, along with a letter that includes sailing directions for the Sound. The part of the Swedish mainland that appears in the upper right-hand corner of the chart bears no toponyms, but the many islands in the Sound are either directly named, or labelled with a letter that is identified in Ruckert’s accompanying correspondence. “Irregular soundings” are given, along with anchorages and maritime hazards such as rocks and “soul ground”.

In his letter to Laurie and Whittle, Ruckert is keen to determine “what benefit there may arise from [the publication of the chart] in my favour, [as] I have laboured at it two years”. Ultimately, however, Laurie and Whittle do not appear to have gone forward with the publication of Ruckert’s chart, which was later included in a sailing directory of 1854.

The Wadden Sea

70 PURDY, J[ohn]

A chart of the coasts of Batavia and Germany from Camperdown to the River Hever including the River Ems to Emden with the Elbe and the Weser to Hamburg and Bremen: and in which the positions of the different points are founded on the basis of the most accurate trigonometrical surveys, corrected and regulated throughout by numerous and authentic astronomic observations.

Publication
London, Laurie and Whittle, August 1st 1805.

Description
Original working manuscript chart on four sheets joined as two, pen and black ink on paper, "Drawing of the Coasts of Batavia & Germany by J. Purdy Engraved by E. Jones Dec.r 1805" inscribed to verso.

Dimensions
Each sheet 775 by 640mm (30.5 by 25.25 inches).

A manuscript map of the northern coast of western Germany and the eastern Netherlands by John Purdy.

The chart extends from the Dutch port of Texel in the west to Schleswig-Holstein ("Holstein"), the northernmost state of Germany, in the east, including many of the Frisian Islands. The shallows of the Wadden Sea, the intertidal zone between the North Sea and the coast of the mainland, are represented according to the type of seabed, ranging from sand to reef to rocks. Soundings are given in the water, and grow more concentrated around important anchorages, ports, and harbours. The course of the Elbe and Weser rivers are shown flowing inland to their major cities of Hamburg and Bremen, respectively. Various coastal views show different stretches of the shore, as seen from the North Sea. In the lower right-hand corner of the chart is an inset showing a plan of "Heiligeland". The Heligoland archipelago had been one of the crucial harbours of the Hanseatic League, but in 1714 was conquered by Denmark-Norway and remained under Danish control until 1807.

71 PURDY, J[ohn]

Laurie and Whittle's chart of the coasts of Batavia and Germany from Camperdown to the River Hever including the River Ems to Emden, with the Elbe and the Weser to Hamburg and Bremen: and in which the positions of the different points are founded on the basis of the most accurate trigonometrical surveys, corrected and regulated throughout by numerous and authentic astronomic observations.

Publication
London, Laurie and Whittle, Dec[embe]r 12 1805; improved from a recent survey, 1809; 1811 [in manuscript].

Description
Original working manuscript chart on four sheets joined to make two, pen and black ink on paper, "Elbe & Weser - corrected 1811" inscribed to verso.

Dimensions
Each sheet 765 by 640mm (30 by 25.25 inches).

The manuscript for a later edition of Laurie and Whittle's chart of the North Sea, Wadden Sea, and German and Dutch coast (item 70) with updates to 1811, including the 1809 survey by John Bates, Master of 'HMS Cerberus'. Additions include revisions to the coastline, explanatory notes, empty boxes for two new insets of a 'Plan of Hamburg' and 'Plan of Cuxhaven And Ritzebuttel', and extensions to the inset chart of "Heiligeland".

Sound bight

72 PRICE, Captain William; and Captain George WATSON

A New Chart of the Coast of Germany from Norderney Island to the Eyder with the entrances of the Weser and the Elbe and their respective course from Bremen and Hamburgh.

Publication
London, Robert Sayer and John Bennett, [c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink, with grey wash on paper, "Coast of Germany" inscribed to verso.

Dimensions
530 by 745mm (20.75 by 29.25 inches).

A chart showing the German Bight and the coast of north-west Germany.

The chart extends inland along the paths of the Elber and Weser rivers, all the way to their with their prominent cities of Hamburg and Bremen, respectively, and also presents the Jade Bight ("The Brack") just west of the Weser. Naturally, the main focus of the chart is the Frisian Island chain that spans this stretch of the German coast, as well as the sandbanks that extend far out into the North Sea from the shore. Among these are given soundings, arrows indicating currents, and points of safe anchorage. In the lower left-hand corner "directions for sailing into the Elbe" inform sailors of how to use differently coloured buoys to navigate the treacherous waters.

Although the names of both Robert Sayer and John Bennett are given here, the first printed edition of the chart does not seem to have been published until 1786, a year after the latter's name was removed from the imprint.

A complex Napoleon effect: circumventing the continental blockade

73 [LAURIE, Robert; and James WHITTLE

A New Chart of the German Ocean, or the South Part of the North Sea adapted to the Navigation between the ports of London, Amsterdam, Bremen and Hamburg, as well as between the South-east coast of Great Britain, and the Coasts of Flanders, the United Provinces and Germany.

Publication
London, Published by Laurie and Whittle, Fleet Street, [c.1810].

Description
Large original working manuscript chart on three separate sheets, pen and black ink on paper, with inset corrections, inscribed "67" on a lower corner of each sheet.

Dimensions
Each sheet 740 by 515mm (29.25 by 20.25 inches).

A sweeping chart showing the way to boom and bust during Napoleon's trade embargo. In 1807 Britain had helped rescue the Portuguese royal family from Napoleon's advance. As a reward, Britain was given the right to trade with Portugal's colonial assets in the Americas. British merchants were then able to successfully sell their foreign goods by way of Dutch and German ports accessed via the North Sea, and so avoiding Napoleon's land blockades. Speculative trading was rife, and the bountiful years of 1808 and 1809 soon came to a rapid halt when the French disrupted the North Sea routes during the summer of 1810. Expensive produce could no longer reach European customers, and fortunes were lost as quickly as they had been gained.

Napoleon eased the blockade somewhat when his foreign trade policies began to bite harder at home than abroad.

Spanish Ladies

Traditional British naval song

The Channel

Throughout the eighteenth century, the Industrial Revolution had greatly increased the coastal traffic of the British Isles. Much of the increase was the shipping of bulky raw materials and farm produce to the great urban centres of Glasgow, Liverpool and Bristol on the west coast and London, Hull, Newcastle, and Edinburgh on the east. Transport over land with no proper roads was still arduous and expensive, with coastal shipping proving cheaper and more reliable.

Globalisation also meant more ships in Britain's waters, from both the Royal Navy, whose number of ships had doubled to 600 over the course of the eighteenth century, and trade, with newly-available goods arriving from around the world, such as sugar from the Caribbean, and British wares being shipped abroad. Other global events, naturally including wars, resulted in even further maritime traffic.

Consequently, major shipyards, docks, ports and fortifications along Britain's south coast were built or expanded to accommodate the influx of new vessels, with those at Portsmouth and Plymouth of particular importance for the Royal Navy, and others further west in, for example, Cornwall, of significance for Britain's heavy industry and trade. There was also, of course, the ever-present threat, or nuisance, of France to take into account, and Britain's increased hydrographical efforts to chart the Channel during the eighteenth century reflects the ongoing concern over conflict with their European neighbours.

Neer the North Sea

74 [VAN DER NEER, Cornelius; after Willem BLAEU]

A new chart of the coast of Holland, Zeeland, and Flanders.

Publication
[London, c.1781].

Description
Original working manuscript map, pen and black ink, on five sheets, one an alternative, with extensive insets, partially backed with blue paper.

Dimensions
Sheet one: 715 by 515mm (28.1 by 20.2 inches); sheet two: 720 by 530mm (28.3 by 20.4 inches); sheet three: 690 by 500mm (27.1 by 19.6 inches); sheet four: 715 by 515mm (28.1 by 20.2 inches); sheet five: 710 by 330mm (27.9 by 12.9 inches).

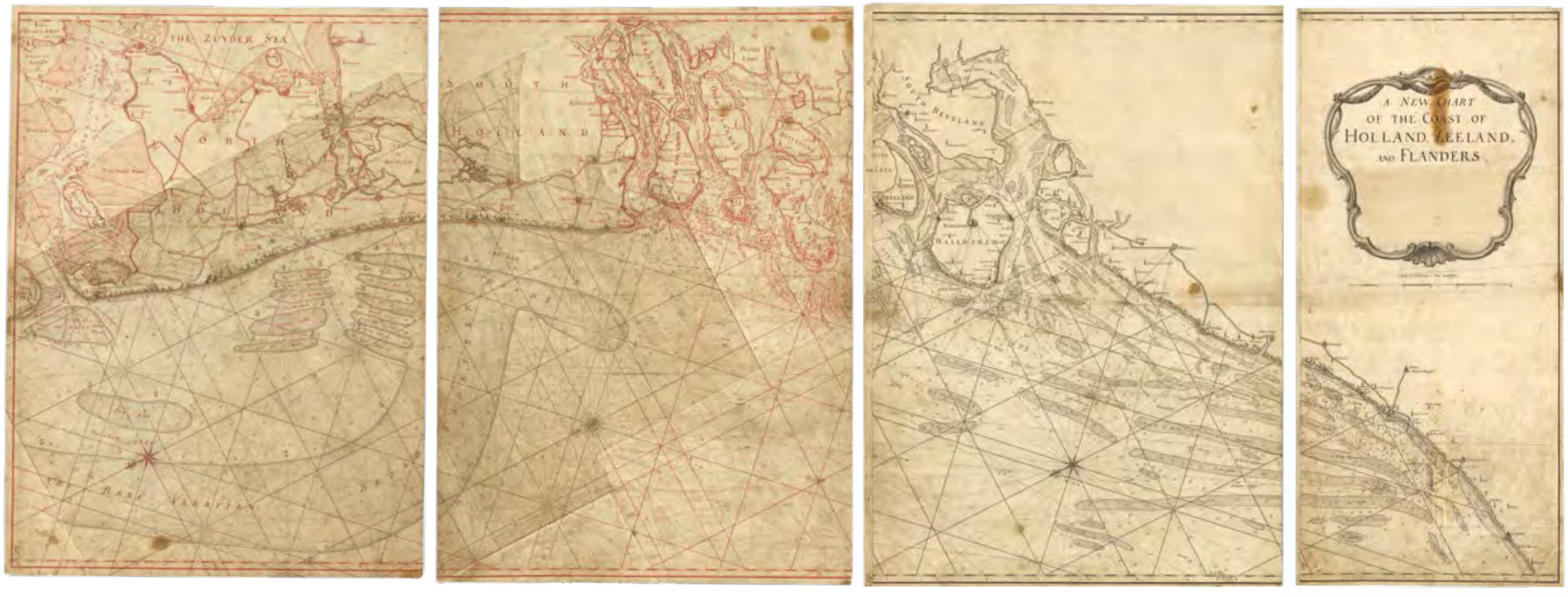
A manuscript chart of the southwestern waters of the North Sea, including the coast of the Netherlands and Belgium.

The chart's orientation to the south-east means that the coastline runs along the upper half, with Texel island on the left-most sheet and Calais, 120 miles to the west, on the right. The importance of these two ports to maritime activity in the North Sea make them apt boundaries for the chart. Other significant cities including Amsterdam, the Hague, Rotterdam, and Dunkirk are also shown, along with a host of smaller towns, ports, and coastal buildings such as lighthouses and forts. Many of these are triangulated with points on the sea.

Sailing obstacles such as banks, shoals, and rocks are identified in the North Sea, with anchorages, soundings, and currents also represented. A large area on the left-hand side of the chart is marked as "The Bree Veertien", showing the large sweep of the North Sea that is almost entirely 14 fathoms deep, known in English as the "Broad Fourteens".

Extensive additions and revisions have been made to the chart in red ink, including the redrawing of many areas, new notes about tides, sailing directions, and an inset 'Continuation of the Wester Scheld to the city of Antwerp on the same scale (from the new survey of M. Beaupre)'.

The main chart is based on an early-seventeenth century chart by Willem Blaeu, entitled 'Pascaarte van Hollandt Zeelandt ende Vlaanderen', and updated with more recent information, sourced in part from a Dutch survey by Cornelius Van der Neer. In 1781, Sayer and Bennett published the printed edition of the map under the title 'A new chart of the coast of Holland, Zeeland and Flanders, from the Texel to Calais. Done from an actual survey made by Cornelius Van der Neer, Pilot of Amsterdam'.



A complex Napoleon effect: the sandy beaches of Norfolk

75 HOLDITCH, George; and Joseph HUDDART

A New Chart of the Eastern Coasts of England from Orfordness to Flamborough Head; Including Lynn and Boston Deeps, the River Humber &c Constructed partly, from the [most] recent Surveys made by Order of the Honourable Corporation of Trinity House, but, principally, from the Surveys and Remarks of Mr. Geo. Holditch, of Lynn-Regis.

Publication
London, Published by Rob.t Laurie and Ja.s, Chart-sellers to the Admiralty, &c &c. No 53 Fleet Street, 1st March, 1810.

Description
Original working manuscript chart on four sheets joined to make three, pen and black and red ink on paper, with engraved coastal profiles on three engraved insets, and numerous office amendments.

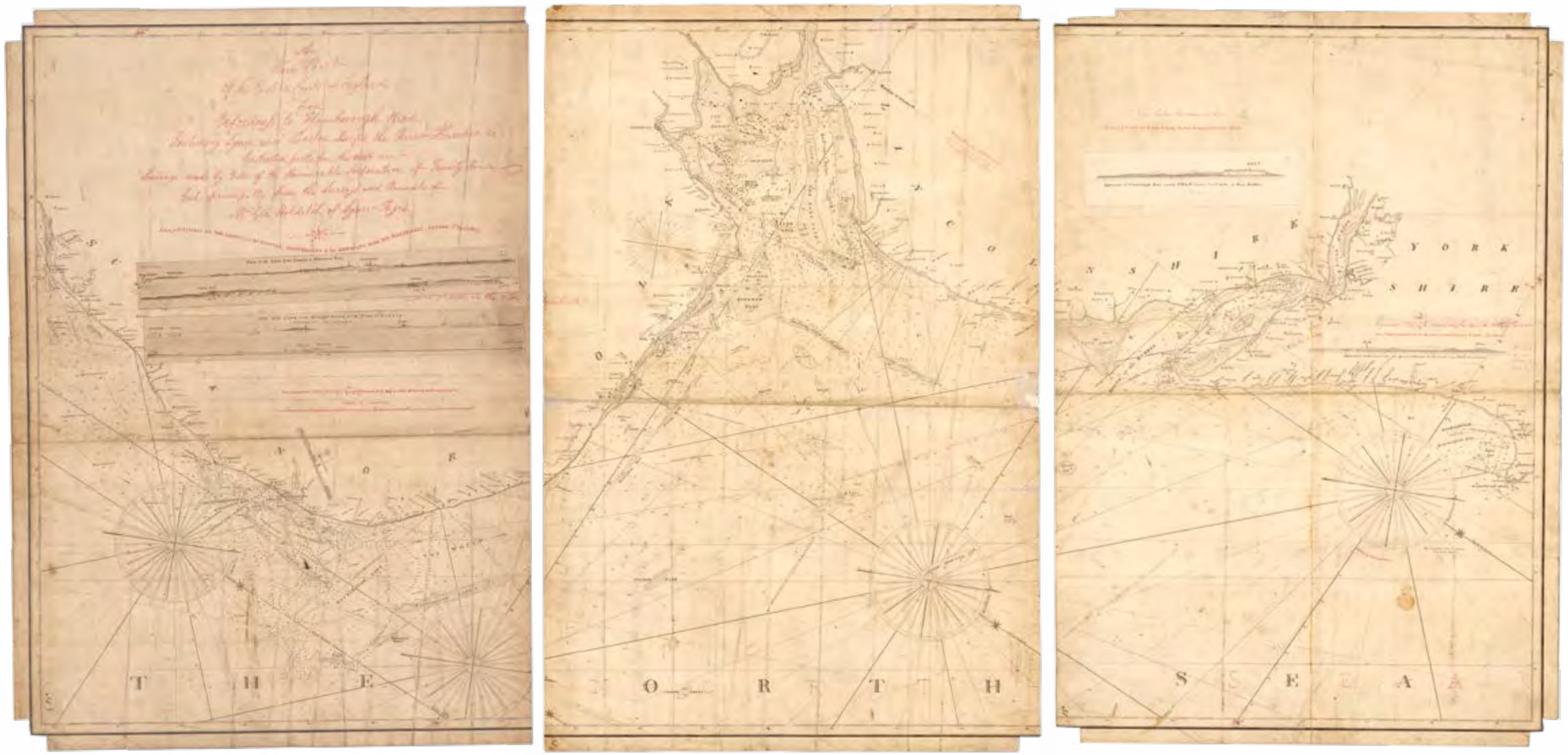
Dimensions
725 by 510mm (28.5 by 20 inches).

A very busy chart of this stretch of the coastlines of Norfolk, Lincolnshire, and Yorkshire, which takes in the major fishing ports of Yarmouth, Kings Lynn, and the Humber, as well as the now-popular sandy beaches of Norfolk.

Importantly this coastline was the closest to the ports of Holland and Germany that during 1810 were allowing British traders access to the European market during the Napoleonic continental blockade.

The coastal profiles by Huddart are of 'Cromer to Winterton Ness', Felby to Castor including Yarmouth, two of 'Flamborough Head', and others of 'Gorleston', and 'Spurn to Kilnsey'.

This chart was first published in 1810, and then reprinted until at least 1816.



A complex Napoleon effect: preparing for invasion

76 DODD, R[alph]

A New chart of Hartlepool Bay. Surveyed, by order of the corporation, by R. Dodd, Engineer, with the Projected Improvements.

Publication
London, Published by Laurie & Whittle, No. 53 Fleet Street, 12 May, 1800.

Description
Original working manuscript chart, pen and black ink, and colour wash, on paper, inscribed "58" lower left.

Dimensions
610 by 500mm (24 by 19.75 inches).

In a direct response to the potential threat of Napoleonic invasion, in 1795, Ralph Dodd published a vital work, a 'Report on the Various Improvements, Civil and Military, That Might be Made in the Haven or Harbour of Hartlepool: As Surveyed, at the Request of the Corporation'. As a result, the corporation agreed to strengthen the port's defences. This chart shows the new batteries.

Ralph Dodd is best known for building the first tunnel under the Thames, in 1798.

77 [ANONYMOUS]

A chart of the coast between Orford Ness and Hasbrough wherein are particularly described the roads of Leostoff and Yarmouth.

Publication
London, Robert Sayer and John Bennett, [1782].

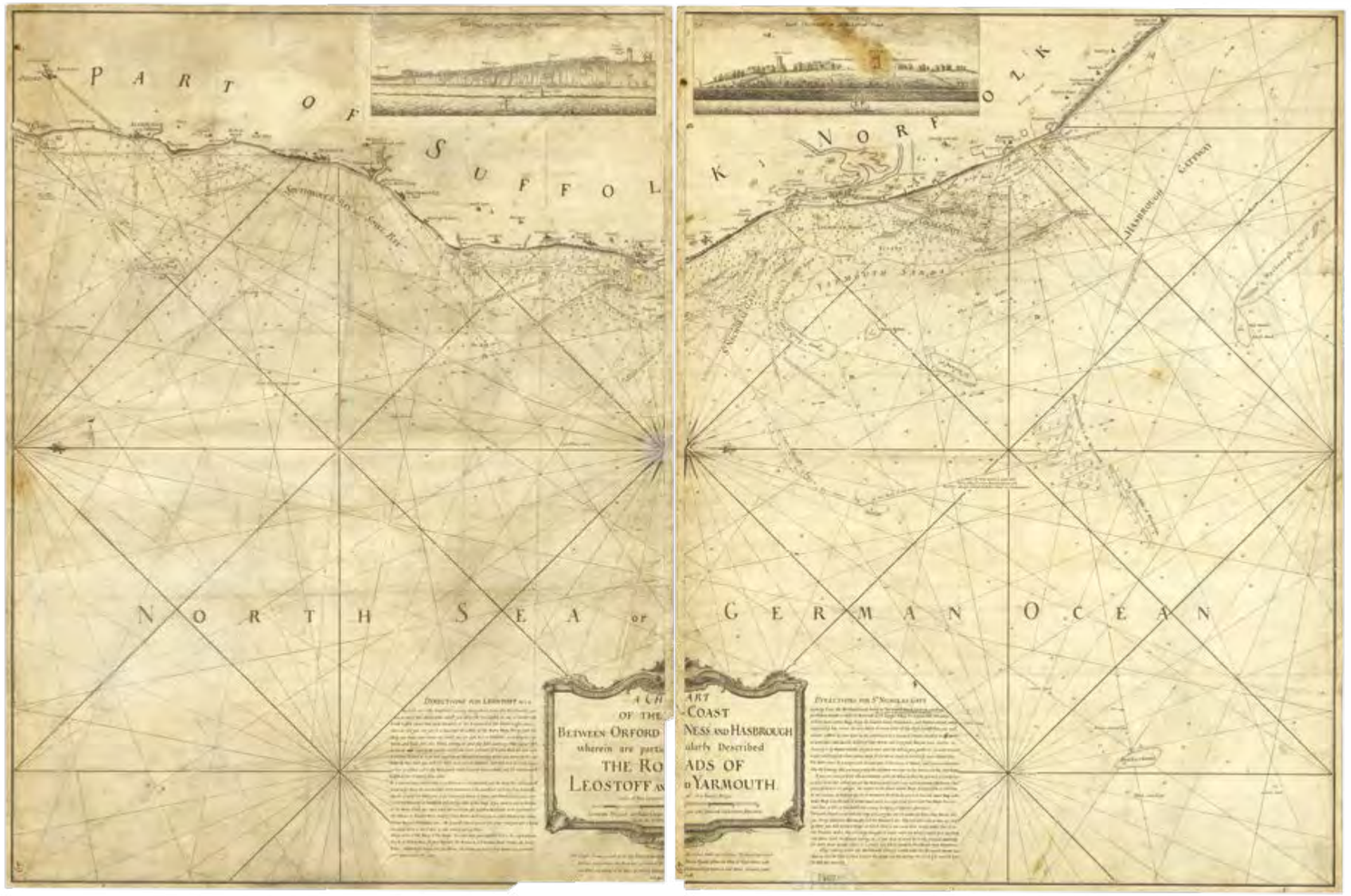
Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Leostoff to Yarmouth" inscribed to verso.

Dimensions
Each sheet 720 by 540mm (28.25 by 21.25 inches).

A westward-oriented chart of the North Sea ("German Ocean") along the coast of Suffolk and Norfolk, from Orford to Happisburgh ("Hasbrough").

On the land, features such as churches, woods, towns, mills, and "loose and shifting sand hills" are presented. Some of these are triangulated to buoys in the water. The sea is described in great detail, with soundings, maritime obstacles, and currents provided. Sailing directions flank the ornamental title cartouche found at the centre of the lower edge.

Along the upper edge of the chart are two views: "East prospect of the town of Leostoff", now Lowestoft, and "East prospect of Gorleston Town", in Great Yarmouth. The printed chart would be published by Sayer and Bennett in 1782.



The Thames Estuary

78 BEAN, John

A new hydrographic sketch of the North, South, and Middle Channels taken January the First 1782 by John Bean Master of the Buoy Yacht.

Publication
London, Robert Sayer and John Bennett, January 1st 1782 [but 1783].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "North, South & Middle Channels" inscribed to verso.

Dimensions
535 by 720mm (21 by 28.25 inches).

A manuscript chart of the Thames Estuary, awaiting the date of publication but otherwise ready for engraving.

Trinity House was founded in 1514 "to improve the art and science of mariners", a commission extended under Elizabeth I to include the responsibility to "make, erect and set up such and so many beacons, marks and signs for the sea...whereby the dangers may be avoided and escaped, and ships the better come into their ports without peril". Throughout the following centuries Trinity House established and maintained navigational aids including lighthouses, buoys, and communication systems. In 1782, John Bean, their local agent at Harwich, undertook a survey of the mouth of the Thames into the North Sea.

Bean's chart shows the many sandbanks and inlets along the coast of Essex and Kent, with the lighthouses and beacons set up by Trinity House identified on the shore. Interestingly, the chart uses a rather unique system by which depths in fathoms are given as Arabic numerals, and depths in feet as Roman.

The printed chart would be published by Sayer and Bennett on July 10th 1783 with the addition of a dedication to the Master and Wardens of Trinity House.

Break the banks

79 COLLINS, Christopher

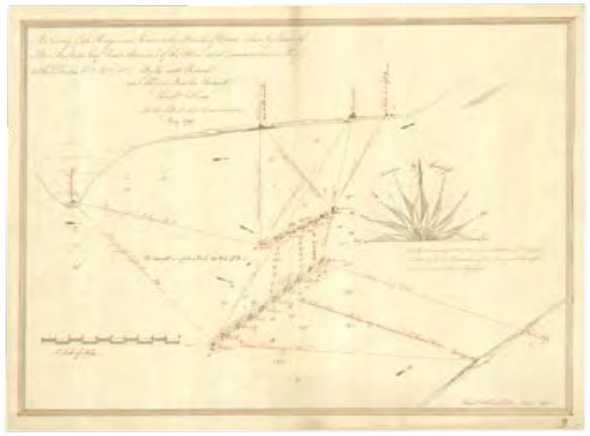
A survey of the Ridge and Varne in the Straits of Dover taken by Order of John Macbride Esqr. Read Admiral of the Blue and Commander in Chief in the Downs &ca. &ca. &ca. by his most obedient and obliged humble servant Christ[ophe]r Collins Master of H.M. Ship Cumberlande May 1793.

Publication
[London], June 1793.

Description
Original working manuscript chart on two sheets, pen and black and red ink, with grey wash, on paper.

Dimensions
390 by 530mm (15.25 by 20.75 inches).

A manuscript chart of the Varne Bank in the Strait of Dover, a sandbank almost six miles in length which produces rough waters during strong tides. "The Ridge", or Colbart bank, lies slightly further out to sea, almost parallel with "the Varne". Soundings are given around and between the two banks, with a few figures provided closer to the shore. Buildings on the land, including a church and a castle, are triangulated with positions in the sea, mostly at the end of the sandbanks. The printed chart was published in 1794 by Laurie and Whittle with the title slightly adapted and housed in a decorative cartouche.



Kent stop won't stop

80 [STEPHENSON, John]

[Chart of the southern coast of Kent].

Publication
London, Robert Sayer, [c.1785].

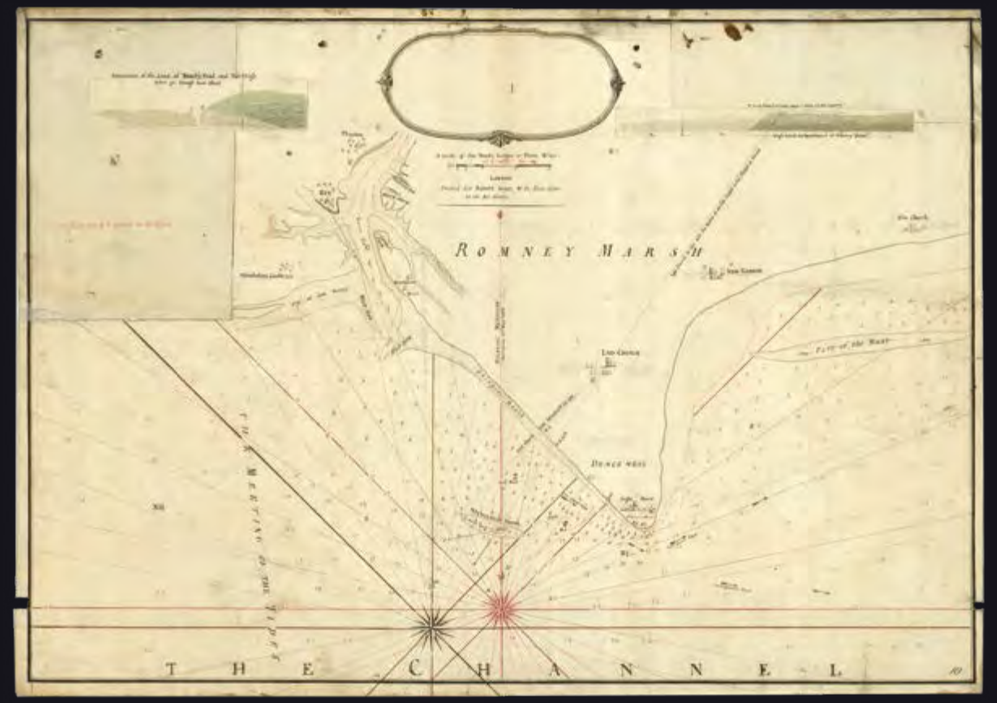
Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, with insets, "Dungeness on the Kentish coast by John Stephenson" inscribed to verso.

Dimensions
515 by 735mm (20.25 by 29 inches).

A manuscript map of the south Kent coast from Rye to Dymchurch ("Dim Church"), with manuscript corrections written in red.

In addition to towns, a lighthouse and "fishermens hutts" are shown on the land, while in the waters of the Dover Strait and River Rother are soundings and sandbanks. Two views show the "appearance of the land of Beachy Head and Fairleigh when on Dungeness Shoal" and the "ruins of Chapel at street about 11 miles up the country". The editor includes several instructions for the engraver: "no rhumb lines to be engraved but the red ones" and "not to engrave the scale".

The first printed edition of the chart would be published by Sayer in 1787 under the title 'An actual survey of the coast of Kent from Dim Church to Rye Harbour, with the new shoal to the westward of Dungeness by John Stephenson a Master in the Royal Navy'. The published chart incorporates the changes made in red ink here, and has "directions for sailing" on the left-hand side.



Get Down on it

81 ROSS, Joseph

A chart of the Downs with the flats of the North and South Forelands from the observations of Joseph Ross a Pilot belonging to Trinity House.

Publication
London, Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript on two sheets joined, pen and black ink on paper, "The Downs" inscribed to verso.

Dimensions
535 by 725mm (21 by 28.5 inches).

A westward-oriented map of the Downs off the coast of Kent, where the natural safe anchorage has made the town of Deal an attractive port since the seventeenth century.

The chart extends from the white cliffs of Dover on the South Foreland across to the North Foreland and its town of Margate. The larger settlements of Deal, Sandwich, Ramsgate, and Margate are represented as simple isometric plans, and the various mills and churches scattered along the coast are likewise pictorially illustrated. Many on-land features such as "Upper Deal Mill" and "St. Peters Church" are triangulated with buoys or specific points in the sea. The waters of the Downs are described in detail with soundings and maritime hazards shown and arrows indicating the directions of currents.

Go your Owen way

82 OWEN, Fra[nci]s

A chart of Spithead from the east end of Hayling Island to Stokes Bay surveyed in May 1800 by Fra.s Owen, Master in the Royal Navy.

Publication
[London], 1801.

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Owen's Spithead" inscribed to verso, with one sheet of manuscript sailing directions, with ten-leaf sewn unbound booklet (210 by 165mm).

Dimensions
785 by 620mm (31 by 24.5 inches).

A manuscript chart of the eastern waters of the Solent and the English Channel off the shore of Hampshire, including Portsmouth Harbour and Hayling Island.

Soundings appear in the water, along with buoys, anchorages, and banks, and a key in the upper left-hand corner identifies features such as "clay shore" and "steep rocky clift". There is also a great deal of cartographical information presented on the land, with the various towns depicted as simple aerial plans and roads between them as double dashed lines. Individual buildings such as the "military hospital", "Cumberland fort", and "magazine" are identified, and beacons, windmills, and lighthouses are pictorially represented.

The hydrographer Francis Owen master of the HMS 'Agincourt', who soon after this set off to survey Newfoundland, explains in the accompanying booklet that he "intended to have made a complete survey of Spithead from the Needles to the Owers, on four large sheets but as time would not permit me to execute charts on so extensive a scale and I am now going out of the Kingdom any probably may never have it in my power to finish what I have intended, I have confined myself to the most material part, that is to say Spithead with the sailing directions thereto". Indeed Owens follows this with extensive sailing directions and tide tables. He also states that he began the survey on January 22nd, 1799, and took his last observations in January 1801.

The printed chart would be published by Laurie and Whittle on August 12th, 1801.

Oh buoy

83 PRICE, J. [William]

A chart of the Isle of Wight with the adjacent coast of Hampshire wherein are particularly described the roads of St Helens, Spithead &ca. by J. Price Master of His Majesty's Ship Theseus.

Publication
London, Laurie and Whittle, 1798.

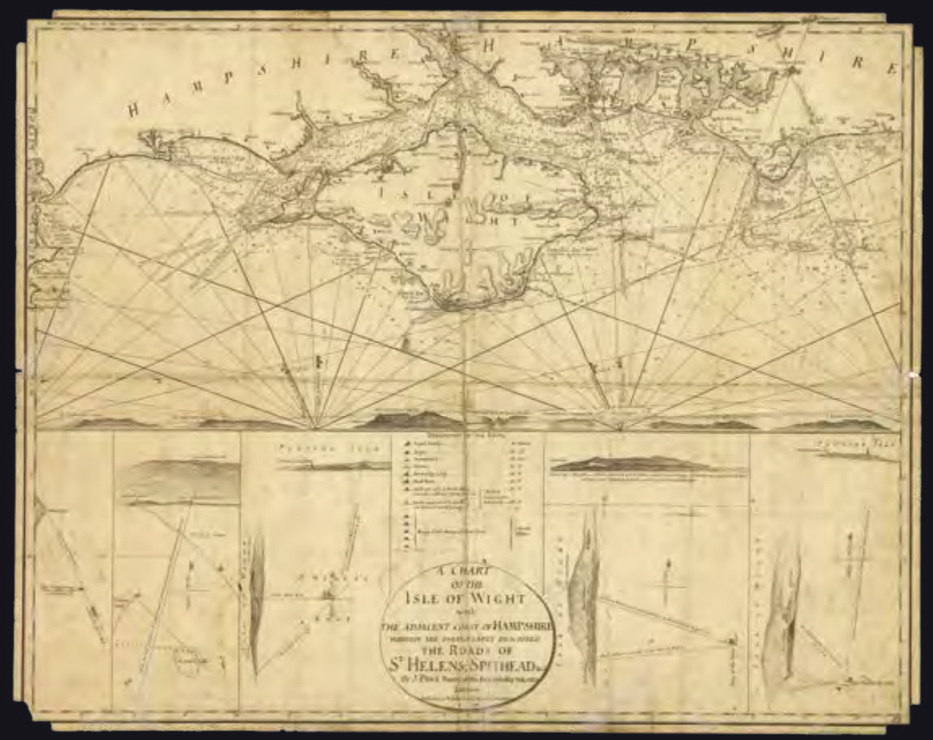
Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, clipped to corners.

Dimensions
660 by 825mm (26 by 32.5 inches).

A manuscript chart of the Hampshire coast and the Isle of Wight by Royal Navy master William Price.

The waters of the Solent are populated with soundings, anchorages, maritime hazards, and arrows indicating tides and currents. Such information is found along the coast of the mainland too, where "fishing houses", lighthouses, and ports are identified. Above the circular title cartouche is a "description of the buoys". Beneath the chart are five insets showing different buoys triangulated to sites on the land such as beacons or hills.

On land, towns and cities appear, with rivers depicted and elevation represented by hachures. A few details are added in pencil, one a line running southeast of the Isle of Wight and another a group of trees near Chichester. Along the lower edge of the chart there are seven views of different stretches of land as seen from the sea, including the Needles and Ash Down Beacon.



What a Shambles

84 [ANONYMOUS]

A chart of the isle, road and Race of Portland with the Shambles &ca.

Publication
London, Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript chart, on two joined sheets, pen and black ink on paper, "Race of Portland" inscribed to verso.

Dimensions
530 by 730mm (20.75 by 28.75 inches).

A manuscript chart of the Isle of Portland and the coast of Weymouth, in Dorset.

The Isle of Portland is shown to be connected to the mainland by the shingle bank known as "Chesil Beach". Windmills, churches, lighthouses, piers, the castle, and the poor-house appear on the island, alongside the villages of "Chisel" (Chiswell), "Southwell" and "Wakeham". The chart shows the island before the construction of Portland Harbour, one of the largest man-made harbours in the world, which began 70 years later in the area marked on the chart as "the Mare". Nonetheless, the spot is still marked out as "the best anchorage" available in the area.

In the waters of the Channel west of the island, known as Lyme Bay, are two major maritime obstacles, the "Portland Race", a swift tidal flow caused by underwater stone, and "the Shambles", a large sandbank. Both are described further in the "sailing directions" provided in the lower right-hand corner, and numerous labelled routes are illustrated on the chart.

85 PRICE, John [sic] William

A [new] chart of the coast of Dorsetshire and Devonshire from St. Albans Head to Sidmouth containing chiefly Portland and Weymouth roads, with the Point and Race of Portland by John [William] Price Master of his Majesty's Ship Theseus.

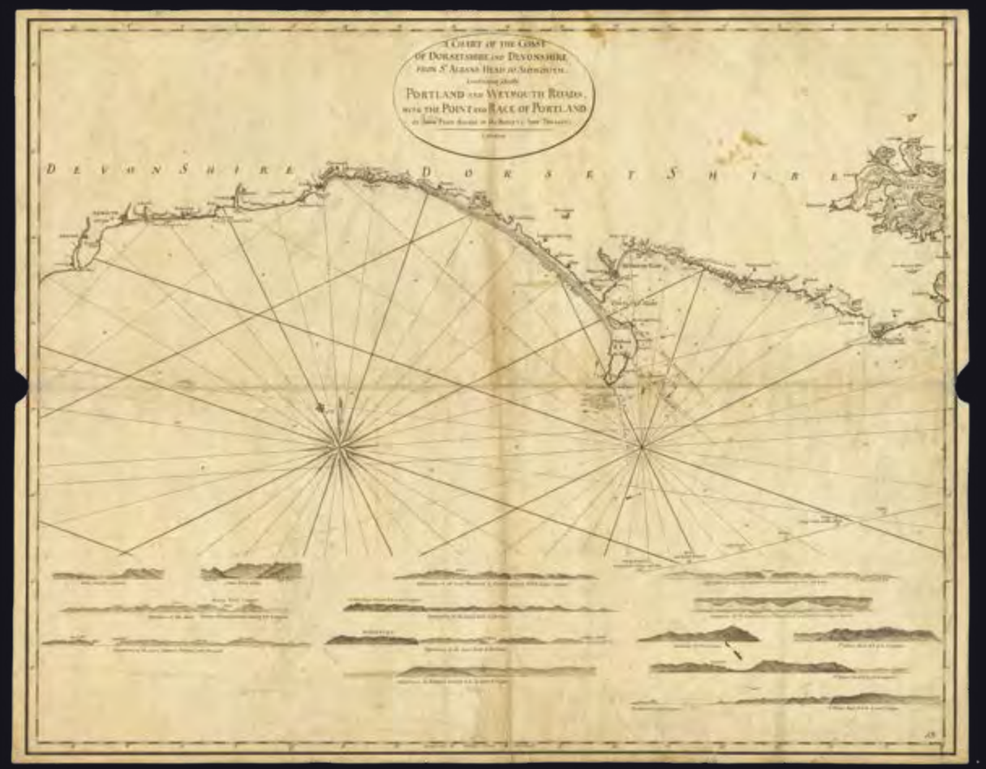
Publication
[London, c.1798].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper.

Dimensions
655 by 830mm (25.75 by 32.75 inches).

A manuscript chart by William Price showing the coast of Devonshire and Dorsetshire, to be engraved and published by Laurie and Whittle.

The chart extends from Sidmouth, where both a "granary" and a "pleasure house" are to be found, eastwards past Weymouth to Poole Harbour. Soundings are given rather sparsely, and only major hazards such as the Portland Race and Shambles are depicted. Along the lower edge of the chart, numerous views illustrate the appearance of the land from the waters of the Channel. As in item 89, Price's name has been mistakenly written as "John" and corrected to "William"; here too the word "new" has been inserted into the title in pencil.



Price is right

86 PRICE, W[illia]m

Plymouth Sound, Hamoze and Catwater with the leading marks and views of land by W[illia]m Price, Master in the Royal Navy 1798.

Publication
[London], 1798.

Description
Original working manuscript chart on four sheets, joined as two, pen and black ink and grey wash, with pasted overslip, on paper.

Dimensions
Sheet one: 455 by 665mm (17.9 by 26.1 inches); Sheet two: 535 by 665mm (21 by 26.1 inches).

Sayer and Bennett's 'A Complete Channel Pilot' of 1779 contained a chart of 'Plymouth Sound, Hamoaze and Catwater surveyed in 1770'. This manuscript is an updated version of the chart with revisions and additions provided by William Price, and was first published by Laurie and Whittle in 1800.

The chart is in two sheets. The port city of Plymouth appears on the upper sheet, with numerous civic and maritime features depicted, and the two stretches of water that flank it: to the west the "Hamoaze", which connects the River Tamar to the sound, and to the east the Cattewater ("cat water"), where the river Plym merges with the Sound.

Being of key importance for both the Royal Navy and trade, the waters of the Sound are described in detail, with soundings and obstacles shown, and numerous different routes highlighted. There are also many views that show the appearance of the shore from approaching boats and ships.

Within the Yealms of possibility

87 [THE COMMITTEE]

An eye sketch of the entrance of the Yealme River with the depth of water.

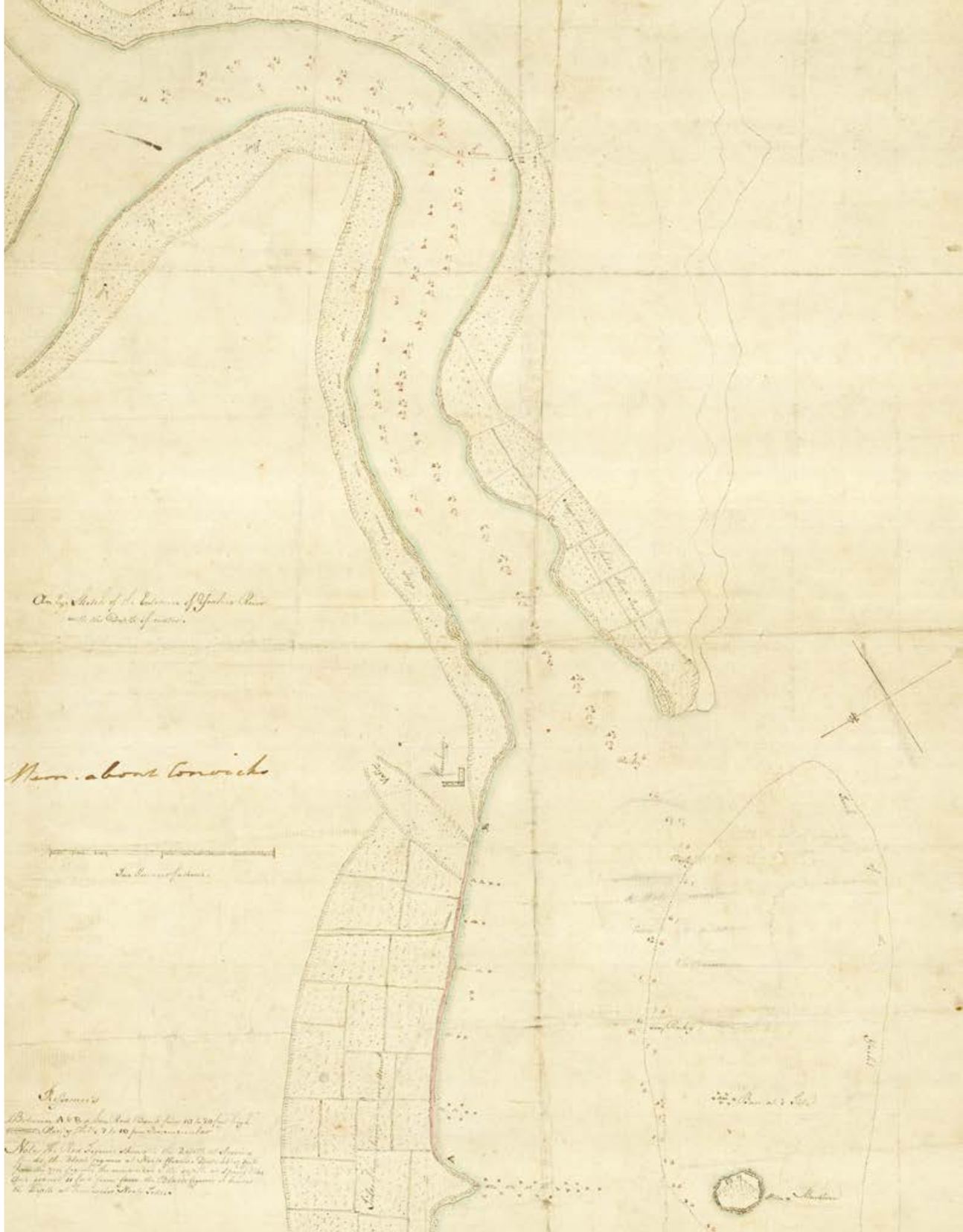
Publication
[London, 1795].

Description
Original working manuscript chart on two sheets, pen and black ink with colour wash, on paper, pencil sketch and "Yalm River" inscribed to verso.

Dimensions
490 by 375mm (19.25 by 14.75 inches).

A manuscript chart of the River Yealm in Devon where it empties into the English Channel at Wembury.

Wembury Bay appears as "fields of corn" with a small illustration of what appears to be a factory, although Wembury was never significantly industrialized. In the waters of the bay appears the small island of "Mewstone"; in the eighteenth century some prisoners destined for Australia were given the option of being interned on the Mewstone instead. Soundings are provided along the river, and in the bay along the tracks of "the yacht". In the lower left-hand corner of the map are "references" by the "hon[oura]ble the Committee", explaining that "the red figures show the depths at Spring floods, the black figures at Neap floods".



Devon on earth

88 [ANONYMOUS]

An hydrographical survey of the coast of Devonshire from Exmouth Bar to Stoke Point containing the River Ex, Torbay, Dartmouth, Start Bay and Bigbury Bay.

Publication
[London], Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "River Exe Torbay &c." inscribed to verso.

Dimensions
715 by 530mm (28.25 by 20.75 inches).

A manuscript chart of the Devonshire coast, which would appear in print in Sayer and Bennett's 'A Complete Channel Pilot'.

The south coast is shown from "Stoke Point" on the mouth of the River Yealm up to the Exmouth Bar, where the River Exe leads up to the city of Exeter. Rocks are represented along much of the coast, but soundings and anchorages are concentrated in the northern waters.

An inset in the upper right-hand corner of the map shows Dartmouth Haven and the lower course of the River Dart, with soundings, anchorages, and hazards highlighted, and the town presented as a simple aerial plan. Beneath the inset are views showing how Dartmouth appears from the sea.

“marks to keep clear of the Scaries”

89 PRICE, John [sic] William

A chart of the coast of Devonshire from Exmouth to Rame Head containing Tor Bay, Start Bay, Plymouth Sound &ca. by John [William] Price Master of his Majesty’s Ship Theseus.

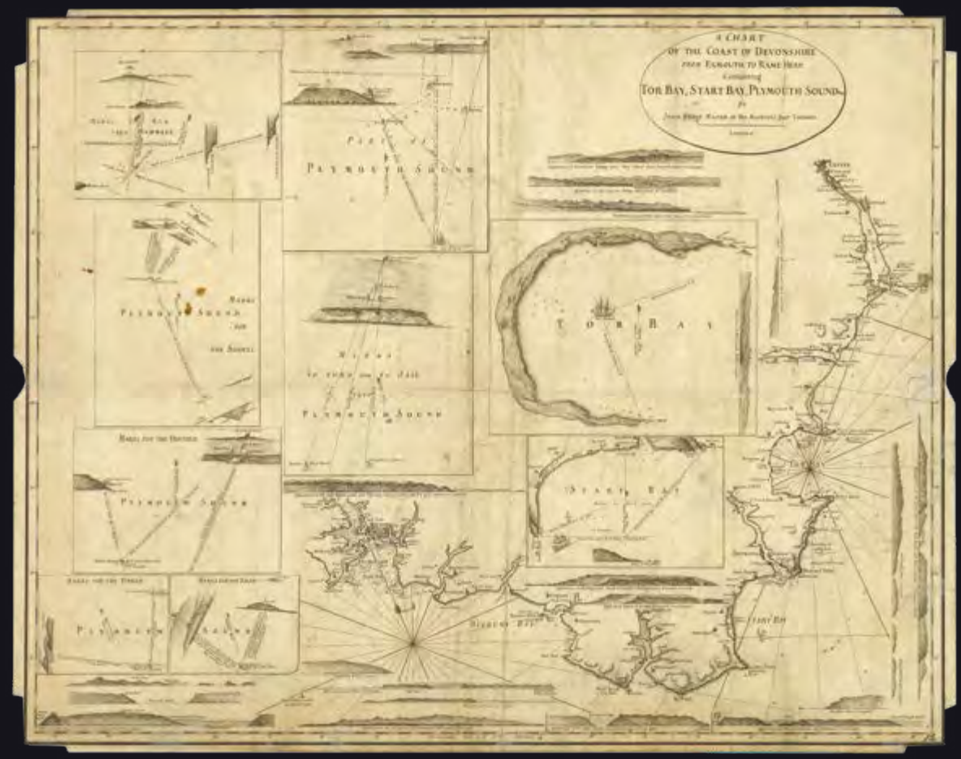
Publication
London, [c.1798].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, number “14” in contemporary ink manuscript on verso.

Dimensions
655 by 835mm (25.75 by 32.75 inches).

A manuscript chart by William Price showing the Devonshire coast from Plymouth to Exeter, with numerous insets.

The main chart shows several of the most important harbours on Britain’s south coast, with views illustrating their appearance from sea. The chart is dominated, however, by individual insets showing different maritime sites, marked by buoys or wrecks, triangulated with on-shore locations. Seven show the Plymouth Sound, and the remaining two show Tor Bay and Start Bay, with suggested routes and, helpfully, “marks to keep clear of the Scaries”. The maker’s name has been given as “John Price”, but corrected in pencil to William.



Plymouth printed

90 PRICE, W[illia]m

Plymouth Sound, Hamoaze and Catwater with the leading marks and views of land by W[illia]m Price, Master in the Royal Navy 1798.

Publication
London, Laurie and Whittle, 12th Oct[obe]r 1800.

Description
Engraved chart on two joined sheets, two pencil annotations with bearings on chart indicating shallows, three lines of faint pencil manuscript on verso referencing the Mew Stones, light staining to south-east corner, light fraying along creasefolds with associated tiny losses.

Dimensions
955 by 695mm (37.5 by 27.25 inches).

The first printed edition of William Price's chart of Plymouth Sound, with all the details included on the manuscript version (item 86) now incorporated. Several new views have been added beneath the title cartouche, and the compass and rhumb lines have been drawn.

Polkerris and Mevagizey

91 [ANONYMOUS]

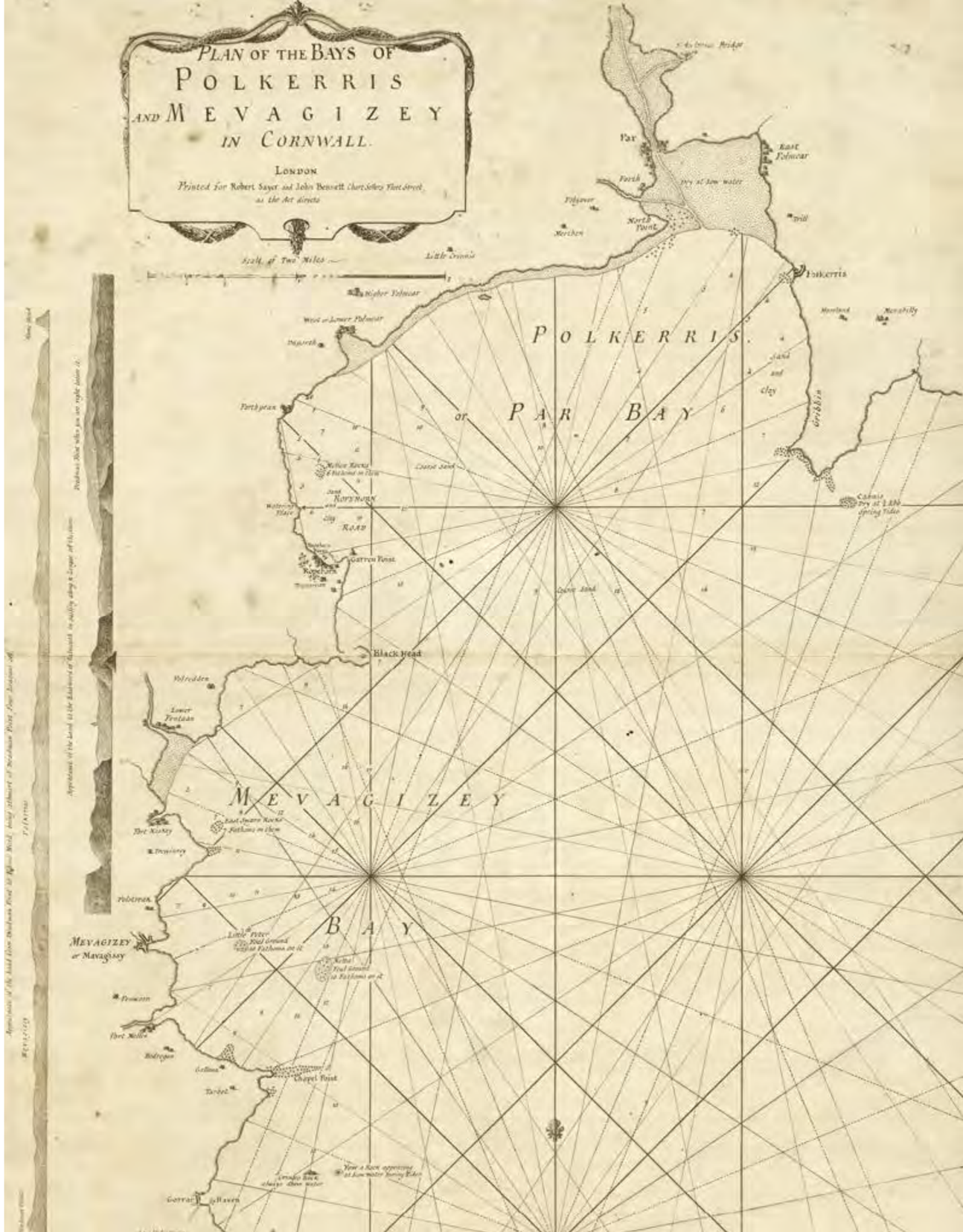
Plan of the bays of Polkerris and Mevagizey in Cornwall.

Publication
London, Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Polkerris" inscribed to verso.

Dimensions
685 by 495mm (27 by 19.5 inches).

A manuscript chart of Polkerris and Mevagissey ("Mevagizey") bays at the centre of the southern Cornish coast. Coastal villages are identified along the coast and two views on the left-hand side of the chart show the appearance of the land from sea. Soundings are given, rather sparsely, and maritime obstacles are idenfied in the shallows. To the north of the chart is Par, which would be transformed into a new harbour in the 1820s through the efforts of Joseph Treffry (see item 92). The printed chart was first published in 1779.



Par for the course

92 [TREFFRY, Joseph]

Par Harbour and Canal.

Publication
[London, 1828].

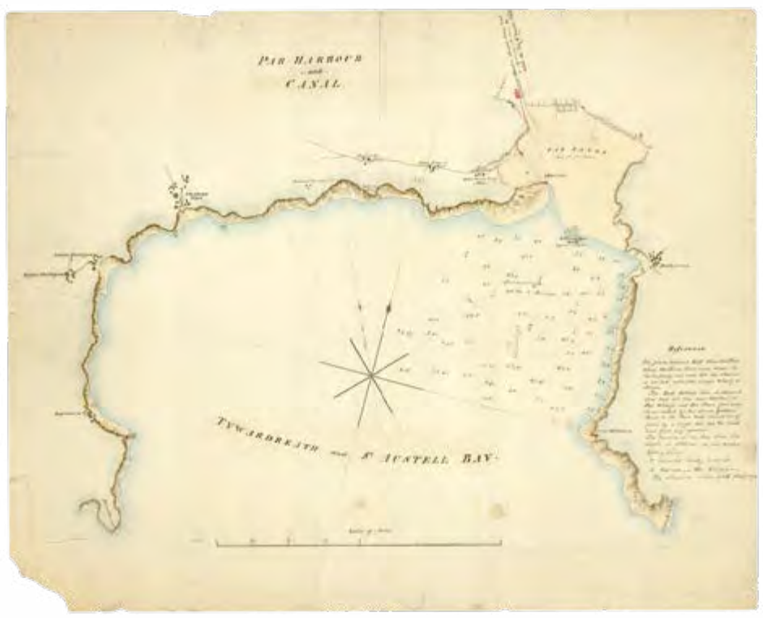
Description
Original working manuscript chart on two joined sheets, pen and black ink with colour wash, on paper, "Left by Mr Pease agent of Mr Austen of Fowey for use of the Hydr on 5 Oct 28" inscribed to verso, loss to corner.

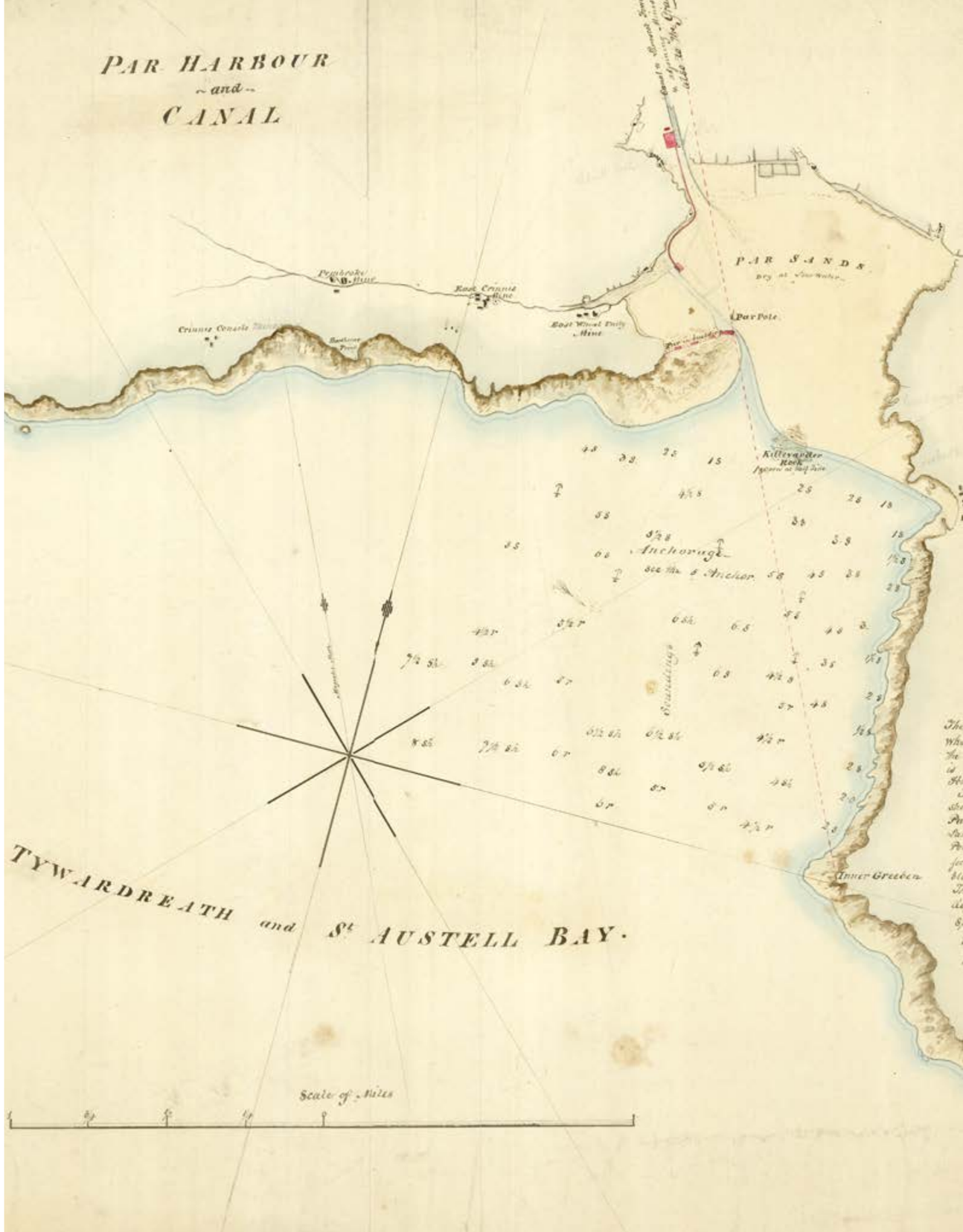
Dimensions
465 by 580mm (18.25 by 22.75 inches).

A manuscript chart of Pal harbour and canal in Cornwall, which were constructed by industrialist and engineer Joseph Treffry to transport copper ore from his nearby mines.

Treffry, born Austen, had taken over the Fowey Consols mines in 1822, and to facilitate transportation of the valuable ores excavated there, he prepared plans for a new harbour at Par in 1828. Just a year later he had constructed a huge breakwater, at the cost of three of his own ships, and by 1833 the first ship was able to safely dock in Par Harbour. Treffry also constructed a canal, which was itself linked to a tramway.

The present chart, drawn in October 1828, was part of the plans drawn up by Treffry at the outset of the harbour's construction. It shows the harbour, with soundings in the water, and plans for buildings and a pier drawn. The "canal to Lanescot Fowey Consols" is also presented. The note on the verso states that it was given by William Pease, Treffry's agent and engineer, to the Hydrographical Office, presumably to update their charts of the Cornish coast.





Mount's Bay

93 [THOMAS, John; and William DENYS]

A ne[w] chart of Mounts Bay in Cornwall with the adjacent coast.

Publication
[London, c.1780].

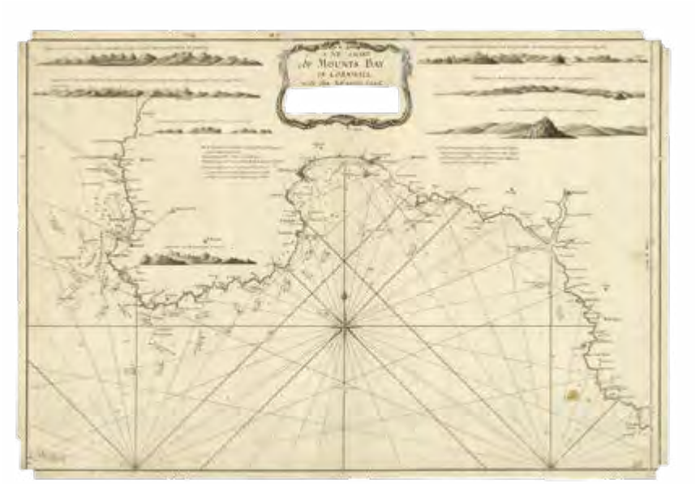
Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Mounts Bay" inscribed to verso, with title partly excised, clipped at corners.

Dimensions
495 by 720mm (19.5 by 28.25 inches)
.

A manuscript chart of Mount's Bay on the southern Cornish coast. The title has been partly excised but the final printed edition, first published by Sayer and Bennett in 1780, would show that it was made by John Thomas and William Denys.

Although Cornwall's largest bay, and naturally sheltered from westerly winds off the Atlantic, Mount's Bay does not offer protection from southerly and south-easterly gales. Nonetheless, numerous anchorage points are represented on the chart, with soundings provided and arrows to "shew the setting of the currents, and the figures along them the quantity of time". The two largest settlements - Penzance and Marazion - are shown on the shore, alongside a number of smaller villages. "Market Jew" is given as an alternative and somewhat misleading toponym: it derives not from any significant Jewish presence, but from the Latin name for Marazion, 'Forum Jovis', which developed into 'Marketjew'.

Further anchorages are identified along the western coast from Land's End to Cape Cornwall, with "passage for the largest ships" marked out. In the lower left-hand corner of the chart is "the Gulf, commonly the Wolfe, a sharp rock above water at half tide". Seven views on the land illustrate how stretches of the shore appear from the Channel.



Don't be Scilly

94 [COLLINS, Captain Greenvile, after]

A chart of the entrance into the Channel containing the west coast of Cornwall, and the Scilly Islands, with all the soundings.

Publication
London, Robert Sayer and John Bennett, [c.1779].

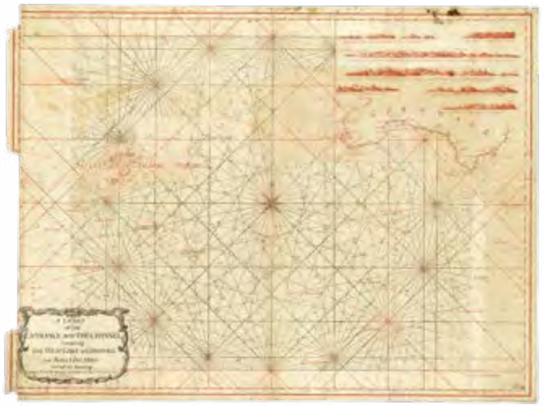
Description
Engraved chart with manuscript annotations in black ink, on two joined sheets of paper with multiple insets and extensions, loss to margin.

Dimensions
530 by 720mm (20.75 by 28.25 inches).

A chart of the eastern English Channel, with the southernmost tip of Cornwall and the Scilly Isles, covered in manuscript revisions and updates in preparation for publication.

The chart appears to be based on the seminal work of Captain Greenvile Collins, a seventeenth-century hydrographer who compiled 'Great Britain's Coasting Pilot' in 1693. The maker of the present chart has updated the Cornish coast, adding new toponyms and soundings. In the Scilly Isles, sandbanks and rocks are presented more clearly, and the conditions of the seabed are described as, for example, "sand like ground wheat" and "oaze with Queen shells". A note to the west of the islands identifies "Thompson's Rock, discovered November 17th 1775".

In the upper right-hand corner of the chart, seven views have been added, showing the appearance of key locations around Cape Cornwall, Lands End, and The Lizard as seen from the Channel. The printed chart was first published in 1779, and was later included in a number of navigational pilots by Sayer and Bennett, and then Laurie and Whittle.



Preparing to chart the Channel

95 [ANONYMOUS; after Thomas JEFFERYS]

[Five charts showing parts of the English Channel].

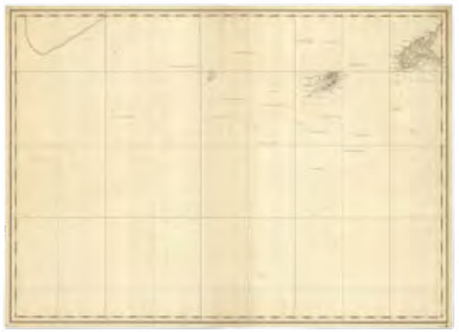
Publication
[London, c.1775].

Description
Five working manuscript charts, pen and black ink, all on two joined sheets of paper, one with inset.

Dimensions
Each sheet 525 by 720mm (20.75 by 28.25 inches).

Five manuscript charts showing different stretches of the English Channel, likely made in preparation for Sayer and Bennett's expanded chart of the Channel after Thomas Jefferys.

The charts, though non-contiguous, show much of the Channel, from where it join the Atlantic Ocean south of Ireland to its meeting with the North Sea off the coast of Kent and Suffolk. Although notably different in style, with hachures found along much of the coastline and rivers depicted in greater detail, the charts seem to have been drafted in preparation for the expanded chart of the Channel published in 1777. The five charts here cover areas included on that chart, and the soundings and other navigational data provided also match. The lack of any title, imprint, sailing directions or rhumb lines also point strongly to this group of charts being preparatory material.



The Channel, from the Atlantic to the North Sea

96 [JEFFERYS, Thomas, after]

A new hydrographical survey of the British Channel with part of the Atlantic Ocean as far as Cape Clear, improved form the large chart of the late Thomas Jefferys, Geographer to the King.

Publication
London, Robert Sayer and John Bennett, 1st November 1776.

Description
Original working manuscript chart on eight sheets joined to make four, pen and black ink on paper, one with extension to margin, with six insets.

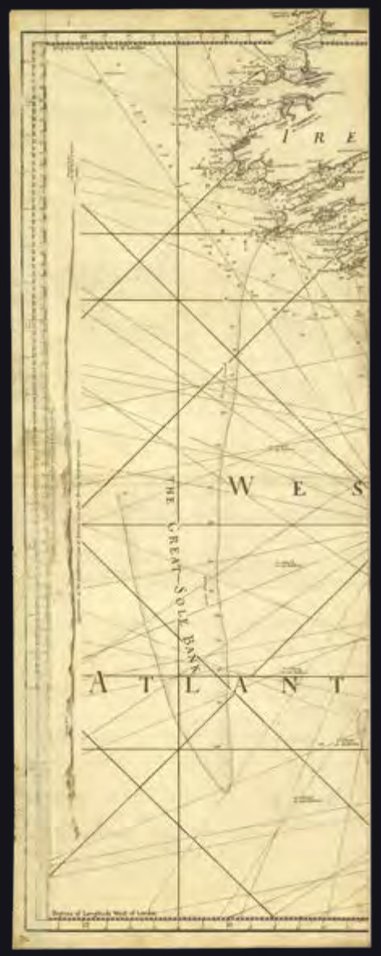
Dimensions
Sheet one: 725 by 530mm (28.5 by 20.8 inches); sheet two: 720 by 530mm (28.3 by 20.8 inches); sheet three: 720 by 520mm (28.3 by 20.4 inches); sheet four: 730 by 280mm (28.7 by 11 inches).

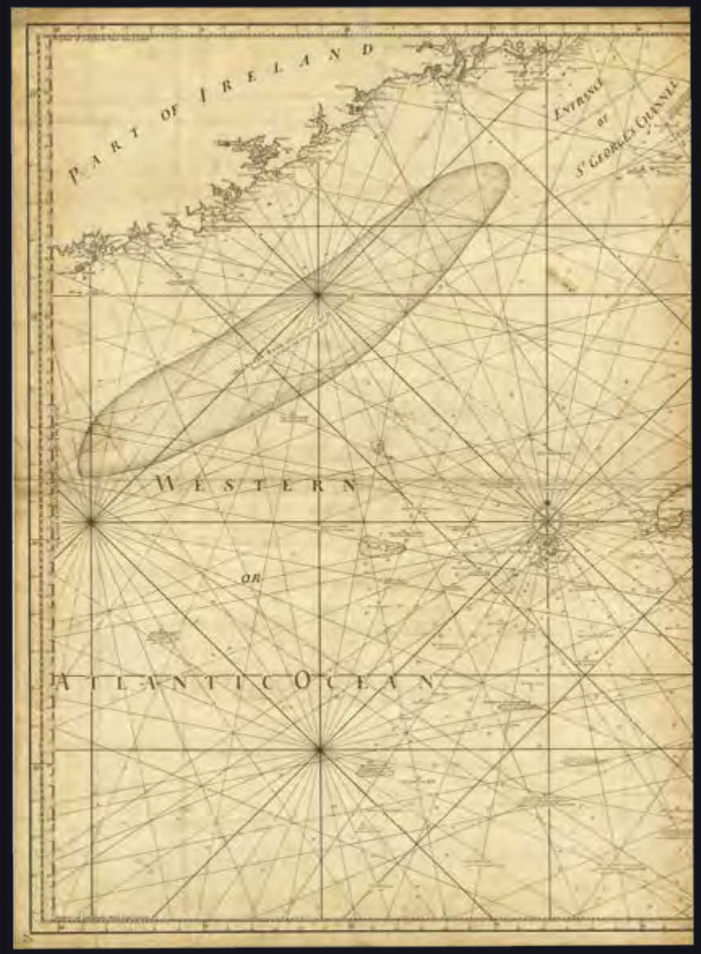
A magnificent manuscript chart of the entire Channel, from the eastern Atlantic to the North Sea ("German Sea").

When Thomas Jefferys died in 1771, his materials were acquired by Sayer and Bennett and many of his charts posthumously published. Among these was his chart of the Channel, which has here been expanded and revised with new information and insets. The waters are presented with great detail and precision, with soundings, maritime hazards, and currents all represented. Particularly in the Atlantic, the condition of the seabed is described as, for example, "red sand", "hard bottom", "glittering shells with red and black sand", and "middling soft bottom".

There is also topographical information along the English south coast, as well as parts of southern Ireland, south Wales, France, and Belgium. New insets show important areas on a larger-scale, namely Portsmouth and the Isle of Wight, the Downs, Falmouth, the Plymouth Sound, and Portland. Each of these are reduced versions of individual charts.

Although a provisional date of November 1st, 1776 has been added in pencil to the imprint, the first printed edition of the chart would be published by Sayer and Bennett on August 15th, 1777.


IRE
WES
THE GREAT SOLE BANK
ATLANT


PART OF IRELAND
Entrance of St George's Channel
WESTERN
OR
ATLANTIC OCEAN

A NEW HYDROGRAPHICAL SURVEY OF THE
BRITISH CHANNEL
with Part of the ATLANTIC OCEAN
SOUTH WALES
BRISTOL CHANNEL
SOMERSETSHIRE
DEVONSHIRE
DORSETSHIRE
HAMPSHIRE
Portsmouth
Isle of Wight
SUSSEX
KENT
ESSEX
SUFFOLK
GERMAN SEA
PICARDIE
FLANDERS
THE DOWNS
CORNWALL
BRETAGNE
NORMANDIE
Falmouth
Plymouth

The British Channel

97 STEPHENSON, J[ohn]

British Channel by J. Stephenson.

Publication
[London, 1786].

Description
Original working manuscript chart on three sheets joined as two, pen and black ink on paper, "Original drawing of Stevenson's British Channel" inscribed to verso, minor loss to margin.

Dimensions
Sheet one: 570 by 730mm (22.4 by 28.7 inches); sheet two: 550 by 365mm (21.6 by 14.3 inches).

A chart of the English Channel extending from the Scilly Islands west of Cornwall, across to the Straits of Dover.

In 1786, Captain John Stephenson of the Royal Navy produced this comprehensive and detailed survey of the Channel, which was published in Robert Sayer's 'The Channel pilot' (1789) as the first chart. In this pilot, it bears the title 'A new chart of the British Channel from the mouth of the Thames to Ushant' and shows the position of the Battle of Ushant, which took place in July 1778.

Along the coast of England and France, counties and regions are named, but topographical information otherwise extremely limited, with only those places and features relevant to navigation identified, including "Plymouth Dock", "Portsmouth", and "Dunkirk", as well as lighthouses and beacons. Soundings are given extensively, and rocks and sandbanks represented. Furthermore, arrows "shew the direction of the currents produced by the tides", as explained in the "remarks". The waters of the Bristol Channel north of the Cornish peninsular are also described in detail.

The decorative title cartouche, which is set against a maritime background, still awaits the chart's title and publication imprint.

The Channel Islands

98 DESSIOU, J[oseph]

[Chart of the Channel Islands and French coast].

Publication
[London], 1805.

Description
Original working manuscript chart on two joined sheets, pen and black ink, on paper, "Drawing of Jersey, &c. by J. Dessi[ou] Engraved by Stevenson 1805" inscribed to verso, damage and loss to left margin.

Dimensions
795 by 650mm (31.25 by 25.5 inches).

A manuscript chart of the Channel Islands and northeastern coast of France, drawn by the prolific hydrographer Joseph Dessiou.

The larger islands of Jersey and Guernsey are depicted in detail, with their towns, rivers, and ports shown; information about the smaller islands of Sark, Herm, and Alderney is limited to the rocks that surround them, which could prove treacherous for sailors. Other maritime obstacles and soundings are also provided, although somewhat sparsely in the waters southeast of the islands, since boats and ships from France typically approached from the west. Latitude scales are given in the vertical margins, but no longitude scales in the horizontal margins.

The printed chart would be included in Dessiou's 'Le Petit Neptune Français' of 1805 under the title 'Coast of France from Cape la Hague to Isle Brehat, with all the adjacent Islands and Dangers', and later appeared in Laurie's pilots as 'The Coast of France, from Cherbourg to Brehat; including the Islands of Guernsey, Jersey, Alderney, &c.'.

The Channel Islands by a Guern

99 DOBREE, Captain [Nicholas]

A general chart of the islands of Guernsey and Jersey, Sark, Herm, Jethou and Alderney, with Cape la Hague and the Caskets: wherein the banks, shoals, rocks and soundings round them are faithfully expressed by Capt[ain] Dobree.

Publication
[London, Robert Sayer and John Bennett, c.1779].

Description
Original working manuscript chart, pen and black and red ink, with extensive insets and extensions, "Guernsey & Jersey" inscribed to verso.

Dimensions
725 by 515mm (28.5 by 20.25 inches).

A manuscript chart of the Channel Islands prepared by Captain Nicholas Dobree, a Guernsey native.

The Huguenot Dobrée family fled to Guernsey to escape the persecution of protestants in France in the mid-sixteenth century, and over the centuries became a prominent family on the island. The Captain Dobree referred to in the title is Nicolas Dobree, who was commissioned by the Lord High Admiral of Great Britain to produce a set of accurate sea charts detailing the waters around the Channel Islands following the loss of the HMS 'Victory' in 1744.

Dobree set about his surveying with great haste, and by 1746 he had produced three charts of the Channel Islands: 'A General Chart of the Islands of Guernesy and Jersey...'; 'An accurate chart of the Island of Alderney and Burhou'; and the present chart 'A New and Exact Chart of the Islands of Guernsey, Sercq, Herm & Jethou'.

In the sailing directions 'Observations on the charts of the islands of Guernsey, Alderney', that accompanied the charts, Dobree provides details on how the charts were to be used:

"The general chart of the Islands is only useful to show the bearing and the distance of each of these from one another, and what course to keep to approach them; so that when you come near Alderney or Guernsey, make use of the particular Charts of those Islands."

And how the survey was undertaken:

"He has been on the rocks and dangerous places, have taken all the soundings, and examined the ebbing's and flowing's of the tide, in order to place them all in the most exact manner; and that strangers might the more easily come to, or go from Guernsey or Alderney, he has drawn the following instructions, by the help of which they may come to these Islands without the least fear".

The chart describes the waters of the Channel around the islands, including maritime obstacles such as rocks and banks, as well as soundings. The islands themselves are not presented here in great detail, with only a few settlements named, including St. Peter Port on Guernsey which is simply labelled "town". An inset chart along the upper edge, however, presents Alderney and the smaller surrounding islands on a larger-scale. Arrows indicate tides and small anchor symbols suggest safe spots for vessels. The French toponyms are evidence of the linguistic influence of both France and Britain on the Channel Islands.

Sayer and Bennett would include Dobree's charts in 'A Complete Channel Pilot' of 1779.

The most detailed eighteenth-century chart of Guernsey

100 DOBREE, Capt[ain]

A new chart of the island of Guernsey, with those of Sark, Herm and Jethou; shewing all the Rocks, Shoals, and other Dangers; the Channels, Soundings and Run of the Tides &c. Improved from the survey made by Capt. Dobree.

Publication
London, Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, with extensive insets and extensions, "Guernsey" inscribed to verso.

Dimensions
525 by 725mm (20.75 by 28.5 inches).

The manuscript for the most detailed chart of Guernsey's waters published in the eighteenth century.

The chart is superbly detailed with soundings, and hazards including rocks, reefs, and sand banks are clearly marked; safe anchorages are also shown as are the safe approaches to St. Peter Port ("St. Pierre Port"). On the land appear the principal towns, villages, and windmills. So accurate was it that it would become the standard work until well into the nineteenth century.

Dobree's original title, scale bar, and view of Castle Cornet have been covered with pasted overslips, and a new title cartouche added. Furthermore, manuscript annotations in red ink appear across the chart, adding new roads and toponyms to the islands. Along the lower edge the editor has also written a note to the engraver insisting that "the shading of hills round that coast must be engraved of the same size and strength as they are, only better expressed".

Dobree's chart of Guernsey would be featured alongside his other charts of the Channel Islands in Sayer and Bennett's 1779 'A Complete Channel Pilot'.

Jersey Shore

101 LEMPRIERE, Captain [Clement]

A chart of the island of Jersey from the survey made by Capt[ain] Lempriere.

Publication
London, Robert Sayer and John Bennett, [c.1779].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Jersey" inscribed to verso.

Dimensions
525 by 725mm (20.75 by 28.5 inches).

A manuscript chart of the island of Jersey, made by a local captain.

Born in St. Helier, the capital of the Bailiwick of Jersey, Captain Clement Lempriere (1683-1746) was a military engineer, draughtsman, cartographer, and engraver, whose most important work was for Henry Popple's 1733 map of the British Colonies of North America. In 1741, Lempriere was appointed Chief Draughtsman at the Ordnance Office. His 'New and accurate map of Jersey' was first published posthumously in 1755, and is replicated in the present manuscript for inclusion in Sayer and Bennett's 'A Complete Channel Pilot' of 1779.

With anchorages and hazards, but few soundings, in the surrounding waters, Jersey is mapped in detail. A network of roads extends between the island's towns, and the land is divided into cantons. Churches, manor houses and batteries appear across the island, and the "town of St. Hellier" is depicted as a collection of buildings viewed from above. The key in the "remarks" differentiates between "rocks seen above water", "rocks always under water", and "rocks seen at low water".

St. Malo

102 [JEFFERYS, Thomas]

The Harbour of St Malo and Road of Rance.

Publication
[London, after 1761].

Description
Original working manuscript chart, pen and black and red ink on paper.

Dimensions
280 by 210mm (11 by 8.25 inches).

A chart of the harbour of St. Malo in northern France, made by Thomas Jefferys in around 1761.

Boats and ships travelling between the Channel Islands and France have historically used the port of St. Malo on the English Channel. In the sixteenth century the walled city declared itself an independent state - La République de Saint-Malo - and later became a hub for French corsairs. It sits on the estuary of the Rance river, opposite Dinard on the west shore. In addition to sandbanks, rocks, anchorages, and sparse soundings, Jefferys drew the lines of four channels in the bay, which the editor of the manuscript has crossed out in red pen. We have been unable, however, to trace any example of a later printed edition of the chart.

Quiberon Bay

103 PRICE, William

A Chart of Quiberon Bay including the islands of Houat, Hedic, and Cardinals Rocks, also Theseus's Bank discovered and surveyed in November 1795, by W[illia]m Price, Master of His Majesty's Ship Theseus.

Publication
London, Laurie and Whittle, 1796.

Description
Original working manuscript chart, pen and black ink, on two joined sheets of paper, "Quiberon Bay Engralved by Neele Sep. 1796" inscribed to verso.

Dimensions
535 by 725mm (21 by 28.5 inches).

An engraver-ready manuscript chart of Quiberon Bay off the south coast of Brittany, site of the decisive Battle of Quiberon Bay in 1759.

Thwarting any French plans to invade Great Britain during the Seven Years' War, Britain's victory in the battle marked the emergence of the Royal Navy as the world's predominant naval power. Although this chart does not show the tracks of the fleets, or any ships, involved, it presents the stage of the battle in great detail, including the minor and major islands through which the vessels sailed, namely the Hoedic Islands ("Hodic") and Le Four ("Fouk"), as well as the larger Belle Isle, which was captured by the British in 1761. Two years later it was returned to the French in exchange for the island of Menorca.

Another central feature of the chart is "Theseus's Bank", which the maker, William Price, claims to have discovered during his 1795 survey of the waters. The bank is triangulated with a number of sites and soundings concentrated around it, but also given extensively across the chart in general. Towns and villages on land are illustrated pictorially, as are windmills, churches, and forts, such as "Fort Penthievre" on the Quiberon Peninsula.

Along the lower edge of the chart, a variety of additional information is presented, including a view of the bay when entering from the south and of the land "when lying at anchor in Quiberon Bay". There are also "bearings by compass from the Theseus Quarter deck in the anchoring ground", as well as a series of coastal illustrations drawn both horizontally and vertically. In the right, the legend identifies maritime features such as "best anchoring ground", "set of the tides", "rocky cliffs", and "banks under water".

The printed chart was included in Laurie and Whittle's 1796 'The Coasting pilot for Great-Britain and Ireland' (see item 221), and later published by William Faden in 1810.

Pique la baleine

Arrangement Brunet Mélissa

Mediterranean

The earliest seafaring vessels ever constructed were launched upon the waters of the Mediterranean, and thus began international maritime trade. Throughout antiquity, sea power proved crucial for maintaining civilisations, with the Egyptians, Phoenicians, Greeks, Persians and Romans all asserting their dominance through the force of their fleets. After hundreds of years of Roman monopoly, Islam arose, and the Umayyad Caliphate gradually came to control the southern and eastern Mediterranean, as well as the waters surrounding the Iberian Peninsula. The Sea continued as the stage of both war and trade during the following centuries, as new and competing empires emerged and expanded.

During the eighteenth century, the European states gained power, as the circumnavigation of Africa meant that exotic goods could be shipped directly into their ports on the Atlantic and Mediterranean coasts, rather than being transported through the east. Between the European powers themselves, the Sea remained a theatre of war, with the War of the Spanish Succession, the War of the Austrian Succession, the Seven Years' War, the French Revolutionary and Napoleonic Wars all involving naval battles in its waters.

As such, accurate and up-to-date hydrographical information remained extremely important, and a number of extensive surveys were undertaken to chart the Mediterranean during this period, most notably by the French and British. Much of the new and revised information that result from the expeditions of this significant period are evidenced on the sea charts presented here.

A complex Napoleon effect: what Napoleon had in his sights

104 TOFIÑO DE SAN MIGUEL, Vicente

Laurie and Whittle's New Chart of the Coast of Spain, Portugal, and Barbary from St. Sebastian to Cape Blanco North; with part of the Mediterranean Sea, including particular plans and principal harbours, etc. Compiled and reduced from the Surveys and Determinations of Don Vicente Tofino, and other Modern Navigators.

Publication
London, Published by Rob.t Laurie and Ja.s Whittle, Chart-sellers to the Admiralty, &c &c., No 53 Fleet Street, 1st September, 1810.

Description
Original working manuscript chart on two separate sheets, pen and black ink on paper, some marginal losses.

Dimensions
640 by 1000mm (25.25 by 39.25 inches).

A magnificent chart of the Iberian Peninsula at the height of the Peninsula War (1807-1814). Undoubtedly based on the monumental surveys of Vicente Tofiño published in his 'Atlas Maritimo de España' (1789).

The chart is incomplete, lacking some of the detail for the inset of the 'Bay and Harbour of Cadiz', but including insets of 'The inlets of Ferrol, Corunna, and Betanzos', 'Lisbon Harbour', 'The inlet of Vigo', 'Bay of Gibraltar', and 'The Strait of Gibraltar'. Library of Congress holds an example published in 1811 which credits John Purdy as one of the "modern navigators" of the title.

One of the most important early charts of the Mediterranean

105 [DESSIOU, Joseph Foss]

[Mediterranean Sea].

Publication
[London, 1807].

Description
Original working manuscript chart on three sheets, pen and black ink on paper with five insets, laid down on linen, "Mediterranean drawn by I. Dessiou 1807" inscribed to verso, with eight further manuscript charts, in black and red ink and pencil, in different sizes.

Dimensions
Various sizes. Sheet one: 805 by 615mm (31.75 by 24.25 inches); sheet two: 800 by 585mm (31.5 by 23 inches); sheet three: 795 by 595mm (31.25 by 23.5 inches); sheet four: 160 by 180mm (6.25 by 7 inches); sheet five: 175 by 260mm (7 by 10.25 inches); sheet six: 165 by 295mm (6.5 by 11.5 inches); sheet seven: 520 by 615mm (20.5 by 24.25 inches); sheet eight: 480 by 620mm (19 by 24.5 inches); sheet nine: 470 by 610mm (18.5 by 24 inches); sheet ten: 95 by 180mm (3.75 by 7 inches); sheet 11: 130 by 205mm (5 by 8 inches).

The magnificent manuscript map of the Mediterranean prepared by Joseph Dessiou for publication by Laurie and Whittle, to accompany their 'New Sailing Directions for the Mediterranean Sea'.

Joseph Dessiou came from a family of hydrographers who all shared the same name as well as the same profession. Together the Joseph Dessious published over 100 hydrographical publications between 1770 and 1851, including the first published tide tables. Joseph Foss Dessiou I had served on numerous ships in the late-eighteenth century, and after he turned his hand to surveying, became the early-nineteenth century's most prolific hydrographer. The majority of his charts were published by William Faden, often as pilots, and in 1828 he joined the Hydrographical Office, where he contributed to the first volume of the Admiralty Pilot.

His chart of the Mediterranean extends from the Straits of Gibraltar in southwest Spain across the intervening 2400 miles to the coast of the Levant. Topographical information on the land is minimal, with features limited to coastal towns and ports, although important cities further inland such as Rome and Cairo are represented. Soundings are also somewhat scarce, except in some of the most well-surveyed and strategic waters, such as those in the Gulf of Cadiz, the south coast of France, the Adriatic, and the Gulf of Alexandretta.

The greatest level of detail can be found in the nine insets that show various important locations on a larger scale. Those on the first sheet show Cadiz and the Straits of Gibraltar, with soundings and tracks given, as well as a view showing "the appearance of the land on the coast of Barbary in the Gulf of Gibraltar", which has been drawn on a pasted overslip. There is also a further empty inset box on the first sheet which would eventually contain a plan of the Harbour of Toulon. The circular title cartouche has also been left empty here.

The central sheet has insets, again on pasted overslips, showing the islands of Malta and Gozo, with topographical details such as roads and the "subterraneous aqueduct" featured, the Strait of Messina, with soundings and tides highlighted, and the Esquerques rocks off of Sicily, on which the HMS 'Athenienne' had been wrecked in 1806.

The final sheet has four insets, of which three are very large. One features southern Sardinia, with the Gulf of Palma populated with soundings, another the Strait of Bonifacio which separates that island from Corsica to the north. The third large inset presents the Gulf of Izmir ("Gulf of Smyrna"); four of the hills depicted, including one labelled "Old Fort in ruins", have been crossed out in pencil and indeed are omitted from the printed version of the chart. Besides this is a smaller inset showing 'the Gulf of Yasso or Bay of Scanderoon', or Alexandretta at the very northeastern point of the Mediterranean. On this sheet the island of Cyprus has also been drawn on a pasted overslip.

Gozo
MALTA

SARDINIA
CORSICA
THE GULF OF SMYRNA

The first printed edition of the chart was published in 1811, under the title 'Laurie and Whittle's New Chart of the Mediterranean Sea Comprehending the Coast from Cape St. Mary, (in Portugal) to Constantinople, and from Rabat, in Africa, to Alexandretto, or Scanderoon in Asia'. There would be further editions, including a pirated one, all of which are exceedingly rare; the two known extant examples of the 1811 edition are held by McMaster University and University of Amsterdam. In 1826, the map would be extensively updated with information garnered from the surveying expeditions of William Henry Smyth, and come to be considered the first scientific general chart of the Mediterranean Sea.

The chart is accompanied here by a selection of manuscript hydrographical and cartographical material used during its production. On three large sheets, the outlines of different parts of the Mediterranean coast are sketched in red ink, with some sparse hydrographical information in the surrounding waters. There are also two excised charts from which insets on the chart - those of Scanderoon and the Esquerques - are drawn, as well as a plan of Cartagena, which would replace the inset of Cadiz on the 1811 printed edition. Finally, there is a chart of the Sea of Marmara and the northern Aegean on the same scale as the main chart, much like the overslip of Cyprus. It is not clear why it was not pasted on, since the numerous additional toponyms and soundings that it bears were incorporated for the 1811 edition.

This collection of material provides a fascinating glimpse into the process that went on before charts were engraved and printed, here culminating in one of the most important general charts of the Mediterranean ever made.

The War of the Pyrenees

106 [ANONYMOUS]

The seat of war between the Alps and the Pyrenees including the southern parts of Provence and Languedoc, with the province of Roussillon.

Publication
London, Robert Sayer & Co., Sept[ember] 1793.

Description
Original working manuscript, pen and black ink / engraved chart, on two joined sheets of paper, "South of France and small seat of war engraved Neele Oct. 2 1793" inscribed to verso.

Dimensions
265 by 610mm (10.5 by 24 inches).

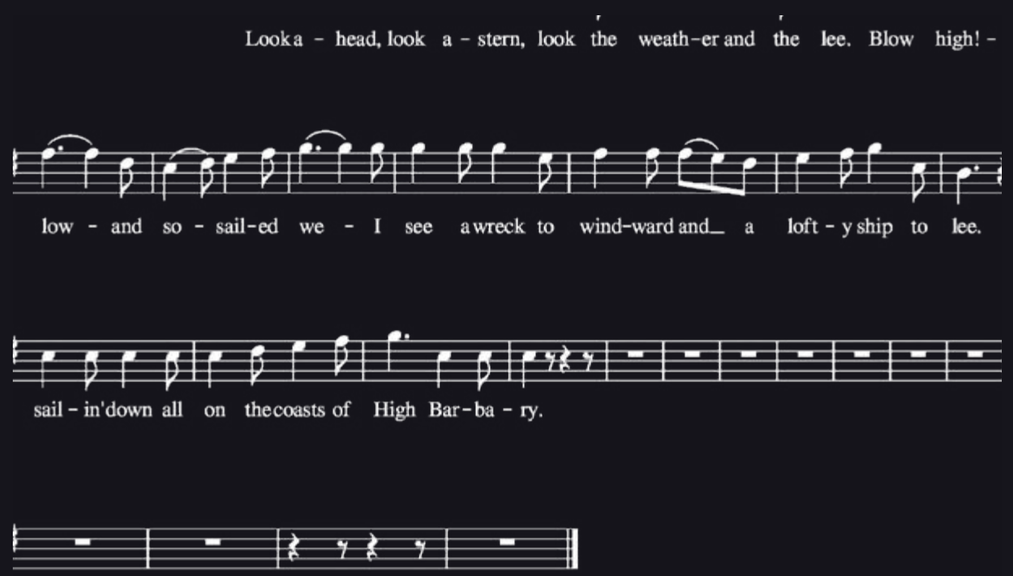
A map of the south coast of France during the War of the Pyrenees that began in March 1793, and would last two years.

The war began when the Spanish army invaded the province of Roussillon, and besieged the port of Toulon alongside their British allies from September to December 1793. They would eventually abandon the siege when Napoleon Bonaparte, then a 24-year-old officer, brought the anchored allied fleet under fire, thereby enabling the capture of the harbour's fortifications.

Toulon is shown on the map connected by road to other major towns, cities, and ports including Marseilles, Aix, and Grasse. This road network extends across the region, even reaching into Spanish Catalonia.

Remarkably, there does not appear to be any record of a printed edition of this map, nor of a map published by Sayer under a similar title, or indeed of this region at all. It seems that for some reason, although the chart was engraved by Samuel Neele a month after this example was annotated with the date, it was never printed and sold.

The Coast of High Barbary



Africa

The charts of the west coast of Africa were principally of interest to the international plyers of the slave trade. Several charts detail the long and a very strategic coastline, the first leg of the infamous “Middle Route” route between West Africa, the West Indies, and the Americas, by which ships crossed the Atlantic Ocean with their cargo of slaves. Many of the charts cite as their source some notorious slave-traders: Robert Noms, William Woodville, and Archibald Dalzel.

The Mayne attraction

107 MAYNE, J[ohn] W.

Pantellaria.

Publication
1817.

Description
Manuscript plan in pen ink and colour wash on paper, extensive manuscript notes to verso, minor loss.

Dimensions
260 by 275mm (10.25 by 10.75 inches).

An interesting manuscript plan of Lake Pantelleria on the eponymous island.

The small Italian island of Pantelleria, known in antiquity as Cossyra, is situated in the Strait of Sicily, 35 nautical miles east of the Tunisian coast. Its strategic location made it an attractive base for the British during the Napoleonic Wars, and investigations were launched into the feasibility of occupying the island, but the proposal was ultimately rejected in 1812. Five years later, according to the manuscript account written on the back of the plan, Captain John Mayne and a Mr. Holland visited the island and were hosted by one Mr. Bocanagras, who owned a plantation there.

The plan shows the sites they visited, labelled with letters corresponding to a key above. These include "B. very fine cultivated land and buildings", "E. perpendicular cliffs about 80 or 100 feet" and "G. cotton fields bordering on the lake". This lake dominates the centre of the plan and, according to Mayne, "boils and has a sulphurous brackish taste". Indeed, the Specchio di Venere ('Mirror of Venus') is a soda lake, and lies in a crater formed by previous volcanic activity on the island.

The plan does not appear to have ever been engraved and printed.

Charting slavery: the first leg of the infamous "Middle Passage"

108 GLAS, Captain George; and Charles Pierre Claret, Comte de FLEURIEU

A Chart of the Coast of Africa from the Streights of Gibraltar to Cape Blanco, with Madera and the Canary Islands, From the Observations of Capt. George Glas in 1759 and 1760, and those of Monsr. De Fleurieu made by order of the French.

Publication
London, Printed for Robert Sayer and John Bennett, Fleet Street, as the Act directs, [c.1781]

Description
Large original working manuscript chart on two separate sheets, pen and black ink on paper, inscribed "94" in each lower right-hand corner, and "Coast of Africa" on the verso, some losses to margins repaired.

Dimensions
Each sheet 515 by 725mm (20.25 by 28.5 inches).

A long and very strategic coastline is relevant here as the first leg of the infamous "Middle Passage" route between West Africa, the West Indies, and the Americas, by which ships crossed the Atlantic Ocean with their cargo of slaves.

Though published in 1781, as here, with numerous and significant coastal profiles, it was soon updated by Sayer's 'A New Chart of the Coast of Africa from the Straits of Gibraltar to Cape Blanco with Madeira and the Canary Islands' (1789), when it was included in Robert Sayer's 'The African Pilot' (1794).

Charting slavery: influencing 'The African Pilot'

109 [ANONYMOUS]

Cape Sierra Leon Harbour.

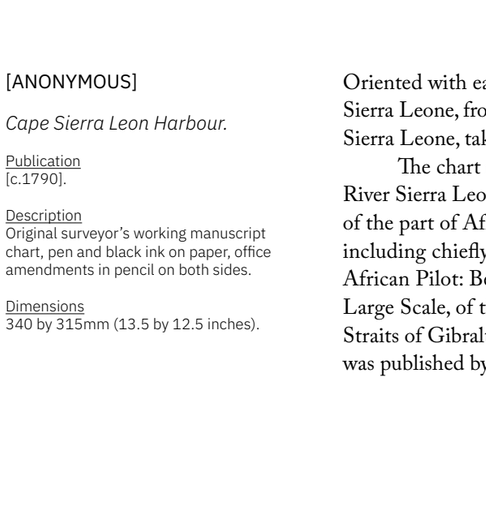
Publication
[c.1790].

Description
Original surveyor's working manuscript chart, pen and black ink on paper, office amendments in pencil on both sides.

Dimensions
340 by 315mm (13.5 by 12.5 inches).

Oriented with east to the top, this is a fairly rough sketch of Freetown in Sierra Leone, from what is now Fourah Point, then Farran Point, to Cape Sierra Leone, taking in White's Bay and Pirates Bay.

The chart may have influenced the inset of the entrance to the River Sierra Leone on Robert Sayer's chart 'A New Survey of that coast of the part of Africa comprised between Cape Verga and Cape Formoso, including chiefly the Windward and Gold Coasts' (1794) for his 'The African Pilot: Being a Collection of New and Accurate Charts, on a Large Scale, of the Coasts, Islands, and Harbours of Africa, from the Straits of Gibraltar to Cape Negro', the earliest known example of which was published by Sayer in 1794.



Charting slavery: Sherbro

110 FISHER, Ralph

A plan of the River Sherbro with Yawry Bay by Ralph Fisher in the Sloop Polly, in February and March 1773.

Publication
London, Robert Sayer, [c.1789].

Description
Original working manuscript chart, pen and black ink on paper, "Drawing of the river Sherbro from Mr. Norris" inscribed to verso.

Dimensions
545 by 380mm (21.5 by 15 inches).

A manuscript chart of the River Sherbro in Sierra Leone, ready to be engraved.

Soundings are given in Yawri Bay ("Yawry Bay") where the Sherbro empties into the Atlantic Ocean, and along the river's course. Obstacles such as concealed banks and islands, as well as "some places dry at low water" are identified. Some smaller rivers are represented and labelled, but few settlements appear, although on Sherbro Island "Pow Grande", "Sarro", "Jenkins", "Kildare", "Jamaica Point", and "Cuckolds Point" are to be found. After Britain's 1808 abolition of the international slave trade, the former Royal African Company trading post on Sherbro Island became a base for the battle against illegal slave trading.

Above the island are shown four horizontal views showing how the land appears from the water. At the bottom of the chart are "directions for sailing into the River Sherbro to Jenkins where shipis of a great draught of water generally anchor", as well as instructions "for sailing up the River Sherbro to York Island".

A manuscript note to the verso states that the drawing of the river was taken "from Mr. Norris"; this likely refers to Robert Norris, British navigator, slave trader, and amateur historian with a special interest in west Africa.

Charting slavery: the slavers chart

111 NOMS, Robert; William WOODVILLE; and Archibald DALZEL

A New Chart of the Coast of Africa between Cape Formosa and Cape Negro, With the Adjacent Islands; Composed From the Draughts, Observations, journals &ca. of Mess.rs Rob.t Norris, Will.m Woodville, and Arch.d Dalzel of Liverpool and under their inspection.

Publication
London, for Robert Sayer, as the Act directs, [c.1790].

Description
Large original working manuscript chart on three separate sheets, pen and black ink on paper, with a correctional inset, inscribed "102" in the lower right-hand corner of each chart, some marginal losses.

Dimensions
Each sheet 540 by 740mm (21.25 by 29.25 inches).

A continuation of item 108, this extensive and detailed chart continues its deliberate and grim progress down the west coast of Africa, illustrating with insets the lucrative trading ports of Anna de Chaves Bay, Bonny River, Old Calebar, Bimbia, Cameroons River, Mayumba Bay, Ambriz Road, Fish bay, and Benguela, and the Catumbela Roads.

The chart was compiled from information provided by the notorious slave-traders: Robert Noms, William Woodville, and Archibald Dalzel, who retained supervisionary rights over the finished product.

It was published by Robert Sayer, on November 1st, 1792, and then again on May 12th, 1794, when it was included in Robert Sayer's 'The African Pilot' (1794).

Charting slavery: how to cure “a very malignant Putrid fever” - in the Congo

112 MAXWELL, Geo[rge]

To Thomas Leyland Esq.re Liverpool This draught of the River Congo Is most Respectfully dedicated, by His much Obliged Hble Servt. Geo Maxwell.

Publication
[London, c.1793].

Description
Original surveyor’s fair copy manuscript chart on two separate sheets, pen and black, with colour wash, on paper.

Dimensions
Each sheet 745 by 535mm (29.25 by 21 inches).

The most detailed navigational chart of the Congo River, which retained its currency until the explorations of Sir Henry Morton Stanley in the 1870s.

Captain George Maxwell (1762-1812), on his exceedingly detailed and elegant chart of the Congo River has provided a lengthy legend full of much good advice on how to safely navigate the dangerous waters around the mouth of the river. However, he also provides a few extra and very practical tips from one who has made ten voyages there: “Vessels intended for Congo - should be provided with a mooring chain - that water having the quality of rotting cables in a short space of time”; “The health of seamen being of the utmost importance in foreign voyages, the following observations; the result of ten voyages to Congo may be of use. The most prevailing disorder in the River, is a very malignant Putrid fever - which if treated in the usual manner of evacuants [sic] - either proves fatal in a short time - or leaves the patient labouring under a Tedious and disturbing Intermittent [sic]”; the cure for which is “Pourian Bark [i.e. Jamaican Puron Bark - ed] and Port wine - given on its first appearance... seldom fails to remove every symptom in two days - the Patient having recourse to castor oil & limes - and keeping warm with flannels - so very essential is that article of dress to seamen in this river that very few have experienced sickness, that wore flannel shirts”; don’t swab the decks at night, as sailors inveterately sleep out on them overnight and suffer bad-effects from the evaporation; always boil water, intended for drinking, from the Congo, “as it abounds with dangerous animaliculee”; “should the Scurvy should make its appearance there is plenty of Purslain - Palm Cabbage - limes, to be procured - and perhaps what is superior to any, a Red fruit, in bunches like grapes, the natives call Phoata [probably Sapotaceae - ed], of a delicious acid taste”.

The chart extends inland to about 200 miles, and includes several coastal profiles, as well as information about the topography, and much gleaned from the local native population. It was published, after a few edits to the legend, as ‘A New Survey of the River Congo’, by Laurie and Whittle in 1795.

Mr. Neele improves

113 HUDDART, Joseph; and Mr FOWNES

An Hydrographic Survey of False Bay or Bay False, including a Sketch of the Cape of Good Hope by Captn. Jos: Huddart, with several Additions and Improvements [Presented] Communicated by Mr. Fownes.

Publication
London, Published by R.t Laurie and J.s Whittle Fleet Street. 1st June 1798.

Description
Engraved chart, with office amendments in red ink, inscribed lower left "34", and on the verso "False Bay Improved Mr Neele".

Dimensions
690 by 495mm (27.25 by 19.5 inches).

A detailed chart of False Bay, illustrated with numerous coastal profiles, and including lengthy instructions from Huddart: "Simon's Bay is the only safe harbour in Bay False".

Showing the tracks of the East Indiamen 'Asia' and 'Royal Admiral' (commanded by Huddart), and the foundering of the 'Colebrook' on August 24th, 1778, and published in 'The Oriental pilot; or, East-India directory' (1799). No issue with the title altered to indicate that Mr. Fownes "communicated" his improvements, rather than "presented" them, has been located.

THE ART OF THE CHART

THE ARCHIVE OF IMRAY, LAURIE, NORIE & WILSON

In 3 volumes:

1. Atlantic Ocean
2. Indian & Pacific Oceans
3. Atlases & Ephemera

Vol 2.

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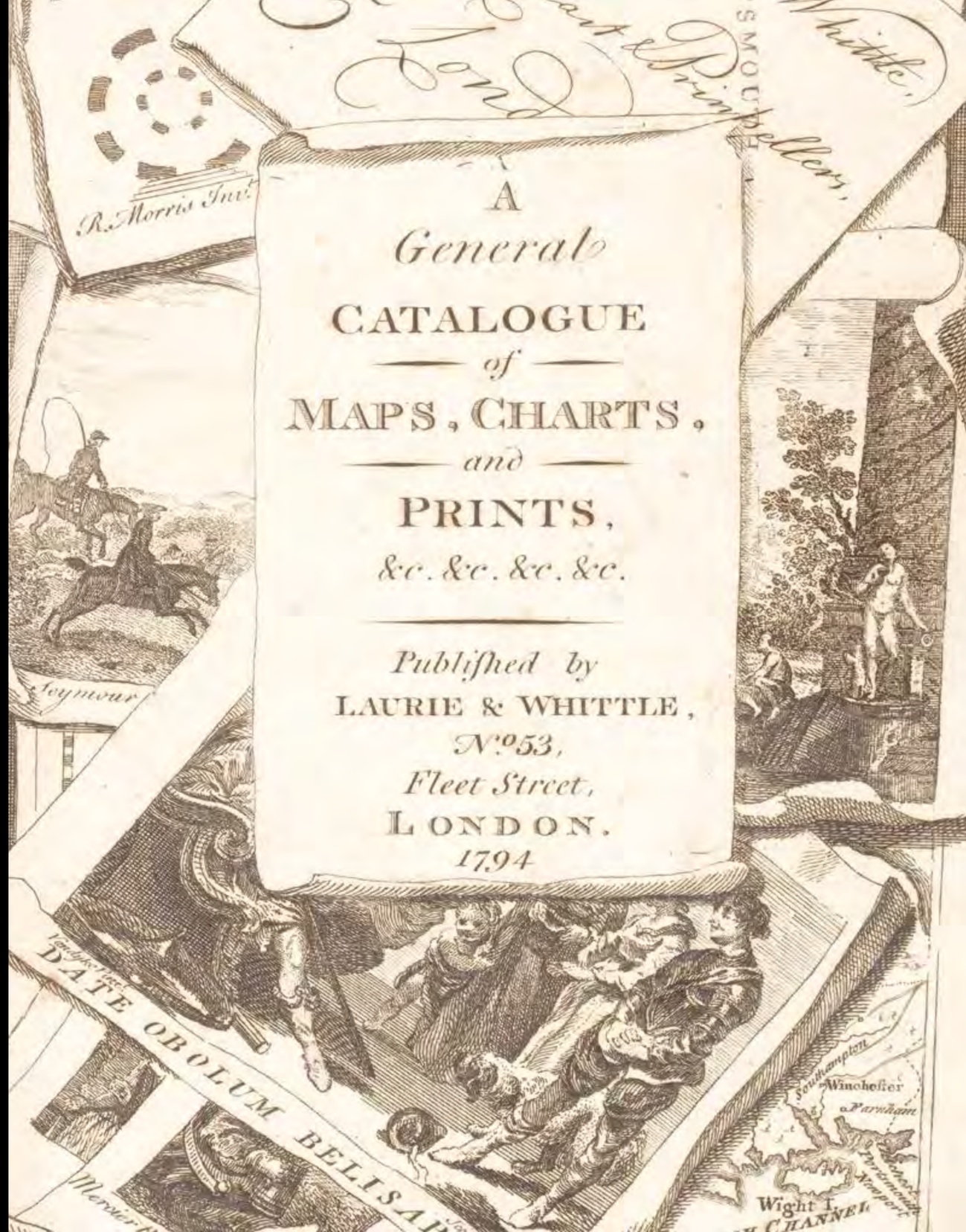

The Art of the Chart:
Volume II - Indian and Pacific Oceans

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Kuttanadan Punjayile
Keralan Boat Song

വരവേൽക്കാനാളു വേണം
കൊടി തോരണങ്ങൾ വേണം
വിജയശ്രീലാളിതരായ് വരുന്നു ഞങ്ങൾ

Varavelkkanaaru venam
kodi thoranangal venam
vijayasrilalitharayi varunnu njangal

We need many folks to welcome us
We need flags and decorations
We're coming home victorious

കറുത്ത ചിറകു വച്ചു
അരയന്നക്കിളി പോലെ
കുതിച്ചു കുതിച്ചു പായും കുതിര പോലെ

Karutha chiraku vachu
Arayannakkili pole
kuthichu kuthichu payum kuthira pole

Like a swan bird
with black wings
Like a gallopping horse

തോൽ വിയന്തെന്നറിയാത്ത
തല താഴ്ത്താനറിയാത്ത
കാവാലം ചുണ്ടനിതാ ജയിച്ചു വന്നൂ

tholviyenthennariyatha
thala thazhthanariyatha
kavalam chundanitha jayichu vannu

We don't know what failure is
We don't know how to bow our head
Kavalam chundan (a type of snake boat) is here victorious!

Indian Ocean

In the late-sixteenth century, the Portuguese and Spanish domination of the eastern and western hemispheres, respectively, began to face challenges from the English and the Dutch. In 1600, Queen Elizabeth I granted a charter to a private syndicate, the English East India Company (EIC) that henceforth allowed it a monopoly on all English trade with the East Indies. After gaining its initial foothold in India in 1612, and rapidly expanding its influence across the subcontinent, the EIC opened up a massive new market the following century, when China's Kangxi Emperor granted the Company rights to trade for tea and silver at Canton (Guangzhou).

By 1720, the EIC's activities accounted for fifteen percent of Britain's total imports. It was not long before the Company had established factories in Banten (Java), Ayuthaya, and Patani, and was conducting limited trade with Cambodia and Cochin-China. Likewise, at the dawn of the seventeenth century, the VOC had been awarded a monopoly of Dutch navigation in the vast area between the Cape of Good Hope and the Straits of Magellan (the long way round!) and the Company soon established its own trading empire that extended from Southern Africa to Southeast Asia. Thus, while the EIC was preeminent in mainland India, the Dutch dominated Indonesia and the Malay Peninsula, although both parties remained very much interested in the other's possessions.

This is evident on both English and Dutch sea charts of the Indian Ocean which, in addition to showing the most up-to-date navigational information and routes to the east, take a special interest in the strongholds and notable voyages of their rivals. The sea charts themselves were closely-guarded, but smuggling was not uncommon as each sought to obtain the valuable knowledge to be found on the charts of the other. At times of lesser tension, however, information was sometimes shared, and chart-makers were not hesitant to include hydrographical information from their rivals' published charts. The charts presented here illustrate this story of European rivalry over the waters of the Indian Ocean during the seventeenth and eighteenth centuries.

BOMBAY ISLAND

BOMBAY HARBOUR

CASTLE

ARABIA

GULF OF ARABIA OR RED SEA

NUBIA

HABESH or ABYSSINIA

COAST OF ARABIA FELIX

COAST OF ABAN

GULF OF PERSIA

ARABIAN SEA

GULF OF BENGAL

CHINA SEA

BORNEO

ISLES OF SUNDA

TERRA AUSTRALIS
NEW HOLLAND

ST AUGUSTIN'S BAY

ISLE OF MADAGASCAR

MOZAMBIQUE CHANNEL

COAST OF ZANGUEBAR

COAST OF ADEL

COAST OF AJAN

The progress of a chart - publisher's preliminary working manuscript

114 [SAYER, Robert]

[A New and Correct Chart of the Indian Ocean from the Cape of Good Hope to Canton; Including The Arabian and Persian Gulfs, The China Sea, The Oriental Islands, and the Western Part of New Holland: with all the Isles, Shoals and Dangers newly discover'd in these Seas... To my worthy friend Joseph Huddart, Esqr, Commander of the Royal Admiral, East Indiaman, to whose practical knowledge and accurate observations in these seas, and on their several coasts, as well as to his liberal communication of them, the public is greatly indebted for considerable improvements in navigation, this chart is respectfully inscribed by his affectionate humble servant Robert Sayer].

Publication
[London, Robert Sayer, 53 Fleet Street, 1st. Jan.y 1787, but earlier].

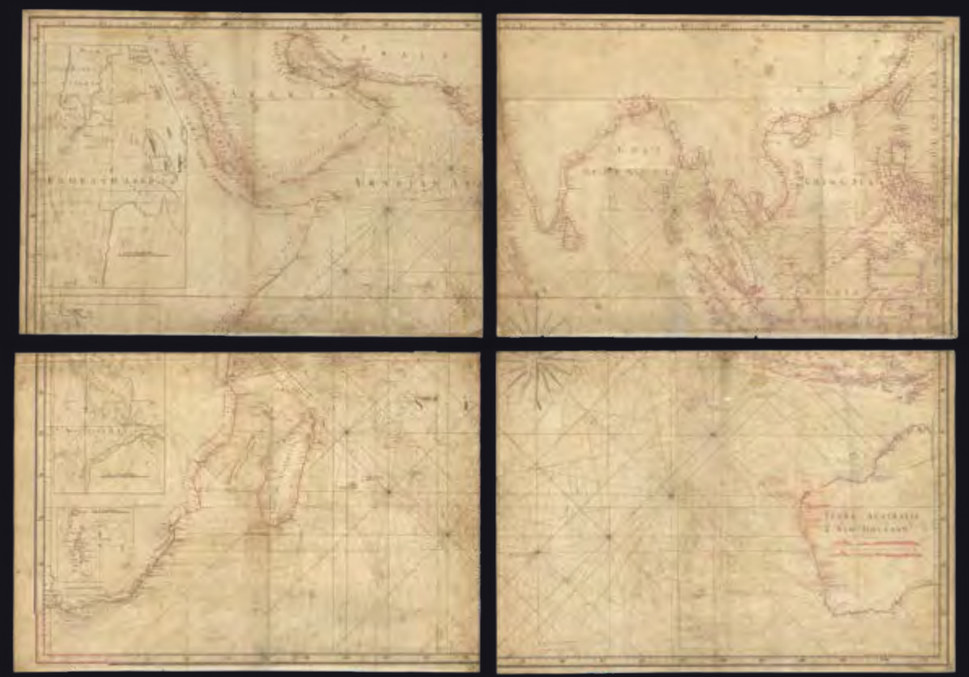
Description
Large office working manuscript chart on four sheets, pen and black and red ink on paper, with numerous inset corrections and paste-overs.

Dimensions
Each sheet 505 by 725mm (20 by 28.5 inches).

With these four sheets, Robert Sayer's monumental chart of the Indian Ocean takes on its first form. It was one of the most ambitious charts produced by Robert Sayer, after he separated from his business partner John Bennett in 1785. Together, from 1778 they had published an 'Oriental Neptune', and later an 'East India Pilot', updating and producing new charts of the entire region over several years, but nothing quite on the scale of this chart.

In this working manuscript, designed to establish the general scale and shape of the new chart, the mapmakers have patched whole continents together as insets to surround the central Indian Ocean. A large vignette map of "Bombay Harbour" appears in Northern Africa, which in the printed map was replaced with the title and dedicatory cartouche, and a smaller inset of the "Bay of Johanna". While there are rhumb lines, and place-names, there are no sailing directions.

The completed chart would be unveiled to the public on January 1st, 1787. It was then extended, later that same year, with an additional sheet to show the Eastern Coast of Australia (see item 203).



The progress of a chart - proof before sailing directions

115 [SAYER, Robert]

[A New and Correct Chart of the Indian Ocean from the Cape of Good Hope to Canton; Including The Arabian and Persian Gulfs, The China Sea, The Oriental Islands, and the Western Part of New Holland: with all the Isles, Shoals and Dangers newly discover'd in these Seas... To my worthy friend Joseph Huddart, Esqr, Commander of the Royal Admiral, East Indiaman, to whose practical knowledge and accurate observations in these seas, and on their several coasts, as well as to his liberal communication of them, the public is greatly indebted for considerable improvements in navigation, this chart is respectfully inscribed by his affectionate humble servant Robert Sayer].

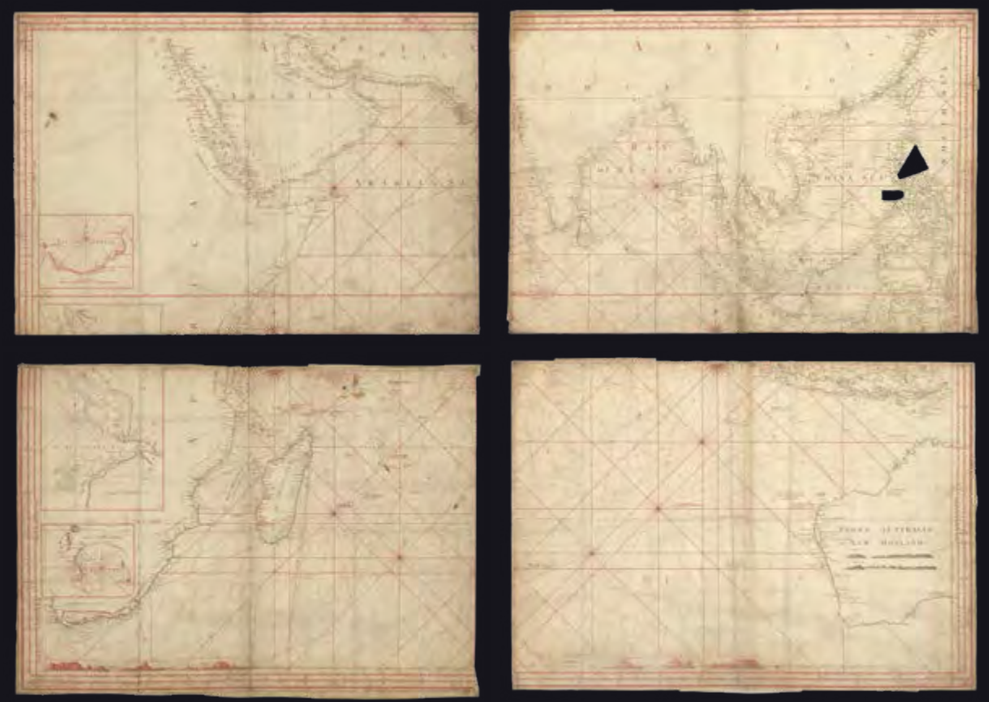
Publication
[London, Robert Sayer, 53 Fleet Street, 1st. Jan.y 1787, but earlier].

Description
Large engraved chart on five sheets, copiously annotated in red ink throughout, with the addition of a border of neatlines and graticules, inset vignette maps, coastal profiles, tropics and rhumb lines, and corrections to place-names and other details, early repairs to verso with publisher's waste, subsequent repairs with Japanese tissue.

Dimensions
Sheets one and two: 510 by 735mm (20 by 28.9 inches); sheets three and four: 530 by 730mm (20.8 by 28.7 inches); sheet five: 520 by 380mm (20.4 by 14.9 inches).

Most of the details from Robert Sayer's working manuscript (see item 114) have now been engraved and printed in black. However, in this proof the mapmakers have changed the vignettes that previously occupied central Africa: the inset of "Bombay Harbour" has been removed, leaving space for an eventual title-cartouche, the "Bay of Johanna" has been added, as has "False Bay" at the Cape of Good Hope. Further, some additional placenames have been supplied throughout the chart, and the rhumb lines have been redrawn.

The completed chart would be unveiled to the public on January 1st, 1787. It was then extended, later that same year, with an additional sheet to show the Eastern Coast of Australia (see item 203).



Revised office proof - including new information from the Baudin and Flinders expeditions

116 [LAURIE, Robert; and James WHITTLE; after Robert SAYER]

A New and Correct Chart of the Indian Ocean from the Cape of Good Hope to Canton with the West Part of the Pacific Ocean, which includes the Eastern Passage to China...To our worthy friend Joseph Huddart, Esqr, late Commander of the Royal Admiral, East Indiaman, to whose practical knowledge and accurate observations in these seas, and on their several coasts, as well as to his liberal communication of them, the public is greatly indebted for considerable improvements in navigation, this chart is respectfully inscribed by his affectionate humble servants Laurie & Whittle].

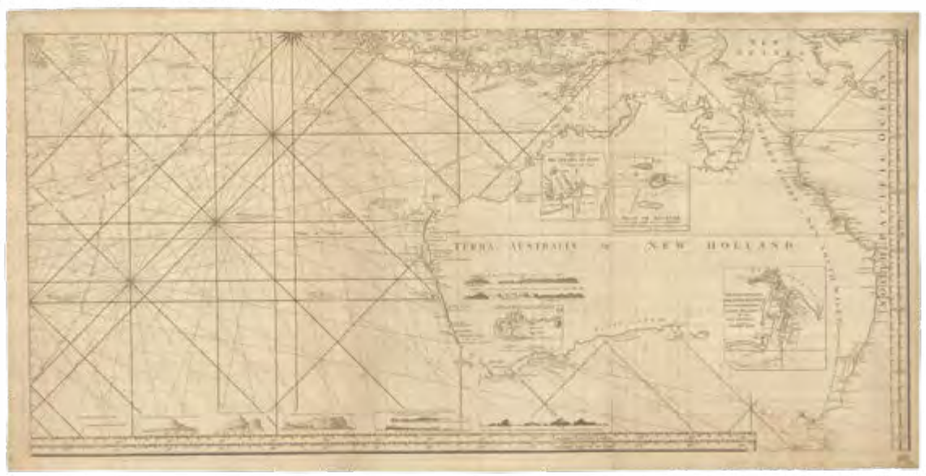
Publication
London, Laurie & Whittle, 53 Fleet Street, Sep.r 1st, 1798 [but after 1811].

Description
Revised office proof before re-printing, engraved chart on four separate sheets, with pen and red ink corrections, pencilled grid lines for copying, annotated lower right corner of each sheet "113 / 36".

Dimensions
Sheets one, two, and three: 540 by 740mm (21.2 by 29.1 inches); sheet four: 540 by 1080mm (21.2 by 42.5 inches).

An interesting revised example of this monumental chart, first published by Robert Sayer on January 1st, 1787 (for which see items 114 and 115), but subsequently expanded by Laurie and Whittle from 1794, to include the eastern coast of Australia with relevant insets, and other amendments to 1800.

Manuscript annotations in red ink and pencil bring the date up to 1811, with the notation that a shoal east of the Cape of Good Hope, first noted in 1765, has been "seen again 1810". The cartography of the southern coastline of the mainland at "Bass's Straits" incorporates information from Flinders's charts (1811), and details from Nicolas Baudin's voyage (1800-1804) along the coastline of South Australia are pencilled in from the "Bay of Saints" to the entrance to the Bass Strait. Otherwise, the chart remains in general shape and form the same as Robert Sayer's original chart of 1787.



Lacam's route planner

117 [LACAM, Benjamin]

Comparative Chart [of Indian Ocean].

Publication
[London, c.1784].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper.

Dimensions
525 by 645mm (20.75 by 25.5 inches).

A manuscript map by Benjamin Lacam, showing the northern half of the Indian Ocean.

The extensive chart spans the Indian Ocean from the Cape of Good Hope to the island of Sumatra with tracks comparing the different routes taken during the monsoons. In winter, the ocean current flows westwards from the Indonesian Archipelago across to the Arabian Sea, whereas in the summer, it flows eastward from Africa into the Bay of Bengal. Consequently, mariners were advised to alter their routes depending on the time of year.

Lacam, who is best-known for his protracted attempt to build and then defend a 'New Harbour' on the Hooghly River, shows a number of tracks across the Indian Ocean, for example: "from Madras to Mauritius during the contrary monsoon = 4020 miles"; "first track of Commodore James from Madras to Bombay in the months of September and October 1754"; "track from Bombay to Madras in the north-east monsoon - 3540 miles"; "track from Madras to Lacam's Channel N.E. = 660 miles; to New Harbour = 710 miles".

There are no soundings, and geographical information is limited to the names of cities and coastal regions, but maritime obstacles such as large sand banks are still shown.

The chart would be published by Laurie and Whittle in 1794 with an extensive dedication to King George III and an additional inset.

Making tracks

118 LACAM, Benjamin

To the King's most excellent Majesty George the Third; this chart, with the comparative tracks of ships, in the different monsoons; shewing the connection and respective distances by sea, between the principal harbours & settlements in the East Indies; is with permission most humbly dedicated by His Majesty's most dutiful and devoted subject and servant, Benjamin Lacam.

Publication
London, Laurie and Whittle, 12th August 1808.

Description
Engraved chart.

Dimensions
520 by 625mm (20.5 by 24.5 inches).

The 1808 printed edition of Benjamin Lacam's comparative chart of routes through the Indian Ocean (item 117), first published in 1794.

New tracks have been added "from Bombay to Madras as in the North East Monsoon" and "from Madras to Bengal in the N.E. Monsoon", as well as a note warning that "the change of the monsoon in the East Indies, from south west to north east is generally attended with the most tempestuous weather". There is an inset containing 'a supplemental sketch exhibiting the sea engagements in the Bay of Bengal between the English and the French fleets from 1758 to 1783', which is also found on the 1794 edition but not the original manuscript. A nine-point list describes various skirmishes between the rival fleets, their location symbolized on the chart by a small sword.

The Inner Passage

119 ROBERTSON, George

A correct chart of the Inner Passage between Madagascar Isle and Coast of Africa by George Robertson on board the Latham 1778.

Publication
[London], 1778.

Description
Original working manuscript map on three joined sheets, pen and black, red and green ink with grey wash, on paper, "Inner Passage" inscribed to verso.

Dimensions
435 by 545mm (17.25 by 21.5 inches).

The east coast of Mozambique is shown from Cabo Delgado to Delagoa Bay, now called Maputo Bay, with settlements and rivers identified and soundings given. The entire island of Madagascar appears, with rivers, bays, and ports named along its coast, but few soundings provided. Four views, two of which are drawn vertically, show the appearance of the land from the channel.

The tracks of the East India Company's 'Latham' from 1777 and 1778 are shown, the first in black ink and the second in red. The ship's observations and sightings are noted at various points, and a note describes the strong currents they experienced when approaching Calcutta. The 'Latham' set sail from Plymouth in February 1778 and returned to England in November 1779. Sadly, all the crew may not have returned: 'The Scots Magazine' of 1779 lists the death of a George Roberston at Madras, who may be the maker of this chart.

Mozambique and Madagascar

120 D'ANVILLE, [Jean-Baptiste Bourguignon, after]

A Chart of the Inner Passage, between the Coast of Africa and the Isle of Madagascar from Mr D'Anville with several editions and emendations [with: A Chart of the Comoro Islands / Foul Point and Bay on the East Side of Madagascar / The Bay of Johanna].

Publication
[London, c.1790].

Description
Two original working manuscript charts on three sheets joined as two, pen and black ink on paper, damage to one sheet.

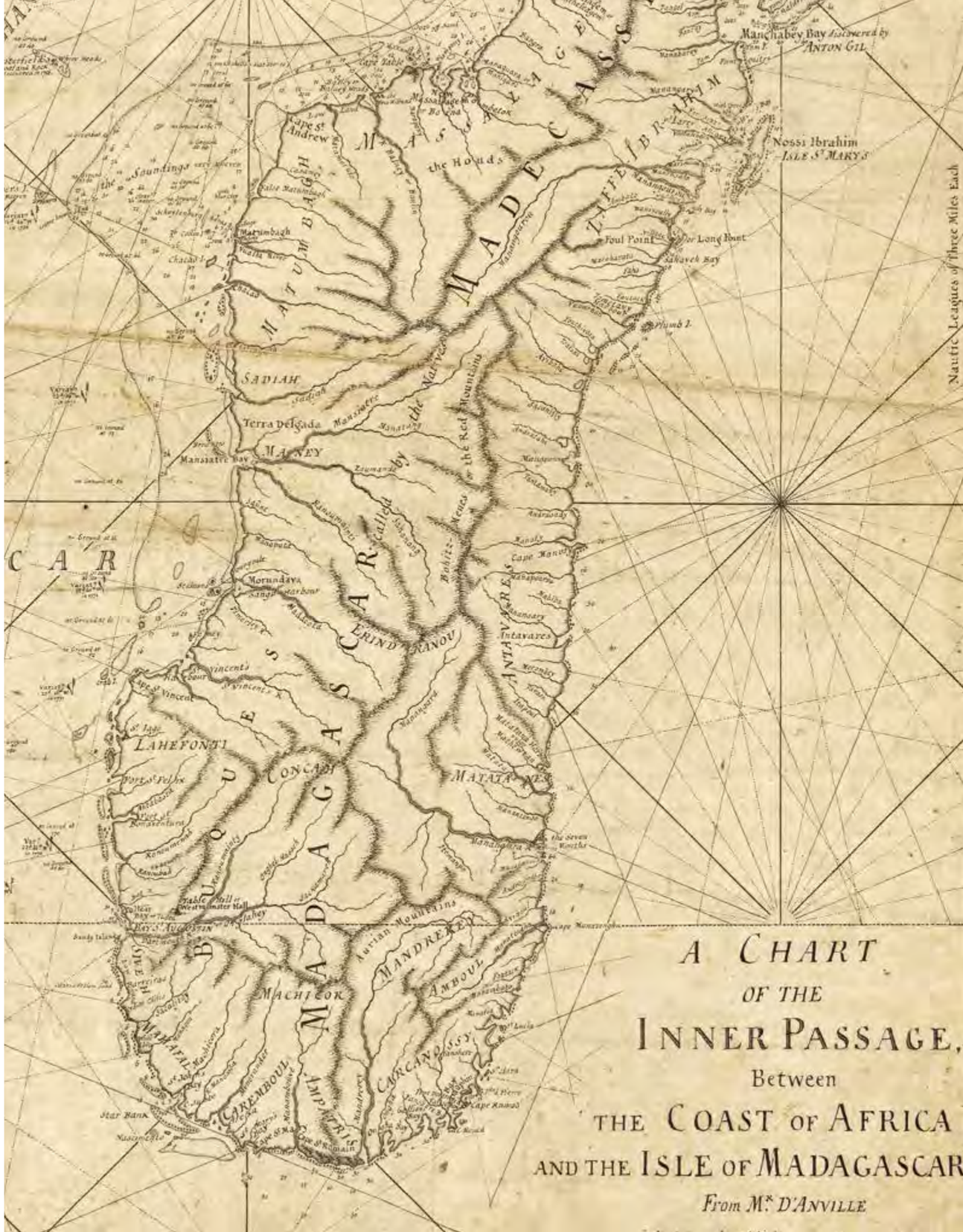
Dimensions
Sheet one: 630 by 735mm (24.8 by 28.9 inches); sheet two: 330by 310mm (12.9 by 12.2 inches).

A manuscript chart and three insets showing the Mozambique Channel and the whole of the island of Madagascar.

Based on a map made by Jean-Baptiste Bourguignon d'Anville, the chart has been updated with soundings and information about maritime obstacles, particularly around the west coast of Madagascar, although a note warns that "the soundings [are] very uneven". Information from voyages up to 1771 are noted. On land, the rivers and mountains of Madagascar are well-described, while details about Mozambique are limited to the coastal regions. Uniquely, the maker has identified the body of water to the direct south of the channel as the "Gulf of Madagascar".

On a separate sheet three insets have been prepared. The largest shows the Comoro Islands in the north of the channel, where the French colonial authorities had established numerous sugar plantations. The bay on the north side of the island of "Johanna", now Ndzuwani, is shown in an additional inset, with soundings provided in the waters off "Governor's Town". Finally, the third inset shows 'Foul Point and Bay on the east side of Madagascar', where British ships had stopped before their victory over the French at the siege of Pondicherry in 1760.

The first printed edition of the chart, published by Robert Sayer in 1790, would bear some changes, with the three insets incorporated into the chart, the title amended, and much of the west coast revised.



“Madagascar does not extend S’SW’ enough”

121 D’ANVILLE, [Jean-Baptiste Bourguignon, after]

A Chart of the Inner Passage, between the Coast of Africa and the Isle of Madagascar from the charts of D’Anville and D’Apres compared with the draughts and journals of British navigators.

Publication
London, Robert Sayer, January 1st 1790.

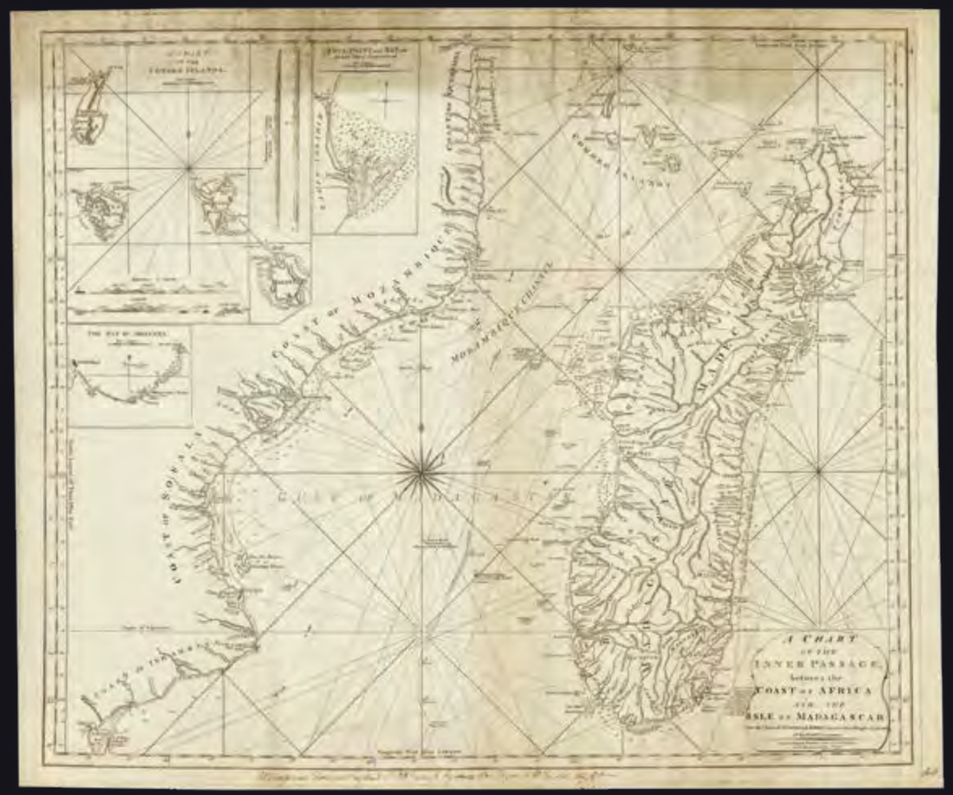
Description
Engraved chart, with manuscript annotations in black ink.

Dimensions
625 by 720mm (24.5 by 28.25 inches).

The printed edition of the chart of Mozambique Channel, prepared in manuscript after the work of D’Anville (item 120).

While no changes have been made to the African coast, the west coast of Madagascar has been heavily revised, with more soundings added, the mouths of rivers drawn with greater precision and many of the shoals and sandbanks omitted. In the “Gulf of Madagascar”, where previously the “Bassas de India” were presented, there are now the “Europa Rocks, discovered in 1774, often mistaken for the Bassas”. The “track of the Speaker, Capt. Rob.t Scott in 1772” have also been added. Moreover, the three insets that earlier appeared on a separate sheet have been included in the upper left-hand corner of the chart.

In the lower margin, a manuscript note reads “Madagascar does not extend S’SW’ enough by more [crossed out] one degree 5 M. on Lat. 23.30”.



St. Augustin and Tullea

122 [ANONYMOUS]

The bays of St. Augustin and Tullea on the western coast of Madagascar surveyed in 1755 and 1758.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Bay of St. Augustin and Tullia" inscribed to verso.

Dimensions
610 by 460mm (24 by 18 inches).

A manuscript chart of the coast of the western Madagascar in what is today the Atsimo-Andrefana region of the island.

The two principle harbours in this region are provided by "St. Augustin's Bay" and "Tullea or Tollear Bay", today Toliara. They are located either side of the mouth of the Onilahy River ("Dartmouth River called by the natives Onglahe R."). Soundings, sand banks, reefs, anchorages, and "foul ground" are identified in the coastal waters, according to surveys conducted in the 1750s. The former survey was likely carried out when the 'Stretham', 'Pelham', 'Edgecote', and 'Houghton' East Indiamen docked at St. Augustin in 1755, and the latter by William Nichelson, the master of HMS 'Elizabeth', who landed in the bay three years later. Five coastal views in the upper right-hand corner show sailors how the land would appear to them from the sea.

The first printed edition of the chart would be published by Sayer and Bennett in their 1778 'The Oriental Pilot'.

Saved by the ‘Star’

123 YOUNG, J[ohn]

Coast of Madagascar by J. Young 1798.

Publication
[London], 1798.

Description
Original working manuscript chart on two joined sheets, pen and black ink and pencil, on paper.

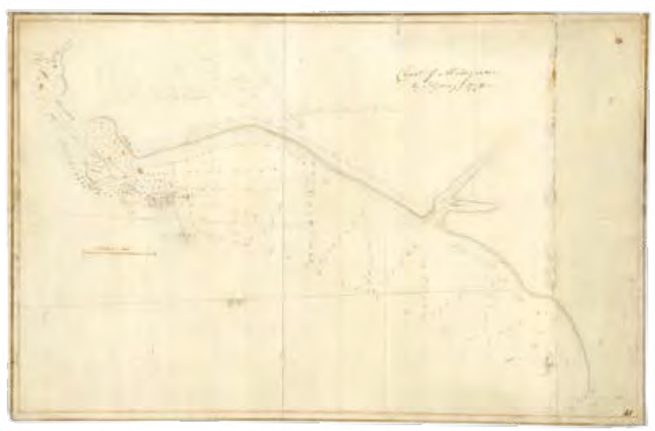
Dimensions
370 by 575mm (14.5 by 22.75 inches).

A manuscript map made by John Young, member of the crew aboard the HMS ‘Garland’, who spent five months stranded on Madagascar after the ship struck a rock in 1798.

After hitting the rock in pursuit of a French ship run ashore off Port Dauphiné, the ‘Garland’ swiftly sank and her crew only narrowly escaped in the lifeboats. All was not in vain, however, as Captain James Athol Wood convinced the natives to hand the Frenchmen over to the British, and kept them as prisoners-of-war while waiting for rescue, which eventually came in the form of the sloop-of-war ‘Star’. While the ‘Star’ carried the prisoners to Île de France, Wood and his crew returned to the Cape of Good Hope in a small boat they had built on Madagascar.

Young’s map shows “St. Lucie” where the crew settled during their five-month wait for rescue, and describes the “lake to the westward of the town”, and a “thick wood like a box hedge with breaks here and there that the inhabitants come through”. The river, he states, offers suitable passage only for canoes. He also makes a remark that “about 6 leagues to the northward of Bird Island lies a very dangerous reef”. While there are no longitude or latitude scales, Young has written out the coordinates of “Little Island”, and provides a mile scale and compass lines.

Pencil rubbing on verso along coastline for transferring chart.



A sunken ship survey

124 YOUNG, John

A new survey and soundings of the Coast of Madagascar from Manafia River, to the North Point of the Bay of St. Lucia. in the Lat[itude] 24.46'30" So. and Long[itu]de. 47.5'00" East, from Greenwich, taken by Mr. Jo.n Young under the Direction of Capt[ai]n Wood of H.M. Ship Garland, 1798.

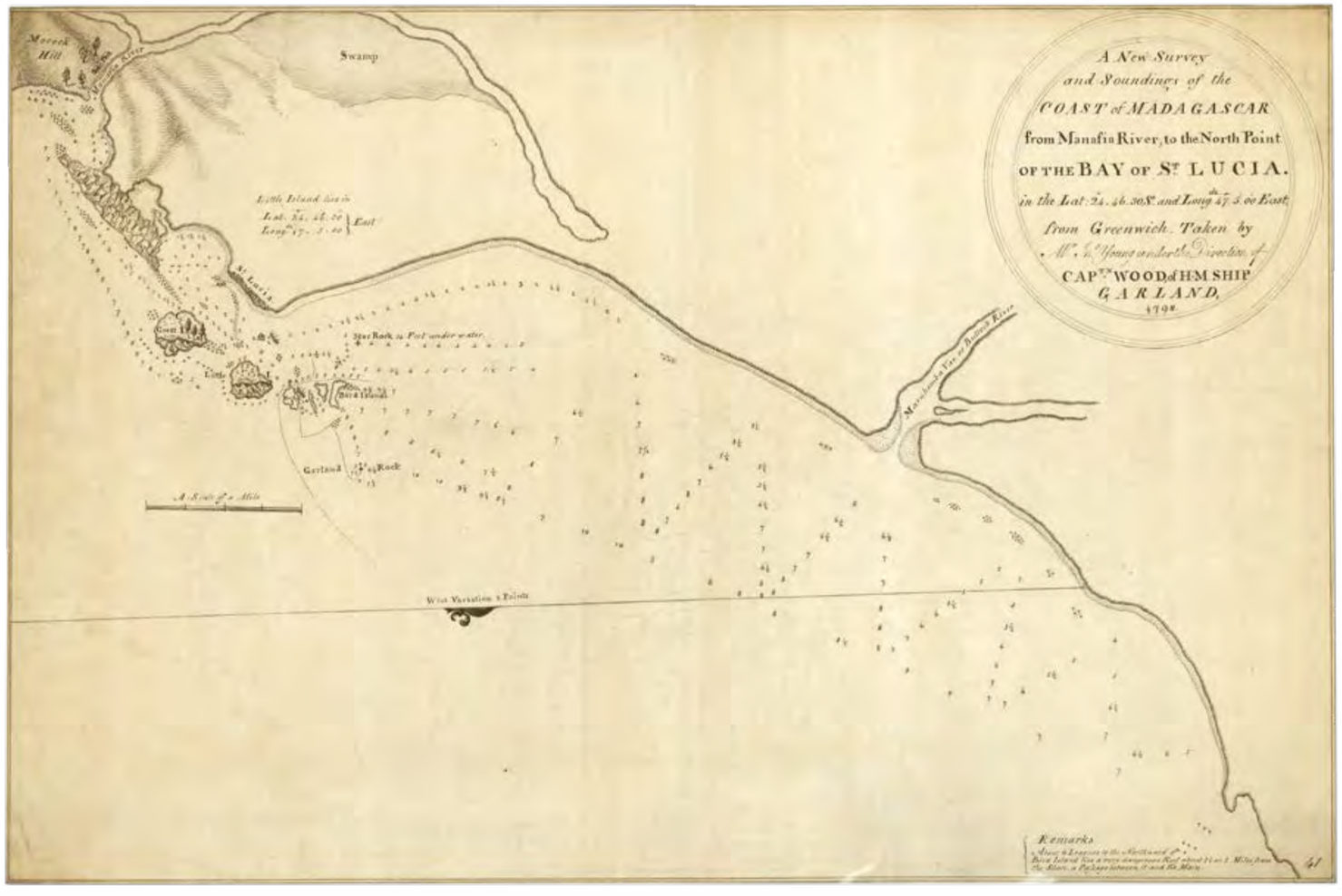
Publication
[London], 1798.

Description
Original working manuscript chart, pen and black ink on paper.

Dimensions
370 by 565mm (14.5 by 22.25 inches).

The fair copy of John Young's manuscript chart of Madagascar, where he was stranded after the HMS 'Garland' sunk.

The route of the 'Garland' as she approached the shore and then struck the "rocky island" has been added to the map, while Young's comments about the thick wood and the canoes on "Bullock River" have been omitted. The chart would be published in print in 1801.



Young's chart, in print

125 YOUNG, John

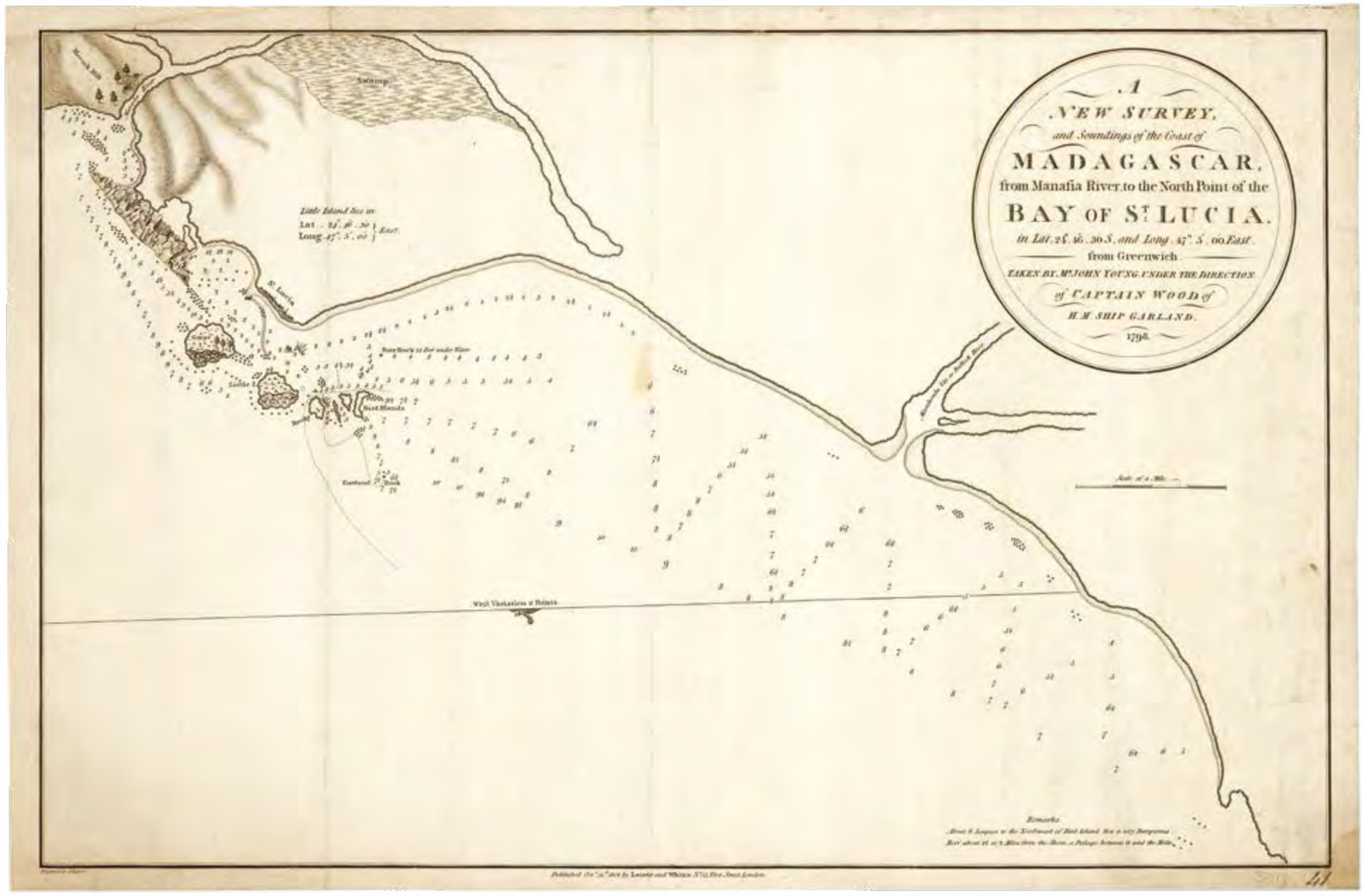
A new survey and soundings of the Coast of Madagascar from Manafia River, to the North Point of the Bay of St. Lucia. in the Lat[itude] 24.46'30" So. and Long[itu]de. 47.5'00" East, from Greenwich, taken by Mr. John Young under the Direction of Capt[ai]n Wood of H.M. Ship Garland, 1798.

Publication
London, Laurie and Whittle, October 31st 1801.

Description
Engraved chart.

Dimensions
385 by 590mm (15.25 by 23.25 inches).

The first printed edition of John Young's chart of part of southern Madagascar, where he had been stranded in 1798. The only difference between the final printed version and the office fair copy (item 124) is that the scale bar has been moved under the circular title cartouche.



“number of tortoishells, that appear like sheep feeding”

126 YOUNG, John

A chart from the northermost part of the Bay of St. Lucia to Point Itapare, surveyed by Mr. John Young, Master of H.M. (late) Ship the Garland [with:] A view of Point Itapare, and the island of St. Clare, when at anchor in the small sandy bay, surveyed by Mr. John Young, Master of H.M. (late) Ship the Garland.

Publication
London, Laurie and Whittle, Oct[obe]r 31 1801.

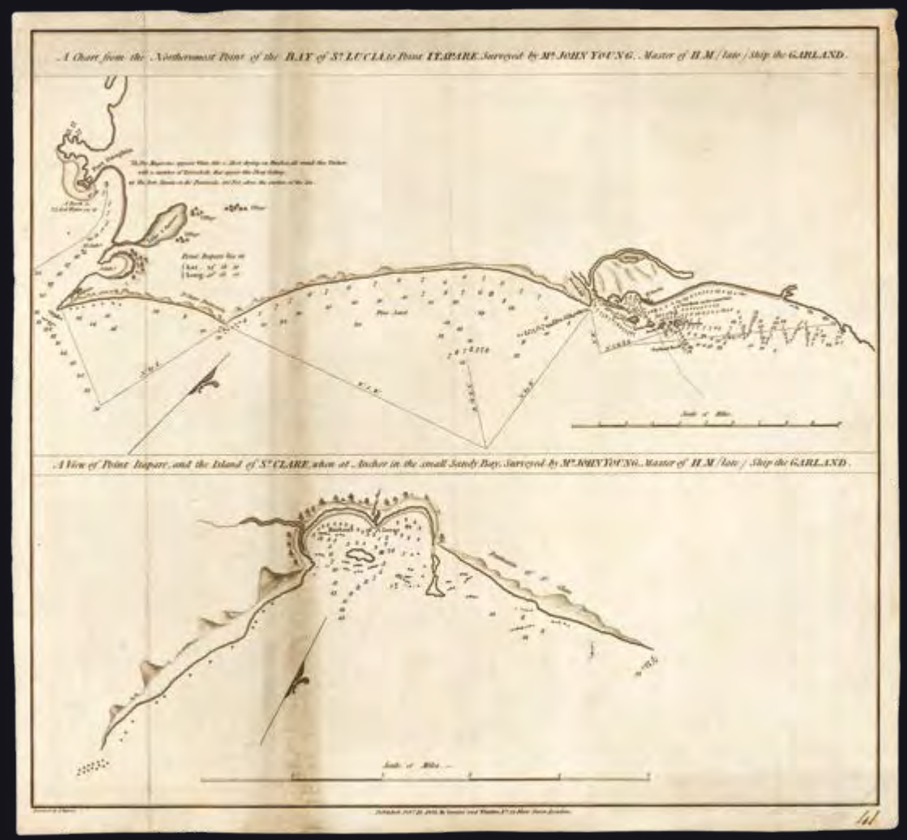
Description
Two original working manuscript charts on two joined sheets, pen and black ink on paper, “Coast of Madagascar by Mr. Young” inscribed to verso.

Dimensions
400 by 430mm (15.75 by 17 inches).

A smaller scale survey by John Young showing the Madagascan coast from Fort Dauphin to “St. Lucia”, where the crew of the “late ship the Garland” were stranded.

Understandably, the waters off the coast of “St. Lucia” are described in the most detail, with rocks, islands, and soundings provided. Soundings are consistently, though less precisely, provided along the coast to Fort Dauphin, where Young identifies three villages and rather poetically observes that “the magazine appears white like a sheet drying on bushes, all around fine verdure, with a number of tortoishells [sic], that appear like sheep feeding”.

The lower half of the sheet offers a larger-scale chart-cum-view of “Point Itapare”, with soundings in the “Harbour of Locar” flanked by horizontal views of the undulating landscape. A “watering place” is identified in the harbour. Young claims to have executed the views while “at anchor in the small sandy bay”; he may have been on board the boat constructed by the stranded crew of the ‘Garland’ during their unintended five-month stay on Madagascar.



The Seychelles, redrawn

127 [HASELL, Captain John; after] L'Abbé ROCHON

The Mahé Islands in the Indian Ocean 180 leagues to the North East of Madagascar geometrically surveyd in the year 1768 by l'Abbé Rochon; with the tracks and soundings of several vessels, chiefly of the Flûte la Digue and the Schooler la Curieuse.

Publication
[London], 1768 [but c.1778].

Description
Original working manuscript chart, pen and black ink on paper, "The Mahe Islands" inscribed to verso.

Dimensions
580 by 525mm (22.75 by 20.75 inches).

A manuscript chart of the Seychelles, drawn after the work of L'Abbé Rochon as communicated through a number of British sources.

The printed edition of the chart was published in 1778 by Sayer and Bennett in 'The East India Pilot; or oriental navigator', with the name of Captain John Hasell added to the title. Hasell captained a voyage of the Duke of Portland East Indiaman, which arrived in the Indian Ocean in December 1770 and remained there for almost one year. This chart, being hydrographically identical to that copied from Captain Philip Pittman by Lieutenant Charles Turner in 1771 (item 128), may have been redrawn by Hasell in preparation for publication, and here has grid lines, rhumb lines, and latitutde scales added, and the title changed and moved.

Seychelles sea shells on the sea shore

128 TURNER, Liut[enant] Charles; [after] Captain [Philip] PITTMAN; [and L'Abbé ROCHON]

A plain of the Islands Seychelles, Praslin, Silhouette and others adjacent situated from Lat[itu]de. 430' South to 4 50' 15" South, with the sounding and tracks of different vessells, particularly La Flute, La Digue & the Schooner La Curieuse, partly geometrically survey'd and partly from observations made in the year 1768...copied from Capt[ai]n Pitman's draught, Bombay 5th May 1771, Charles Turner, Lieut[enant] of Art[illery] 7.

Publication
Bombay, 5th May 1771.

Description
Original manuscript chart, pen and black ink and colour wash on paper, "Seychelles Praslin Silhouette" inscribed to verso, minor soiling and loss to border.

Dimensions
550 by 545mm (21.75 by 21.5 inches).

A manuscript chart of the Seychelles, drawn in Bombay, now Mumbai, in 1771.

The chart is based on a survey by French astronomer and physicist Alex-Marie de Rochon, who had spent two weeks in the Seychelles in June 1769. Soundings are given along the tracks of the two French vessels whose voyages are shown: 'la Curieuse' and 'la Digue'. Both visited the islands in 1766 as part of the expedition led by privateer and explorer, Marc-Joseph Marion du Fresne. Du Fresne, who later made his home on Mauritius and was eventually killed by Maoris in New Zealand, brought back to France a specimen of giant tortoise and coconuts from the Seychelles.

Few topographic details are given on the islands: the port of "St Lazare", named after Lazare Picault who landed there in 1742, is identified on the southern coast of the largest, Mahe, while most of the islands in the surrounding water are simply presented as named rocks. 30 miles northeast of Mahe, the more significant islands of Praslin, La Digue, and Curieuse, which still bear the same names, are shown. Furthermore, there are no rhumb lines, longitude or latitude scales, or grid lines. The chart was drawn by Lieutenant Charles Turner of the 7th Artillery from a draft made in around 1770 by Captain Philip Pittman, who had earlier produced a map of the European settlements in Mississippi while based in America in the 1760s.

This chart, amended by Captain John Hasell, would appear in Sayer and Bennet's 'The East India Pilot; or oriental navigator' in 1778.

The Seychelles and Amirantes Islands

129 GRENIER, Victomte

A chart of the Mahé and Amirantes Islands, with their shoals, by Mons[ieu]r le Vicomte Grenier 1776.

Publication
London, Laurie and Whittle, 12th May 1803.

Description
Engraved chart.

Dimensions
450 by 605mm (17.75 by 23.75 inches).

A chart of the Seychelles and Amirantes Islands, published when Britain was securing its naval control over the region against the incursions of the Napoleonic forces.

The chart has been updated since the survey of Grenier in 1776, on which it is based. Although there are no tracks shown or ships named, the soundings given around the many islands of the Seychelles have been added based on surveys undertaken since Britain took control of the islands in 1794.

130 [ANONYMOUS]

Chart of Mauritius or the Isle of France, and of the Isle of Bourbon or Re-union; with particular plans of Port-Northwest or Port Louis, and of Le Grand Port or Port Bourbon in Mauritius.

Publication
London, Laurie and Whittle, 1st December 1810.

Description
Original working manuscript chart on three joined sheets, pen and black and red ink, with two pasted overslips, on paper.

Dimensions
615 by 940mm (24.25 by 37 inches).

A manuscript chart of Mauritius and Réunion.

Prepared for December 1810, the chart shows two islands that were then under British control, albeit unbeknownst to the makers. Britain had wrested control of Mauritius from France at the Battle of Grand Port ("Grand Port or Port Bourbon or South-east Port") in August 1810. Not yet knowing of the victory, the makers continue to refer to the island as "the Isle of France". Although the near-simultaneous French capitulation at Réunion resulted in the island regaining its pre-Napoleonic name of "Bourbon", this does not result in any anachronisms on the present chart: it seems that the British mapmakers had.

The coasts of both islands are shown in detail, although soundings are very scarce. The inland area of Mauritius is mapped in greater detail, and two insets show the 'Environs of Le Grand Port' and a 'Plan of Port Louis in Mauritius'. Two additional insets have been pasted on overslips, one showing the smaller island of Rodrigues ("Rodrigue") to the east, and the other the 'Environs of St. Denis', the capital of Réunion.

Along the upper edge of the chart is a view showing the "appearance of the northwestern coast of Mauritius, in the environs of Port-Louis", and space has been left for "remarks" to the right. Additional edits have been made in red ink, including the crossing-out of several toponyms and instructions to rearrange the title. Indeed, when the printed map was published the following year the title would be amended in accordance with these directions.

A chart with census statistics

131 [ANONYMOUS]

Chart of Mauritius or the Isle of France, and of the Isle of Bourbon or Re-union; with particular plans of Port Louis or Port-Northwest, Grand Port or Port Bourbon, St. Denis, and the Isle of Rodrigue.

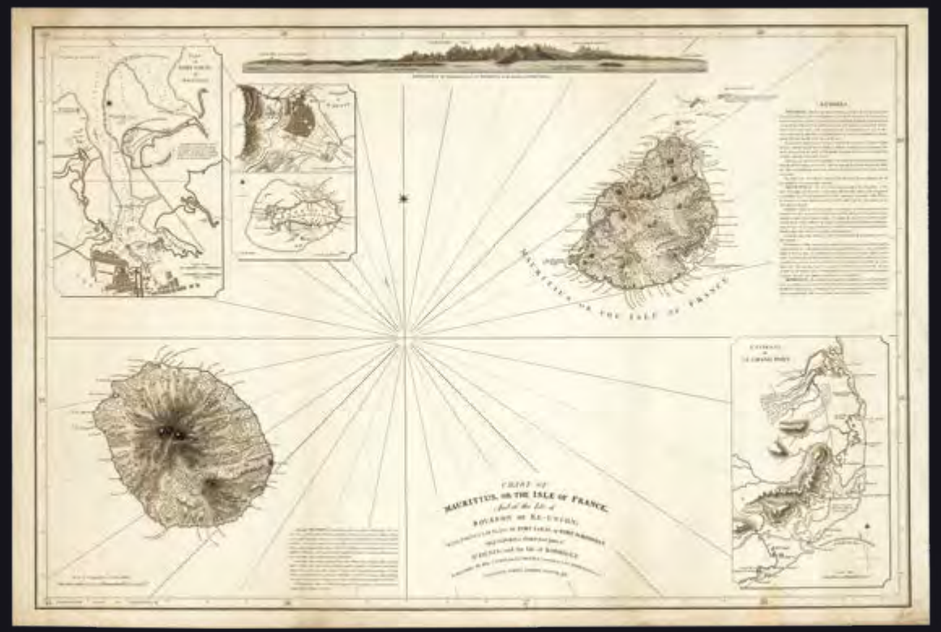
Publication
London, Laurie and Whittle, Feb[ruar]y 26 1811.

Description
Engraved chart on three joined sheets.

Dimensions
655 by 975mm (25.75 by 38.5 inches).

A printed example of the chart of Mauritius and Réunion updated with the changes and additions made in 1810 (item 130).

The two insets have been incorporated into the upper left-hand corner of the chart, and the toponyms crossed out in red have been removed. The space left for "Remarks" has been filled with notes about Mauritius, Réunion, and Rodrigues; a further note besides Réunion discusses its fertile soil and increasing population, which it gives as "16400 Europeans and Creoles: 3496 Free Blacks: 70450 Slaves". In February 1811, the makers still appear to be unaware that the two islands shown were then under British control.



Diego Rays

132 NICHELSON, W[illia]m

Plan of Mathurin Bay on the north side of the island of Diego Rays, called by the French Isle Rodriguez, in the Indian Ocean; surveyed by W[illia]m Nichelson in 1761.

Publication
[London], 1769 [but c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Mathurin bay" inscribed to verso.

Dimensions
520 by 670mm (20.5 by 26.5 inches).

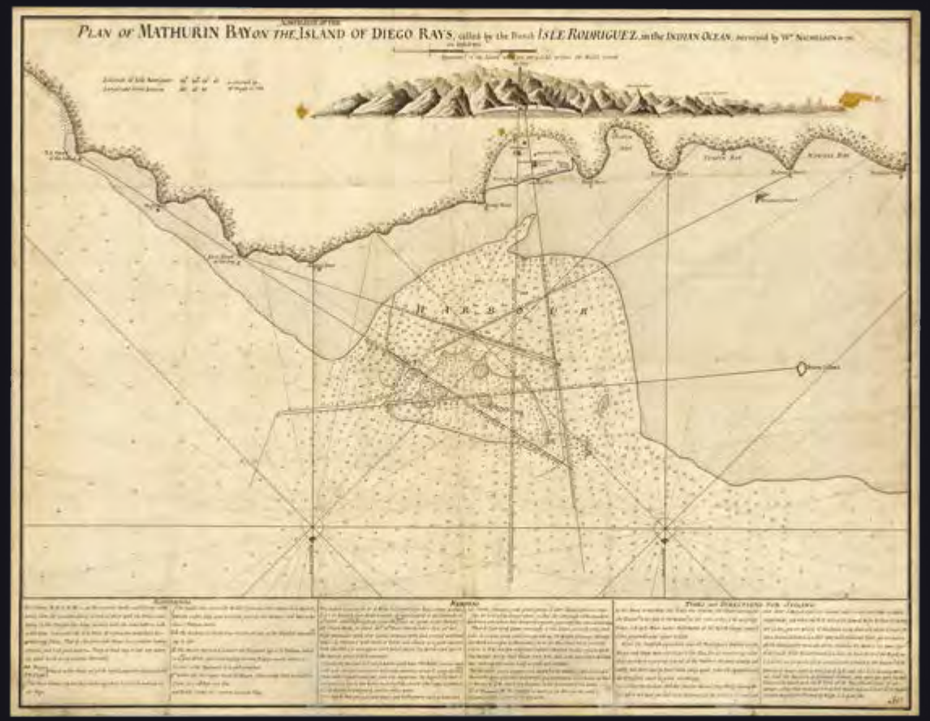
The fair copy of a chart of Isles Rodrigues, or "Diego Rays", one of the Mascarene Islands in the Indian Ocean, ready for the engraver.

The chart is based on one made by Jean-Baptiste d'Après de Mannevillettee and included in his 1745 'Neptune Oriental'; it has been updated with information garnered by Captain William Nichelson on his surveying expedition of 1761. Nichelson was master of the HMS 'Elizabeth', and also produced an eight-sheet chart of Bombay Harbour in 1763. The island's coordinates are included "as observed by Mr Pingré in 1769".

Mathurin Port on the north side of Isle Rodrigues is shown to have "a flat sandy beach", "watering place", "store house", and "the French Governor's house". During the eighteenth century the French attempted to develop the island with farms worked by African slaves; British troops would seize the island after a brief battle in 1809 and abolish slavery there in 1834. Soundings and obstacles are identified in the sea around Mathurin Port, and annotated lines suggest different routes to and from the shore.

A view from the water shows the "appearance of the Island when you are a little without the middle ground". Along the lower edge of the chart are three boxes of text: the first provides references and keys for the symbols and letters that appear on the chart; the second contains remarks about navigating the waters around the island; the third gives information about "tides and directions for sailing".

The printed chart was published in 'The East India Pilot' of 1778 with no changes.



The mystery of the Calcutta

133 [ANONYMOUS]

Track of the Calcutta East-Indiaman over the Bassas de Chagas in the Indian Ocean.

Publication
[London, c.1794].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Bassas de Chagas" inscribed to verso, some repairs and minor staining.

Dimensions
480 by 585mm (19 by 23 inches).

A manuscript chart showing part of the Chagos Archipelago in the Indian Ocean, around 300 miles south of the Maldives.

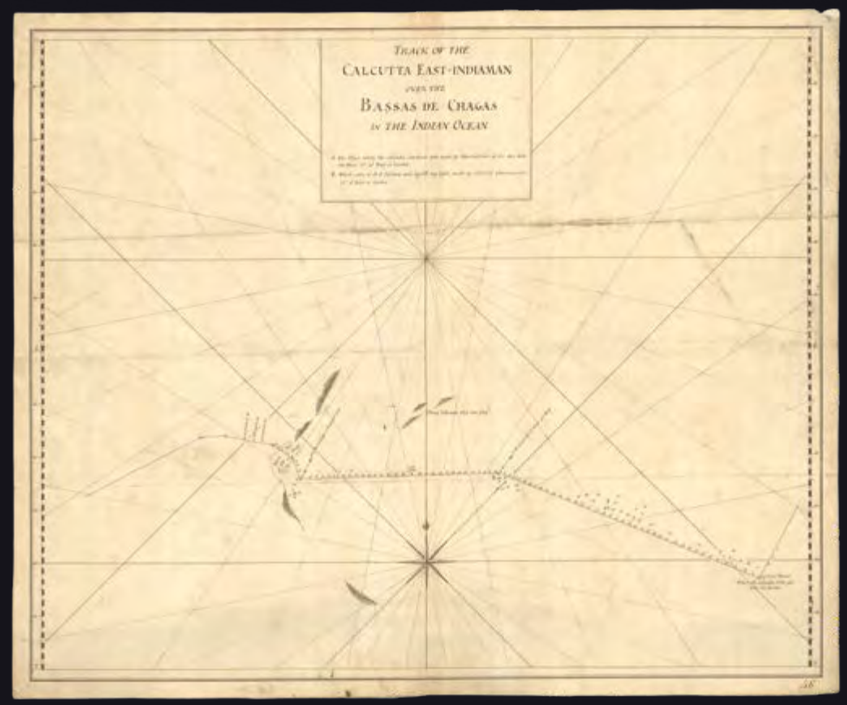
Although discovered by Portuguese explorers in the early-sixteenth century, the isolated group of seven atolls in the Indian Ocean attracted little attention, and were never absorbed into the extensive Portuguese Empire. Indeed, contemporary documents show that the King of the Maldives clearly considered the islands to be his property. Nonetheless in the mid-eighteenth century the French claimed the archipelago, and from the 1770s began to issue permits allowing the establishment of coconut oil plantations there, which did not stop the British from seizing them for themselves the following decade.

In April 1786, the British East India company attempted to establish a base on Diego Garcia, the largest island of the group, but left the following October when supplies proved insufficient to maintain the small colony. Upon their departure French Mauritius began to use the island effectively as a site of exile for lepers, and later established a coconut plantation there, worked by slaves.

Around this time, the present chart was made, showing the course of the 'Calcutta' East Indiaman. In crossing the Indian Ocean, the ship passed through the Chagos Archipelago and, according to the chart, first saw three islands, and twice cast anchor, first to make "observations of the Sun and Moon" and then "celestial observations". The "A" identified in the key as representing the first anchorage has been omitted from the chart, an error retained on the printed map. Furthermore, next to its anchor symbol by the "West Part of the Shoal", there appears a sounding of "5" that does not appear on any of the printed editions of the chart.

The first printed edition of the chart appeared in Sayer and Bennett's 'Oriental Pilot' of 1778. Mysteriously, the only East Indiaman named the 'Calcutta' was launched in 1788, and the two voyages it made through the Indian Ocean, both under Captain Henry Wilson, occurred in 1789-1790 and 1793-1794. Earlier EIC ships did sail the same route, but the chart's title and notes ("where the Calcutta first got upon the Bassas"; "where the Calcutta anchored") demonstrates that the course of a specific vessel is recorded here.

In 1794, Laurie and Whittle reissued the chart with no new information added. Institutional examples of the 1778 and 1794 editions are to be found only at the Biblioteca Nacional de España and the National Library of Australia.



134 FRIEND, William

The Straits of Jubal by W[illia]m Friend, 1802 [with] Plan of Tor Harbour by W[illia]m Friend.

Publication
London, Laurie and Whittle, Feb[ruar]y 20th 1804.

Description
Two original working manuscript charts on two joined sheets, pen and black ink on paper, "Straits of Jubal & the Drawing of W. [?]Cantillon corrected to 1804" inscribed to verso.

Dimensions
590 by 440mm (23.25 by 17.25 inches).

Two charts showing the waters of the Straits of Jubal in the Red Sea and Tor Harbour.

The tracks "of the Wasp Gun Vessel 1802" and "of the Murad-bux" are shown, and the wrecks of the 'Ann', 'Elizabeth', 'Gabriel', 'Lady Clive', and 'Commerce' are identified by key. Soundings are provided along parts of the tracks shown, and "several shoals and sandy islands" and other obstacles are identified between the Egyptian and "Arabian shore".

On the lower-half of the sheet a 'Plan of Tor Harbour', the base from which the British launched its surveying expeditions in the Red Sea, provides more detailed soundings. Friend has also identified wells and temporary settlements on the shore, as well as a "beacon" in the shallows.

On the Gulf course

135 HORSBURGH, James

Battnah or Burka Coast.

Publication
[London], James Horsburgh, 1831.

Description
Engraved chart on two joined sheets, laid on linen, pasted slip to verso with manuscript list of artistic works.

Dimensions
535 by 750mm (21 by 29.5 inches).

A chart of the Gulf of Oman extending from Al Mirayr ("Maharae") to Muscat.

From 1820 to 1829, the Bombay Marines undertook an extensive survey of the Gulf of Oman, the results of which were used to produce numerous charts. East India Company hydrographer James Horsburgh published this chart in 1831, showing the southern stretches of the waters along the northwestern coast of Oman, in the Al Batinah region.

Villages, towns, and cities - namely Suhar ("Sohar") and Muscat - are shown along the shore, decked with palm trees, alongside other smaller towns and villages, and a "ruined fort". Further inland, however, the region is devoid of any topographical information, and simply labelled an "extensive track of hilly country". Soundings are provided close to shore, and certain major maritime obstacles such as the "Damaniatte Rocks" (Jazair Daymaniyat), are identified.

Guzurat and Goa

136 [ANONYMOUS]

The coast of India from Point Jigat to Cape Ramas, including the Coasts of Guzurat and Concan, with the Gulf of Cambay.

Publication
London, Robert Sayer, [post-1785].

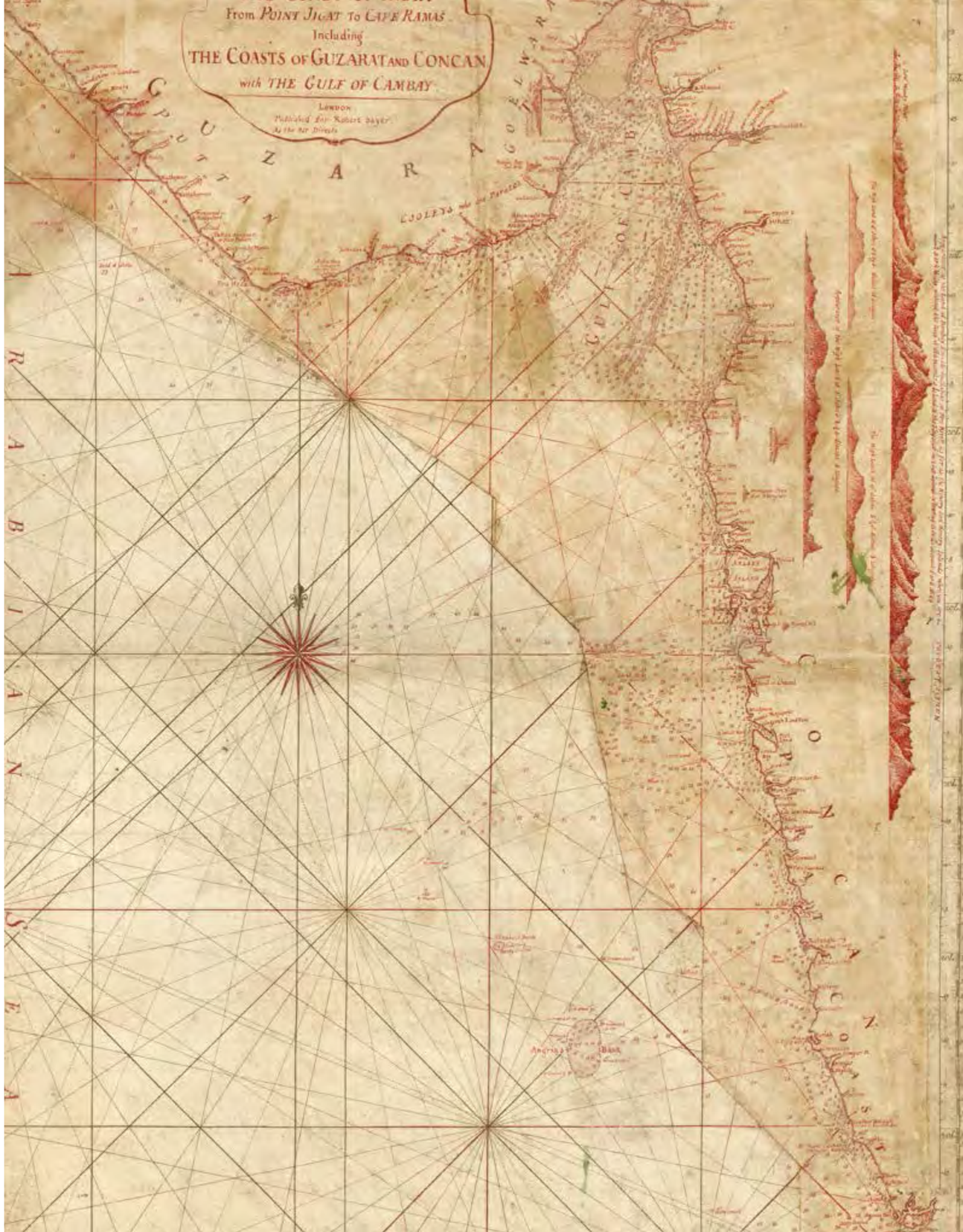
Description
One engraved chart on one sheet, sometime folded, and laid down on heavy paper, with extensive manuscript annotations in red ink on pasted overslip, with further pasted overslip along upper and lower margins.

Dimensions
625 by 465mm (24.5 by 18.25 inches).

Sayer and Bennett's 1778 'Oriental Pilot' contained a chart of India's north-western coast, spanning what are now the states of Gujurat and Goa. The chart was entitled 'The Coast of India from Gyants Point to Cape Rama, Comprehending the Coasts of Guzurat, Concan and Deckan, with the Gulf of Cambaya' and appears to have been based on that published in 1758 by William Herbert. With the support of the EIC, Herbert compiled and disseminated the Company's hydrographic materials in the mid-eighteenth century.

The present example of 1778 chart has extensive changes made by hand in red ink on pasted overslips, so that the only parts of the original map still visible are the rhumb lines and compass rose. The title of the chart has been changed, moved and housed within a cartouche, and the five views of the land from the sea are now shown vertically. Many toponyms have been added along the coast, in addition to updated soundings in the waters of the Arabian Sea. A longitude scale has also been added along the upper and lower margins. Several sandbanks have been grouped into a single "Angria's Bank", named after Admiral Kanhoji Angre (1669-1729) of the Maratha Navy.

The imprint states that the updated chart would be published by Robert Sayer, indicating a date of post-1785, as it was in this year that Bennett's name was dropped following his admission to a mental asylum. Sayer, however, does not appear to have published the chart with the changes shown here. The earliest printed example of the updated chart instead seems to have been published by Laurie and Whittle in 1794.



Go Go Goa

137 [ANONYMOUS]

A chart of the coast of India from Goa to Cape Comorin exhibiting the coasts of Canara and Malabar with the Lake-Divas Islands, and the Channels of eight and nine degrees.

Publication
London, Robert Sayer, [c.1793].

Description
Engraved chart on two joined sheets, with manuscript annotations in red ink on extensive pasted overslips, backed onto another chart.

Dimensions
640 by 615mm (25.25 by 24.25 inches).

Sayer and Bennett's 1778 'Oriental Pilot' contained a chart of the west coast of India entitled 'The coast of India from Goa to Cape Comorin: comprehending the coasts of Canara and Malabar'. That chart has here been heavily updated by hand for Laurie and Whittle's 1794 publication. A longitude scale has been added in the upper and lower margins, and almost the entire coast has been redrawn. Toponyms have been edited, added, and omitted, and soundings have been updated. A large new sandbar has been drawn off the coast of Mangalore.

The Laccadive Islands ("The Lake-Divas") have also been redrawn; in 1792 the EIC agreed to the islands remaining under the rule of the Indian Cannanore Kingdom in exchange for a yearly tribute of 15,000 rupees. The updated information about the islands possibly came as a result of this negotiation. Six of the ten land profiles that appeared on the original chart have been retained, but redrawn vertically.

138 LEWIS, Lieu[tenan]t George; and Lieu[tenan]t Jo[seph] MCCLUER

The coast of India from Mount Dilly to Pondicherry, including the coasts of Malabar, Madura and part of Coromandel from the draughts, remarks and observations of Lieu[tenan]t George Lewis, Superint[enden]t and Commander of the Prudence Armed Ordnance Store Ship, in 1782 and 1783, with the Isle of Ceylon, and several useful additions from the survey made by order of the East India Company in 1790 by Lieu[tenan]t Jo[seph] McCluer.

Publication
London, Laurie and Whittle, 12th May 1794 [but] September 1798.

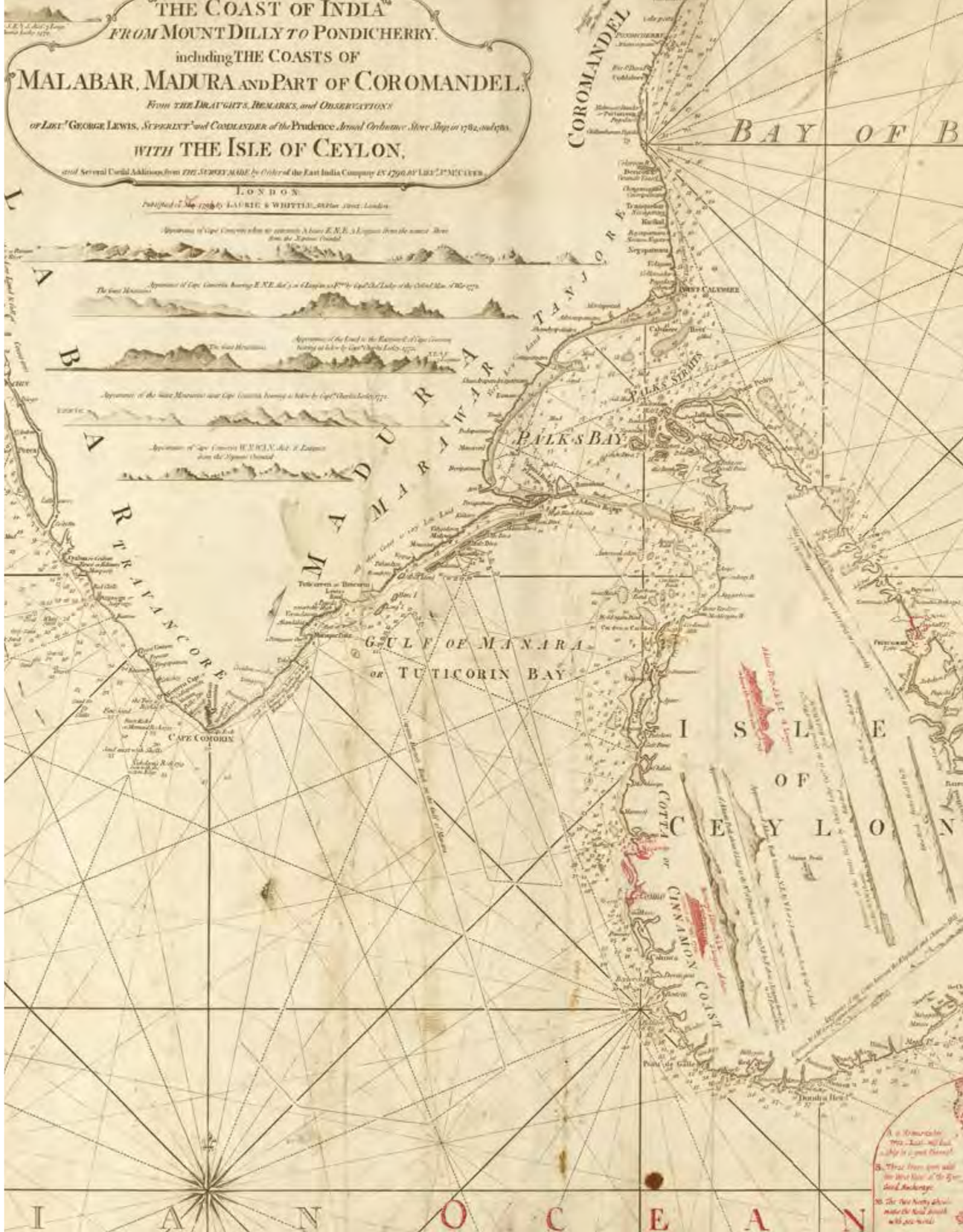
Description
Engraved chart with manuscript annotations in red ink.

Dimensions
605 by 910mm (23.75 by 35.75 inches).

A magnificent chart of the southern point of India and the island of Sri Lanka, first published in 1794 and here with manuscript updates in preparation for the 1798 edition.

The chart shows India from the Ezhimala hills, which the British knew as "Mount Dilly or Dilla" from the Portuguese 'Monte d'Eli', to the Coromandel coast on the Bay of Bengal. There are numerous views of the land, as seen from the ocean, and maritime obstacles and soundings are provided for the whole coast. 'The coast from Tillicherry to Bayapore' is shown in greater detail in an inset to the upper-left, beneath which the "remark on Cape Comorin and the Gulf of Manara by Lieut[enan]t George Lewis" provides navigational advice and instruction. Besides these remarks the islands of the Maldives appear, although no soundings are provided.

The whole of Sri Lanka ("Isle of Ceylon") is shown. While there are no manuscript updates to the mainland or Maldives, several annotations and two new inset charts give details about the British conquest of Sri Lanka, which had taken place in 1796. The insets show the tracks of the HMS 'Diomede' and 'Heroine', both of which had been involved in the conquest; new soundings are offered off the coast of Colombo, and two additional views show the appearance of the land from the water. These changes would be incorporated in print when the map was published in 1798.



Modifying the Maldives

139 LEWIS, Lieu[tenan]t George; and Lieu[tenan]t Jo[seph] MCCLUER

The coast of India from Mount Dilly to Pondicherry, including the coasts of Malabar, Madura and part of Coromandel from the draughts, remarks and observations of Lieu[tenan]t George Lewis, Superint[enden]t and Commander of the Prudence Armed Ordnance Store Ship, in 1782 and 1783, with the Isle of Ceylon, and several useful additions from the survey made by order of the East India Company in 1790 by Lieu[tenan]t Jo[seph] McCluer.

Publication
London, Laurie and Whittle, 12th September 1798 [with manuscript updates to 1807].

Description
Engraved chart, with manuscript annotations in pencil, "To be shewn to Messrs Laurie & Whittle" inscribed to verso in black ink.

Dimensions
610 by 910mm (24 by 35.75 inches).

The 1798 edition of Laurie and Whittle's chart of the northern Indian Ocean, with yet more manuscript edits.

The annotations made in red ink to the 1794 edition (item 138) have all been adopted with the exception of the inset of Pigeon Island, which showed the tracks of the HMS 'Diomede' before it struck a rock and sunk, delaying the invasion of Trincomalee by a day. Perhaps the makers hoped to cover up the fact that the charts on board the 'Diomede' had shown the rock in question as being located half a mile further north than it actually was!

Additionally, there are numerous manuscript notes in pencil, likely made by a sailor, while using it, it spotted errors in the charting of the Maldives and the Bay of Bengal. The editors adds his sightings made in June 1807, with a note to the verso stating that these are "to be shewn to Messrs Laurie & Whittle".

“the most valuable colonial possession on the globe”

140 CORNISH, Admiral [Samuel; [after] D’APRÈS DE MANNEVILLETTE, [Jean-Baptiste]

Plan of the Bay and Harbour of Trincomalay on the Island of Ceylon Surveyed in 1762 by the order of Admiral Cornish from Mr. D’Après de Mannevillette.

Publication
[London], 1762 [but c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, “Trincomalay” inscribed to verso, some repairs and minor staining.

Dimensions
555 by 730mm (21.75 by 28.75 inches).

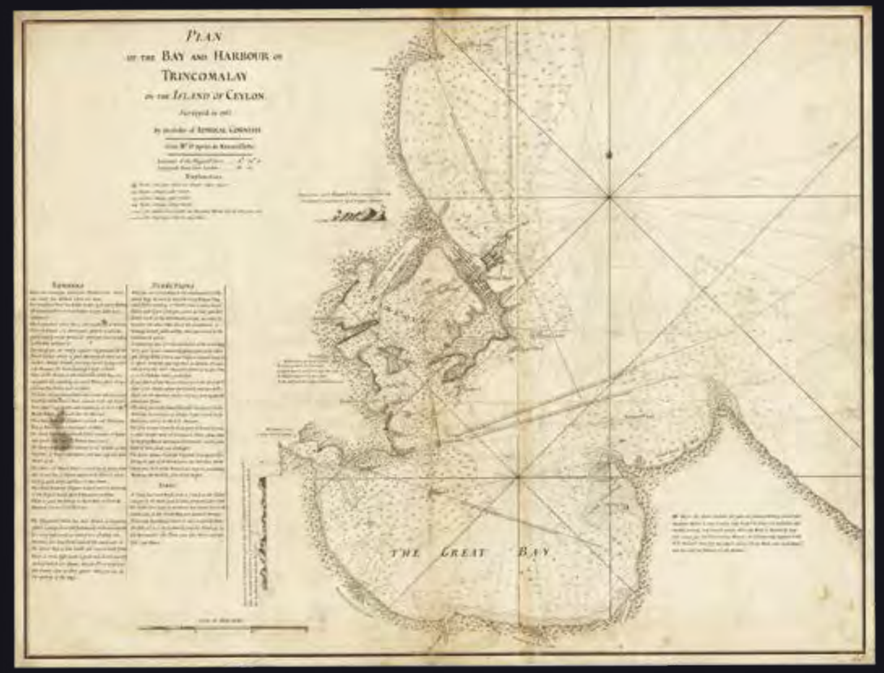
A magnificent manuscript chart of Trincomalee (“Trincomalay”), in eastern Sri Lanka (“Ceylon”), which was established as a fortified port town in the early sixteenth century due to its large and secure harbour, and which was described during the period of British rule as “the most valuable colonial possession on the globe”.

The chart is derived from those prepared by French hydrographer Jean-Baptiste d’Après de Mannevillette for his ‘Neptune Oriental’ of 1745 and updated with information garnered by a survey led by Admiral Samuel Cornish in 1762. Included are two views: ‘Appearance of the Flagstaff Point coming from the northward of southward’ and ‘Appearance of the high land a great way in the country’. Soundings provide bathymetric information for navigators, and potential obstacles are represented pictorially and then identified in the explanation as, for example, “sands always under water” or “rocks always above water”.

A note to the south advises sailors that good anchorage is to be found between Norway Island and the Sambore River when monsoon season makes the harbour inaccessible: “here they may lay in safety t’ill the wind comes to the eastward, and then sail at pleasure for the harbour”. Further notes along some of the rhumb lines offer further instruction. There are no tracks of famous voyages in the sea, or records of any of the numerous skirmishes that took place there during the colonial period.

On the promontory that provides the harbour’s shelter is Fort Fredrick (“Great Fort”), which was held by the Dutch in 1662, and three years later would be rebuilt to defend against British and French attacks. Other features on land include the “lookout house” and the “watering place” at “Osnabruck Point”. Naturally, the author makes sure to mention that the French fort is “badly built & without guns”.

The first issue of the printed map, issued by Robert Sayer and John Bennett in 1778 as Plate 31 in ‘The Oriental Pilot’, is exceptionally rare, with institutional examples held only at the Biblioteca Nacional de España and National Library of Australia.



Harbour of Galle

141 [ANONYMOUS]

The harbour of Pt.a de Gale, on the West Coast of Ceylon.

Publication
London, Laurie and Whittle, 12th December 1798.

Description
Engraved chart.

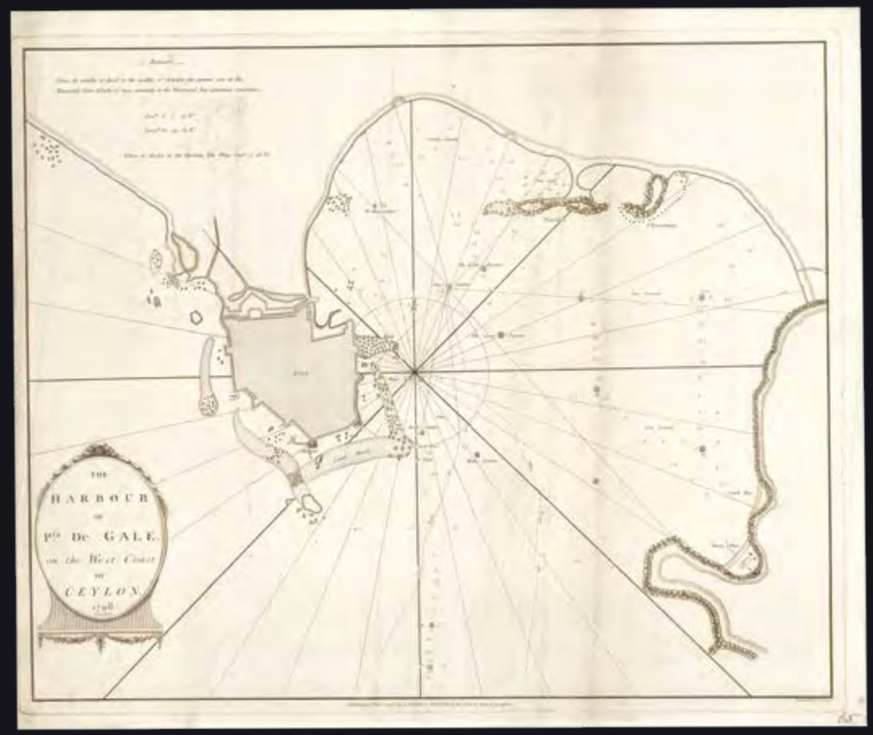
Dimensions
455 by 550mm (18 by 21.75 inches).

A chart of the Harbour of Galle in Sri Lanka, published by Laurie and Whittle in 1798.

The city had served as the island's most important port since antiquity, and was further developed during the sixteenth century by Portuguese explorers, and then under Dutch colonial rule. When, in 1796, the British won Sri Lanka ("Ceylon") from the Dutch, they adopted the fort at Galle as the administrative centre of the district.

This chart shows the fort ("city") on the natural promontory that forms the bay, with a "water place" and "sandy beach" identified on the opposite shore. The majority of the details, however, are hydrographic, with soundings, stations, obstacles and anchorages represented, as well as dashed lines showing "ships track in" and "ships track out".

A century later, marine traffic would be diverted to Colombo Harbour following the construction of breakwaters there by the British authorities. Nonetheless, Galle remained Sri Lanka's principle harbour for most of the nineteenth century.



The Coromandel Coast

142 [ANONYMOUS]

The coast of India between Callminera and Guadavery Points comprehending the Coast of Coromandel with part of the coast of the Five Circars.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink over engraved latitude scale and rhumb lines, "Coast of Coromandel" inscribed to verso.

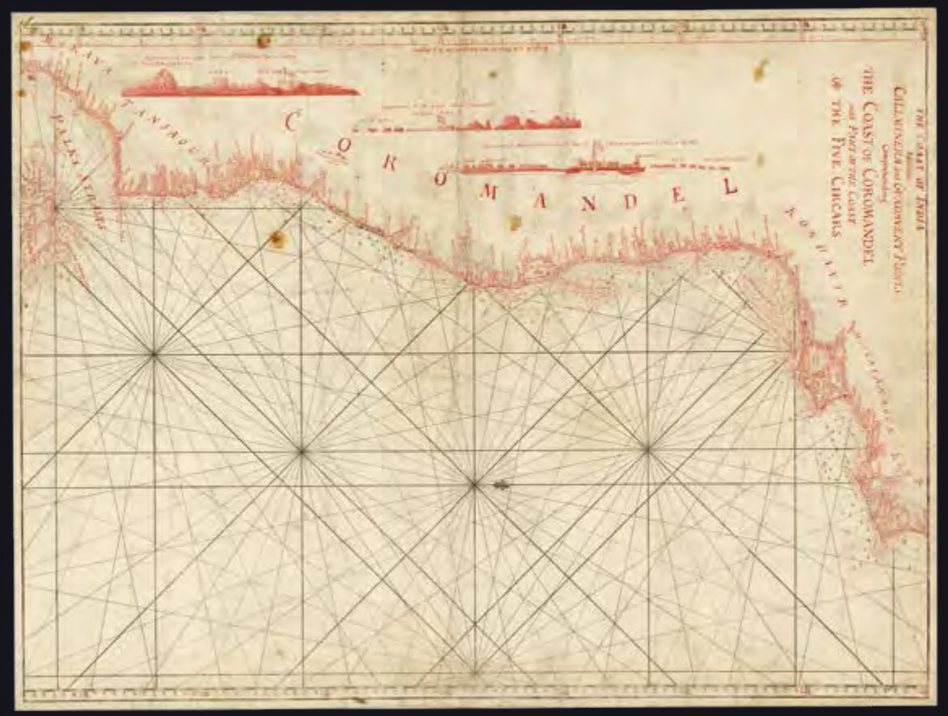
Dimensions
460 by 615mm (18 by 24.25 inches).

A manuscript chart of the southeastern coast of India, known as the Coromandel Coast, over which the European colonial powers were in constant competition throughout the seventeenth and eighteenth centuries.

The coast was home to Portuguese, Dutch, French, British, and Danish settlements, with the British ultimately gaining control of the region in the eighteenth century. The area shown on this chart would later be officially designated the Godovari District of the Madras Province, governed from Fort St. George. The French, who briefly took the capital from 1746 to 1749, retained Pondicherry ("Pondichery to the French") and Karaikal ("Karikal to the French") until 1954. The town of Nagapattinam is identified on the chart as "Negapatnam to the Dutch", but just three years later it would be conquered by the EIC.

Recent colonial developments are reflected on the chart, which includes the five Circars, a 30,000 square metre stretch of coastline, which the Mughal emperor had granted Lord Robert Clive in 1764. Palk Strait, the stretch of water between India and northern Sri Lanka, is identified, named after Robert Palk, Governor of Madras from 1755 to 1763. In the surrounding waters, depth soundings and obstacles are given, against the background of printed rhumb lines and latitude scale, which has been amended by hand. On the left-hand side three views show the appearance "of the land between St. Thome and Fort St. George", "about paliacata" and "of Masulipatnam from the bay".

The first printed edition of the chart, identical to this manuscript, was included in Sayer and Bennett's 1778 'Oriental Pilot'. A revised version was published by Sayer in 1789, and then by Laurie and Whittle in 1794, and was included in their 1797 'East-India Pilot, or Oriental Navigator'.



The Coromandel Coast, updated

143 [ANONYMOUS]

The coast of India between Calymere and Gordeware Points, including the coast of Coromandel, with part of the coast of Golconda.

Publication
London, Robert Sayer, 1st October 1786.

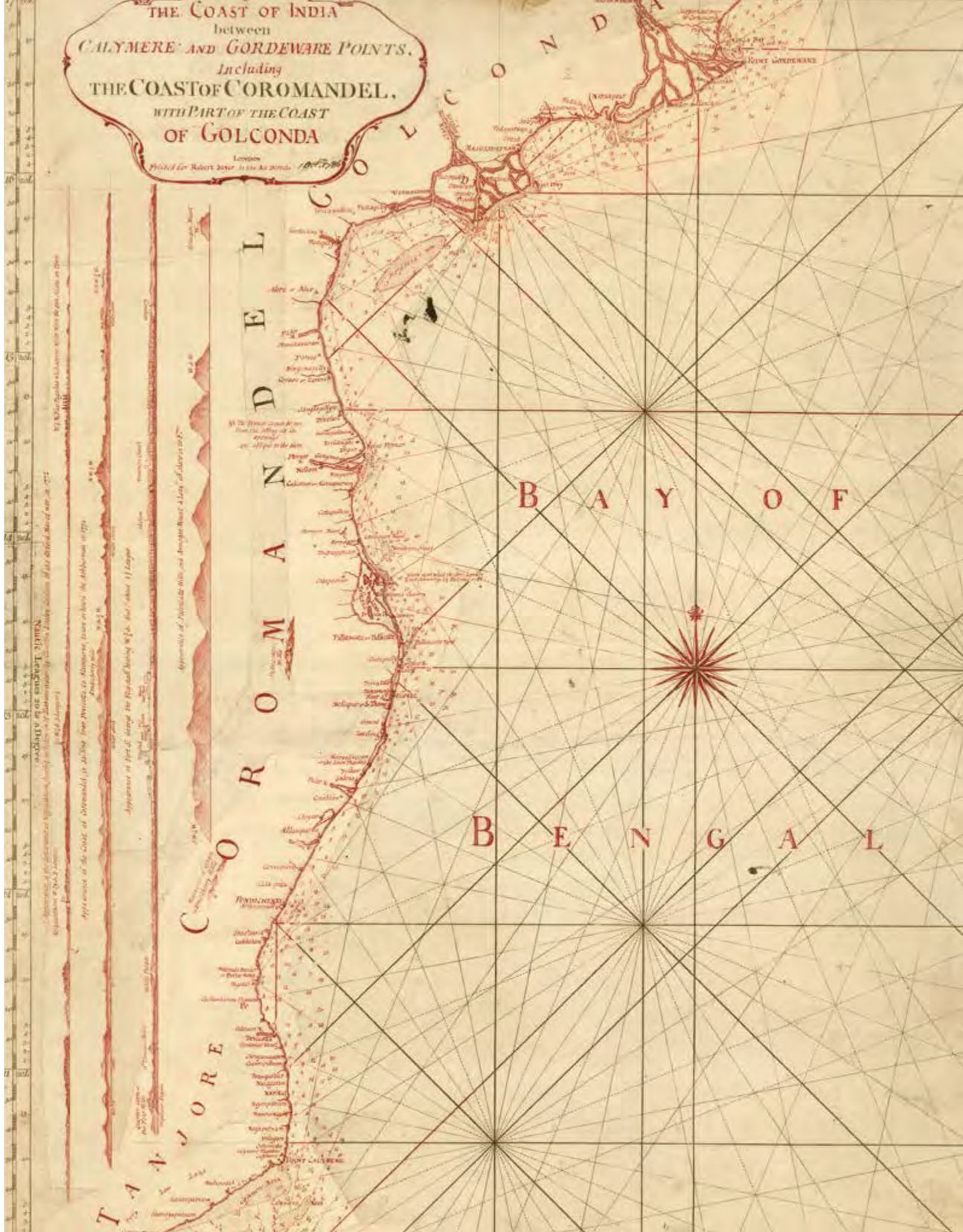
Description
Engraved chart with manuscript annotations in red ink, with extensive insets, "Coast of Coromandel" inscribed to verso.

Dimensions
610 by 460mm (24 by 18 inches).

A printed chart of the Coromandel Coast, first published by Sayer and Bennett in 1778 (item 142), here updated by hand in preparation for publication by Sayer in 1786.

The title has been changed and is now housed in a cartouche, and the views of the land from the sea have been extended and one added. The whole coast has been redrawn on insets, with the names and locations of settlements heavily revised and additional maritime obstacles identified. Palk's Strait between India and Sri Lanka has been populated with soundings.

The printed chart, re-engraved and updated with the manuscript revisions, appeared in Sayer's 'Oriental navigator' of 1789, and was later republished by Laurie and Whittle in 1794.



An update without an imprint

144 [ANONYMOUS]

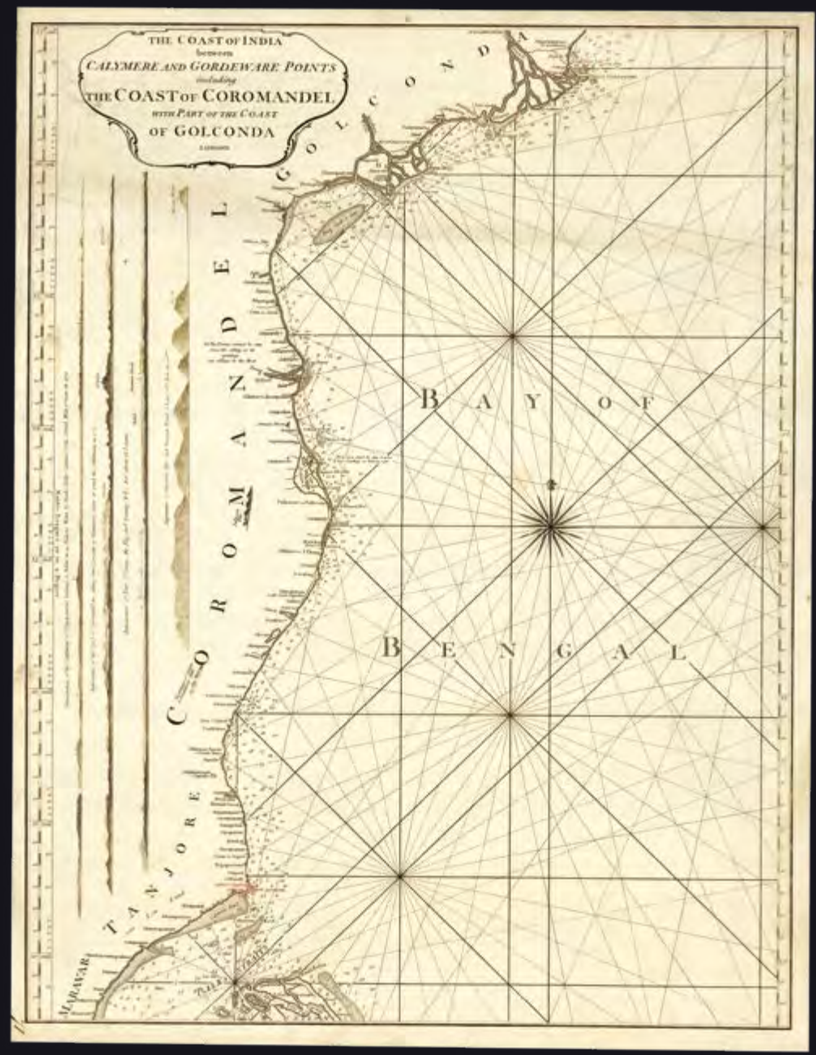
The coast of India between Calymere and Gordeware Points, including the coast of Coromandel, with part of the coast of Golconda.

Publication
London, [1794].

Description
Engraved chart with manuscript annotation in red ink, “Hooghly River” inscribed to verso.

Dimensions
600 by 460mm (23.5 by 18 inches).

An early state of the chart of the Coromandel Coast, updated with the manuscript changes made to the 1778 edition (item 143). This example lacks an imprint, which would be added to the final version published by Laurie and Whittle in 1794.



“Coringa Bay and River are capable of being made of infinite service to the King’s, Company’s, and Country ships”

145 LESLEY, Captain Charles

A plan of Coringa Bay on the coast of Golconda with the soundings laid down as taken on every point of the compass, by a coat from the center, being the place of the ship (the Orford man of way) Design’d and Executed by Cap.tn Charles Lesley.

Publication
[London], 1774.

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, “Coringa Bay” inscribed to verso.

Dimensions
725 by 515mm (28.5 by 20.25 inches).

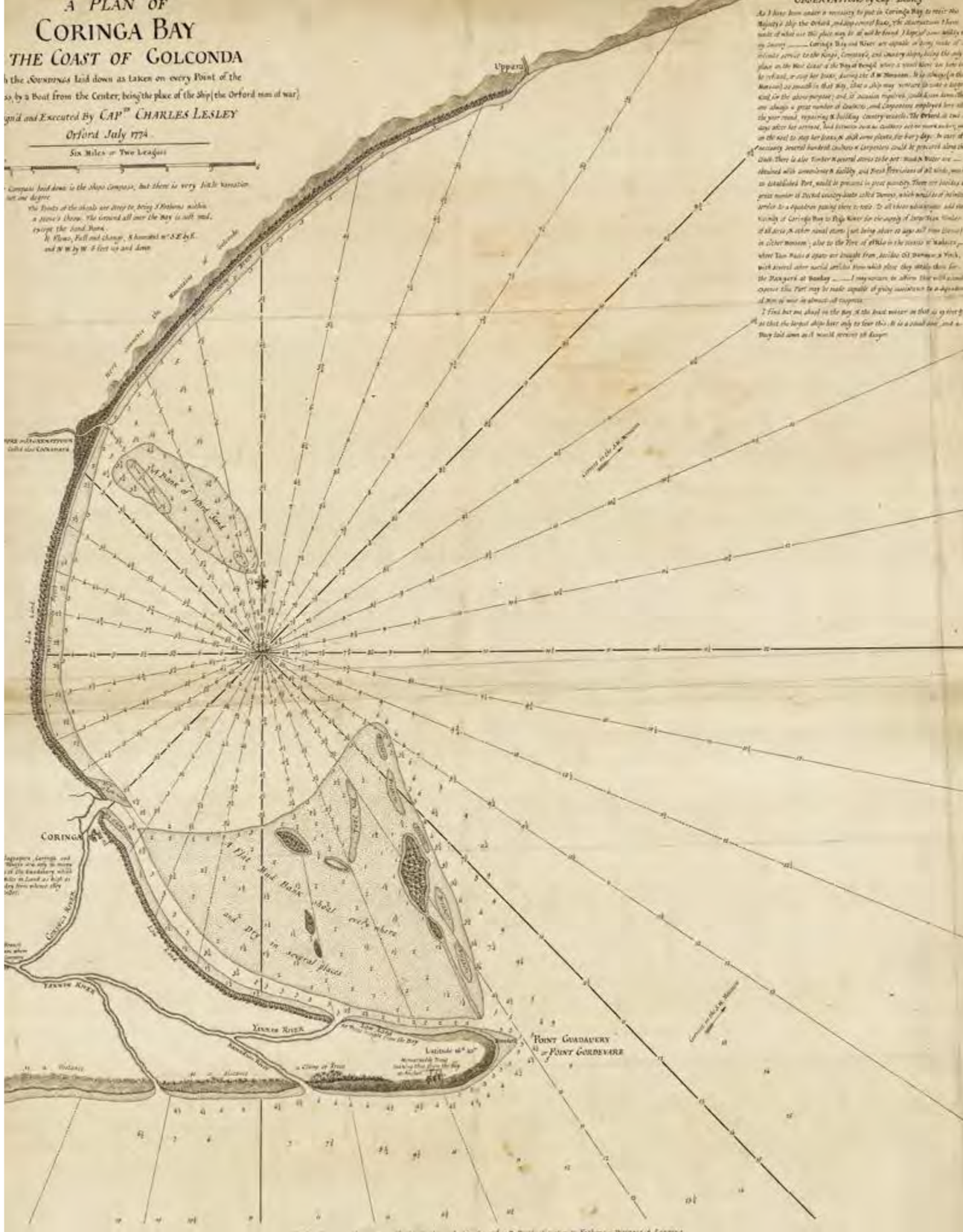
A manuscript chart showing Coringa Bay, today Korangi, at the centre of India’s long eastern coastline.

The chart extends from Uppada (“Uppara”) down the coast to the mouth of the Godavari (“Point Guadauery or Point Gordevare”), India’s second longest river. Within the bay, soundings are given and features such as sandbanks, breakers, and mud banks are identified. On the land appear two villages, mountains, and “remarkable trees” discussed further in a note at the bottom of the sheet. Besides this there are two views showings the “appearance of Point Gordevare by Captain Charles Lesley”.

The HMS ‘Orford’ sailed to the East Indies in March 1771 under the command of Sir John Strachan, who was replaced in command by Captain Lesley in October of the following year. Under Lesley, the ship sailed for three years before returning to Britain in 1775, where he died soon after.

In the “Observations” made by Lesley on this chart, he explains that “I have been under a necessity to put in Coringa Bay to refit His Majesty’s Ship the Orford, and stop several leaks”. He goes on to advise that “Coringa Bay and River are capable of being made of infinite service to the King’s, Company’s, and Country ships, being the only place on the west coast of the Bay of Bengal where a vessel above 200 tons can be refitted, or stop her leaks, during the S.W. Monsoon”.

The first printed edition of the chart was published by Laurie & Whittle in 1798 under the title ‘An Eye Sketch of Coringa Bay on the Coast of Golconda’, retaining all of Captain’s Lesley’s geographical information and notes.



Finding Hope (Island)

146 LESLEY, Captain Charles

An Eye Sketch of Coringa Bay on the Coast of Golconda, with the soundings laid down as taken on every point of the compass, by a boat from the center, being the place of the ship (the Orford man of war) designed and executed by Capt.n Charles Lesley.

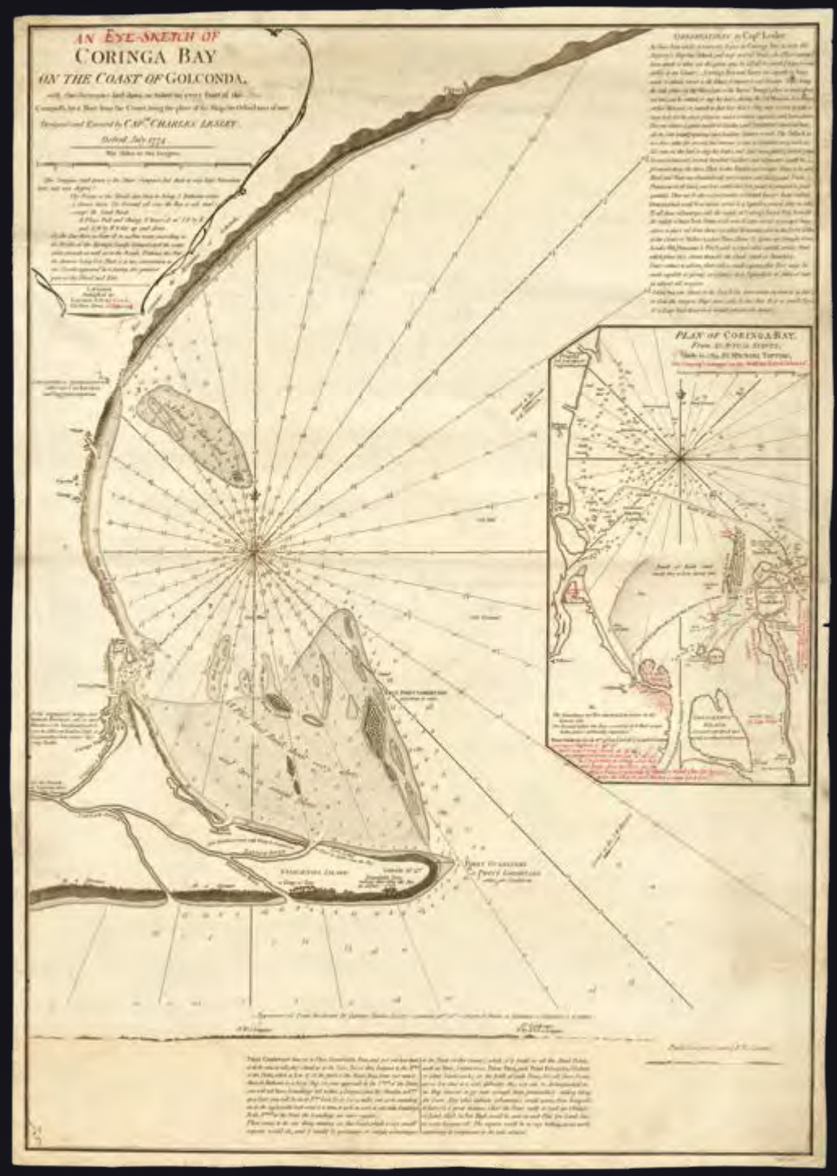
Publication
London, Laurie and Whittle, 12th August 1798.

Description
Engraved chart with manuscript inscriptions in red ink, pencil annotation to verso.

Dimensions
715 by 495mm (28.25 by 19.5 inches).

An early, pre-publication state of Laurie and Whittle's 1798 printed chart of Coringa Bay (item 145).

Red-ink annotations across the chart show where the makers wanted last minute edits to be made before the final version of the chart would be printed. A title cartouche has been added and the title itself changed from 'A Plan of Coringa Bay...' to 'An Eye-Sketch of Coringa Bay...'. Some new topographical details have been added to the coast, and "Hope Island", formed in the late-eighteenth century from the sediment carried by the Godavari, now appears. Most significantly, a large inset has been added on the right showing a 'Plan of Corgina Bay from an actual survey made in 1789 by Michael Topping, the Company's surveyor on the Madras Establishment'.



The Northern Circars

147 [ANONYMOUS]

A geohydrographic draught of the Northern Circars or maritime provinces on the coasts of Golconda and Orissa from all the original surveys extant of those parts.

Publication
London, [c.1790].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, "Northern Circars" inscribed to verso in black ink, minor soiling.

Dimensions
565 by 815mm (22.25 by 32 inches).

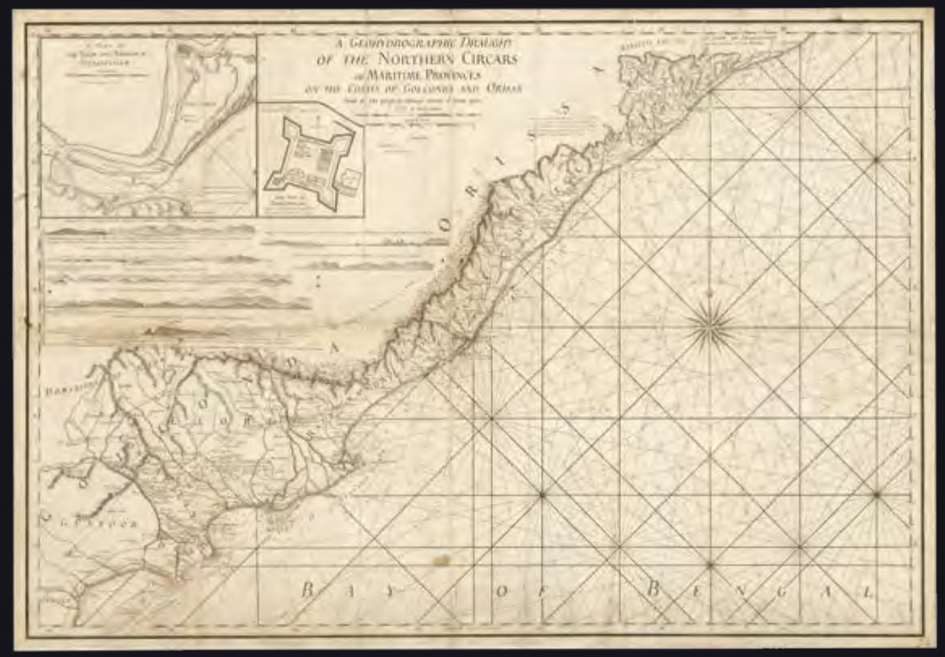
A fair copy manuscript chart, ready for engraving, showing the Northern Circars, an important stretch of land along the coast of the Bay of Bengal.

Circar, the English spelling of the Mughal 'sarkar', refers to an administrative district of an Indian state, a term and system in place since the early-sixteenth century. The Northern Circars was a division of the Madras Presidency in British India, gained gradually from 1758 to 1823, which consisted of the northernmost and most important circars of the Presidency, totalling an area of 30,000 square miles. In 1765, Mughal Emperor Shah Alam II had granted these circars to Lord Robert Clive, also known as Clive of India, and three years later , at the Treaty of Masulipatnam, they were ceded to the British East India Company.

The chart shows the Northern Circars, outlined in red ink, from Chicacole in the north down to Guntur ("Guntoor", now Murtuzanagar) further south. Lakes, routes, roads, rivers, settlements, and relief are all represented, and in the coastal waters soundings are provided. The title states that this information was gleaned from "all original surveys extant of those parts", and a further note in red ink attributes those around Guntur to the surveying efforts of the 'Neptune', which made four voyages for the EIC in the 1780s.

Views of the land, as seen from the sea, are given in the upper left-hand corner of the chart, beneath two insets showing 'A plan of the town and harbour of Vizagapatnam' and 'The fort of Bimilipatnam'. The former town would be won by the Company in 1802, and made the fort their main trading base on the east coast.

The first printed edition of chart would be published by Laurie and Whittle in 1794, under the same title.



From Gordeware to the Ganges

148 [ANONYMOUS]

The coast of India, from Point Gordeware to the Ganges comprehending part of the coast of Golconda, the coasts of Orissa and Bengal with the mouth of the Hughly River.

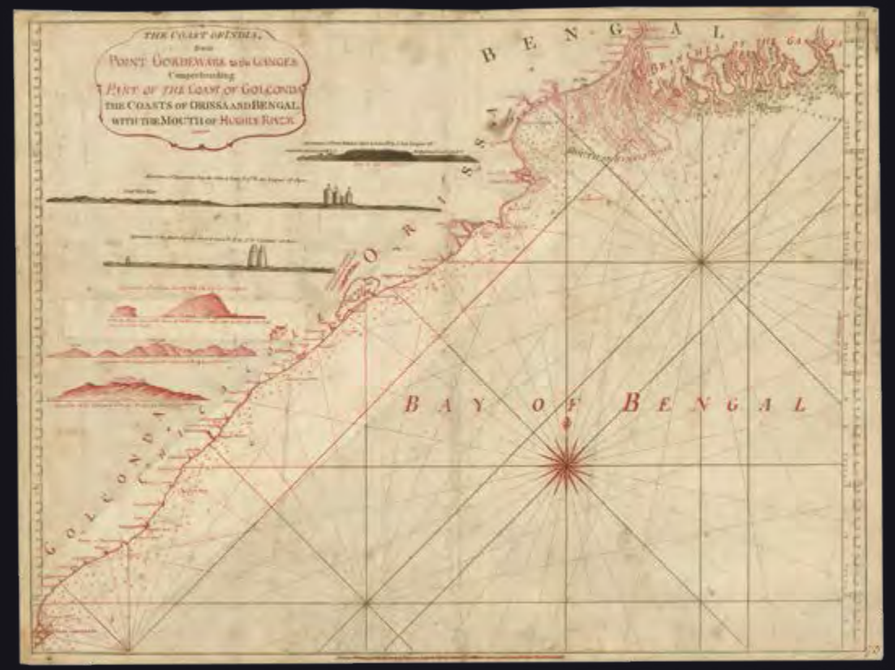
Publication
London, Sayer and Bennett, April 1778.

Description
Engraved chart with extensive manuscript annotation in red ink, with two inset corrections, "Gordeware to the Ganges" inscribed to the verso.

Dimensions
465 by 615mm (18.25 by 24.25 inches).

A printed chart of the Bay of Bengal, from the mouth of the Ganges in the Hooghly River down to Coringa Bay, originally published by Sayer and Bennett in 1778 and here much amended in preparation for a later edition.

The title has been slightly changed, and is now housed in a cartouche. Three of the original views of the land have been retained and three new ones added. Almost the whole coastline has been redrawn, with soundings and topography updated, and details about maritime obstacles such as sand-banks improved according to recent hydrographic activity in the area, especially around the Hooghly River, which was of great importance to the British in providing access to Calcutta.



The braces of the Bay of Bengal

149 [ANONYMOUS]

A chart of the braces at the entrance of the Ganges or River of Hughly with the course of that river up to the town of Hughly.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink, two short manuscript notes in red ink, "The Braces" inscribed to verso, minor soiling and loss to margin.

Dimensions
620 by 465mm (24.5 by 18.25 inches).

A manuscript map of the mouth of the Ganges into the Bay of Bengal, as part of the Hooghly, the westernmost distributary of India's largest river.

The map is heavily based on Jean-Baptiste Bourguignon D'Anville's 'Entrée du Gange', which had been published in 1752. The same sand backs, offshoots, islands, and settlements are shown, with additional soundings included in the waters of both the river and the shallows of the bay. Mountains and some British possessions have been added. An overland route is shown, connecting the "town and fort [of] Hughly" (now Hughli-Chuchura) down to the town of "Culpee" (Kulpi), where the Hooghly River opens up into the small delta that empties into the Bay of Bengal.

There are no tracks of any voyages, but a manuscript note in red marks where the Duke of Albany was lost on the 26th July 1772, a date repeated in the lower margin. The EIC ship was run aground in the sand back of "the old passage out", that is, the stream that runs to the east of Sagar Island, here "Isle Sagor" as the maker seems to have forgotten to translate D'Anville's French!

The first printed version of the chart appeared in Sayer and Bennett's 'Oriental Navigator' of 1778 under the same title, with the addition of "improved from Mr. D'Anville's chart of the mouth and course of the Ganges".

A Hooghly updated chart

150 [ANONYMOUS]

A new chart of the braces and sea reefs at the entrance of the Hoogly River, with the course of that river up to the town of Hoogly.

Publication
[London, c.1783].

Description
Engraved chart with extensive manuscript annotations in red ink, with imprint excised and numerous pasted overslips, with "Drawing of Hoogly River" inscribed to verso.

Dimensions
610 by 460mm (24 by 18 inches).

The map published in 1778 as 'A chart of the braces at the entrance of the Ganges or River of Hughly' has been amended and modified for re-publication in 1786 as 'A new chart of the braces and sea reefs at the entrance of the Hoogly River'. The maker has made numerous changes to the upper part of the river and its opening on pasted overslips. The route between "Hoogly" and "Culpee" no longer appears and many toponyms have been changed: omitted, added, or with adapted spellings. Lacam's failed dream of New Harbour (see item 153) appears just north of Rogue's Island, now named "Clive's Island", as found on the surveys associated with the project and subsequent legal case. "Channel Creek" is alternatively identified as "Lacam's Channel". The sandbanks at the entrance of the Hooghly River have also been redrawn, and soundings have been updated.

The title has been in part erased and rewritten, the imprint excised, and the whole thing housed in a simple but ornate cartouche. Beneath this are "Remarks on the Bore by Major James Rennel F.R.S", which describe the swift influx of the water into the straits that can occur, and upon which boats should "immediately quit the shore and make for safety to the middle of the river". This chart was fully re-engraved for printing, and published in 1786 by Robert Sayer under the same title.

Brace yourself

151 [ANONYMOUS]

A new chart of the braces and sea reefs at the entrance of the Hoogly River, with the course of that river up to the town of Hoogly.

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Publication
London, Rob[er]t Sayer, 1st October 1786.

Description
Engraved chart.

Dimensions
600 by 460mm (23.5 by 18 inches).

The stretch of the Ganges from the eponymous town of "Hoogly" down to its entrance into the Bay of Bengal is here presented as a printed chart. Engraver George Wigzell prepared a completely new plate for the chart, adopting all of the manuscript changes added to Sayer's first map of the area.

We have been unable to find any other examples of the 1786 chart published by Sayer, either held by institutions or on the market; examples of the 1794 version published by Laurie and Whittle are available.

“at X a buoy in wanting”

152 RITCHIE, J[ohn]

A plan of the entrance of the Hoogly River particularly distinguishing the New Channels and the position of the buoys.

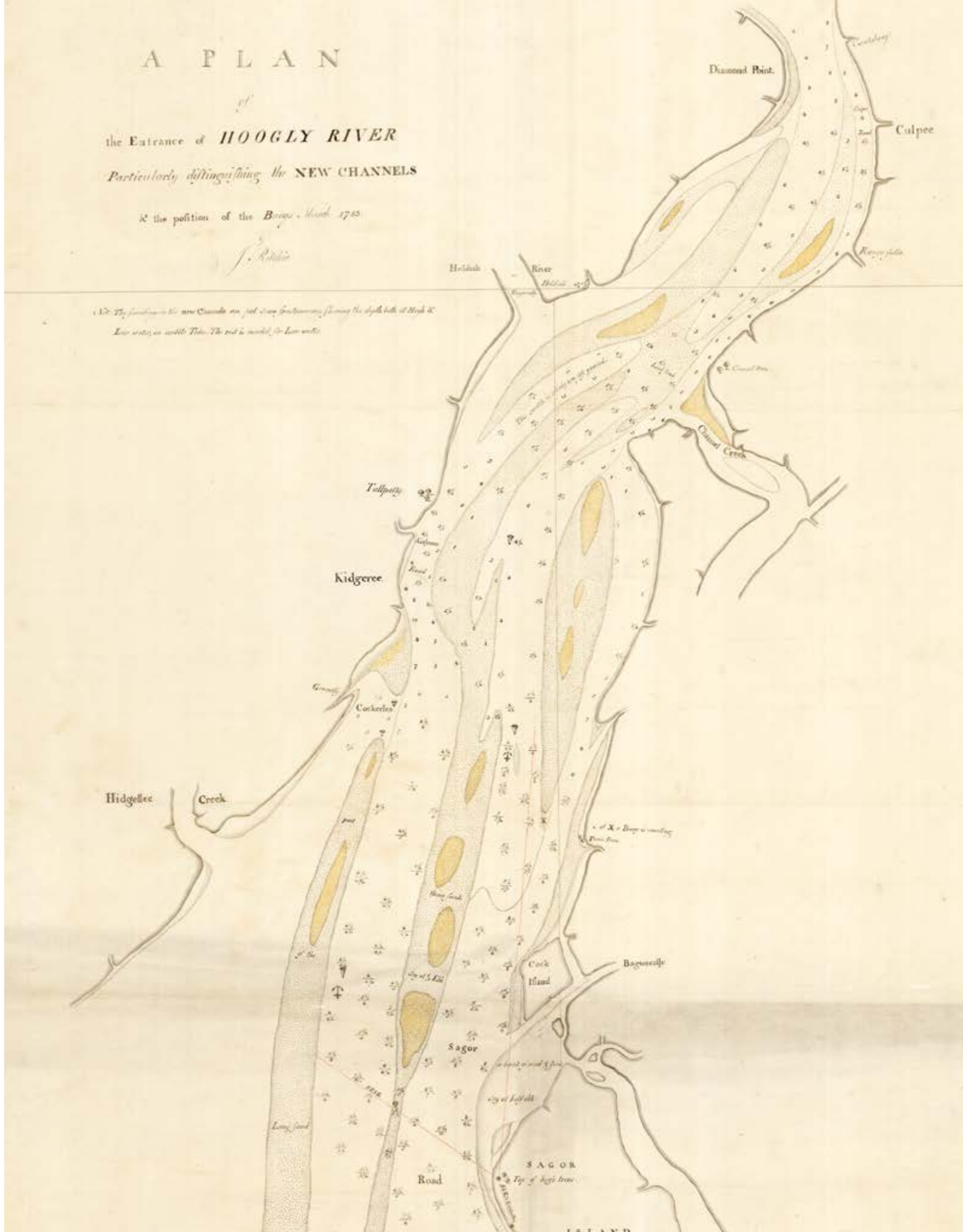
Publication
March, 1783.

Description
Manuscript chart, pencil, red ink and yellow wash on tracing paper.

Dimensions
1420 by 760mm (56 by 30 inches).

A fair copy of EIC hydrographer, John Ritchie’s survey of the entrance of the Hooghly River.

Precise soundings are given in the Eastern Channel, which is described as “all fine anchoring ground”, with small anchor symbols identifying the choicest options. Buoys are also represented in the river, although Ritchie warns that “at X a buoy in wanting”. The condition of the river bed is also described variously as “entirely new soft ground”, “hard sand”, and “fair sand mist with Ore of Iron”. Branching off from the main channel is Channel Creek, the site of Benjamin Lacam’s failed efforts to establish New Harbour.



Lacam's dream of New Harbour

153 [LACAM, Benjamin; and John RITCHIE]

Channel Creek.

Publication
[London, c.1783].

Description
Original working manuscript chart on two sheets, pen and black and red ink on paper, "Channel Creek" inscribed to title cartouche, with extensive insets, some minor damage and loss.

Dimensions
Each sheet 530 by 735mm (20.75 by 29 inches).

A magnificent manuscript chart of the Hooghly River drawn by Benjamin Lacam, whose dreams of a "New Harbour" on Channel Creek led to a court case that lasted almost three decades.

In 1760, draughtsman Lacam arrived in Calcutta and eventually found himself in the South Twenty Four Parganas region, famed for its fertile soils, nourished by the silt of the Ganga-Brahmaputra river system. For centuries this land had been reclaimed for cultivation through the clearing of mangrove forests, and the East India Company was keen to continue this work. The shipping trade in the Bengal Delta was expanding, and relied heavily on the anchorage at Kedgeree, which was slowly but surely silting up. Merchants were therefore looking for an alternative, and so when Lacam claimed to have found a "naturally forming harbour" in the tidal waters east of the "Baratulla River", an offshoot of the Hooghly River also known as the Eastern Channel, the EIC granted him the right to develop the land

26 miles inland from the Bay of Bengal, "New Harbour" would be the closest harbour to Calcutta. Lacam funded the development himself, trusting that he would be reimbursed once boats and ships began docking in New Harbour and paying the associated tolls. In 1776, however, just two months before the construction was due to be completed, the EIC withdrew the land-grant, claiming that Lacam's reports about the navigability of the water were unreliable. Financially ruined, Lacam filed a lawsuit in the Mayor's Court at Calcutta, setting up a legal case that was not resolved for three decades. Despite the Company conceding in 1809 to raise Lacam's pension from £600 to £1000, his dream of New Harbour was never realized.

The present chart was drawn by Lacam, making use of the work of EIC hydrographer John Ritchie, who surveyed the area in 1781 and 1783. It focuses on the stretch of the Hooghly near the river's end, where it empties into the Bay of Bengal. New Harbour appears on the eastern bank of "Channel Creek" (also known as Baratulla or, as he suggests here "Lacam's Channel or New Entrance") with its docks, garden, and creek all pictorially represented. It is opposite the northern point of what is now Sagar Island ("Sauger or Sagor Island"), but which at this point was a collection of smaller islands, the northernmost of which Lacam labels "Clive's Island", a toponym which appears to have originated on his surveys. On Sagor details such as a "top of high trees which are very remarkable", a "tank of fresh water" and "square buildings resorted to be the Gentoos", are shown.

In the upper right-hand corner of the first sheet, a circular cartouche has been left blank, ready for the engraver to fill in with the chart's title.

Channel Creek

154 LACAM, Benjamin; and John RITCHIE

A chart of Channel Creek, from George's Point to the sea, survey'd by Benjamin Lacam at different periods between the years 1770 and 1780; including the Middle and Eastern Channels of the Hoogly River and the crossing track which is now universally followed, survey'd by John Ritchie marine surveyor to the Hon[oura]ble the East India Company, in 1781 and 1783; with several additions and improvements by Benjamin Lacam.

Publication
London, Laurie and Whittle, 1794, corrected to August 1808.

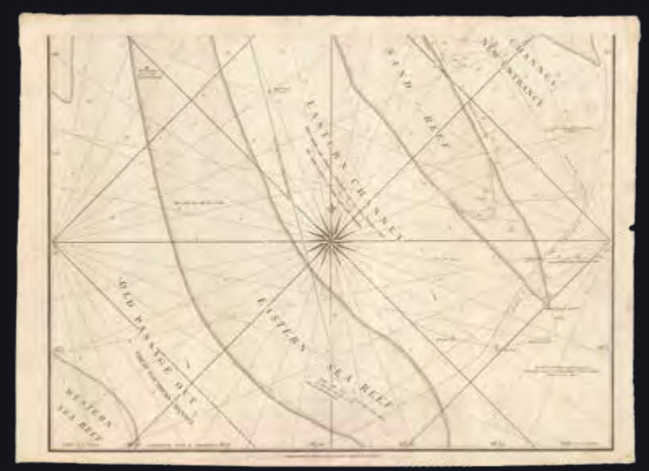
Description
Engraved chart on three sheets, with minor manuscript amendments in pencil and red ink.

Dimensions
Each sheet 535 by 720mm (21 by 28.25 inches).

The third printed edition of Lacam's map of Channel Creek, first published by Laurie and Whittle in 1794 and here updated to 1808, with a further manuscript note identifying a wreck from 1809.

The tracks of the 1807 and 1808 surveying expeditions of the HMS 'Sceptre' have been added to the chart (item 153), "obligingly communicated" by Alex Lumsdale, master of the ship. The tracks of the Charlton East Indiaman, from 1801, are also shown, accompanied by a note, and labelled illustrations show where other ships were wrecked in the area.

The chart has also been updated in manuscript in several places. On the upper sheet, the letter "A" marks where the wreck of the 'Asia' occurred in 1809, despite "fine weather". The central sheet shows the anchorage of the HMS 'Psyche' in 1805 and the term "mizen" added to a shoal. On the lower sheet two soundings have been corrected, the anchorage of the HMS 'St. Fiorenzo' in 1805 added, and the description of the Eastern Channel as the route "by which all ships navigate out of the Ganges and all the large ships enter at all seasons" crossed out, with the note "to be taken out". In fact, a new "course which a ship may safely take in a gale at West and obtain good anchorage under King's Island" has been drawn in to the east.



A closer look at New Harbour

155 [LACAM, Benjamin]

New Harbour Bengal.

Publication
[London, c.1784].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, with extensive insets, "Lacam's - New Harbour" inscribed to verso.

Dimensions
720 by 510mm (28.25 by 20 inches).

A manuscript large-scale chart showing the New Harbour project headed by Benjamin Lacam in the 1770s and 1780s.

Lacam's New Harbour (item 153) is presented in great detail, with magazines, dockyards, carpenters, granaries, and a "bake house" shown along the banks of "Corelier Creek", the waters of which are populated by seven illustrated ships. There is also a "tank of fresh water" surrounded by a "garden", as well as a "park for deer and cattle" and a hospital.

A key above the plan of the harbour explains the colours used to represent the boundaries of New Harbour (green), brick buildings (red) and thatched wooden bungalows (yellow). Beneath, "observations" reference six separate hydrographical surveys of the area which were undertaken between 1775 and 1777. Despite the great hydrographical efforts Lacam went to, in order to prove the validity and promise of his project, the EIC ultimately withdrew funding and his dream of New Harbour was never realized.

This example is the office fair copy, ready to be engraved, although the title cartouche still awaits a full title and publisher's imprint.

The incredible hulk and battery

156 [LACAM, Benjamin]

To His most excellent Majesty George the Third; this plan of New Harbour in Bengal, with the intended docks marine yard &c. for the accommodation of the British, & of the ships in the service of the East India Company, is, with permission, most humbly dedicated by His Majesty's dutiful and devoted subject and servant, Benjamin Lacam.

Publication
London, Laurie and Whittle, 12th May 1794, corrected to May 1803.

Description
Engraved chart.

Dimensions
710 by 505mm (28 by 20 inches).

The printed second edition of Lacam's large-scale plan of New Harbour (item 155), with updates to 1803.

No new features have been added to the harbour itself, but in its waters there is now a "hulk and battery". This refers to a decommissioned ship armed with artillery that provided the port with reliable defence. The sandbank previously drawn just north of the harbour has been removed and hydronyms given to identify the various creeks on "Clive's Island".

157 [LACAM, Benjamin; and John RITCHIE]

Lacam's Original Drawings of New Harbour & Bengal.

Publication
[London, c.1794].

Description
Original working manuscript chart on two sheets, pen and black and red ink, with square inset correction to lower sheet, on paper, "Lacam's original drawings of New Harbour and Bengal" inscribed to verso, some minor loss.

Dimensions
Each sheet 540 by 725mm (21.25 by 28.5 inches).

A magnificent manuscript chart of the Hooghly River drawn by Benjamin Lacam.

The chart extends from the town of "Hoogly or Hughly" down to the Bay of Bengal, with New Harbour on the eastern bank of "Channel Creek or Baratulla River". On the upper sheet an inset shows the stretch of the Hooghly that passes Calcutta. "Fort William" dominates the city, but there are also smaller sites such as "the Armenian Church" and "the Bankhall" shown.

In the water are soundings, arrows, and shoals, while on the land settlements and specific buildings are identified. Soundings are a combination of those claimed by Lacam, those recorded by Commissioners in 1788 to review the reliability of his data, and those of EIC hydrographer John Ritchie. Navigational obstacles are identified with great precision, and wrecks including those of the 'Caledonia', lost in 1775, the 'Verelst', lost in 1776 and the 'Snow Vizagapatnam', lost in 1777, are illustrated on the treacherous reefs.

The map would first be published in print by Laurie and Whittle in 1794.

The Hooghly River, updated to 1808

158 LACAM, Benjamin; and John RITCHIE

A chart of the mouths of the Hoogly River, and of the roads of Balasore and Piply, from Point Palmiras to Lacam's Channel, with the course of that river up to the town of Hoogly from the surveys of John Ritchie, marine surveyor to the Hon[oura]ble the East India Company, and those of Benjamin Lacam.

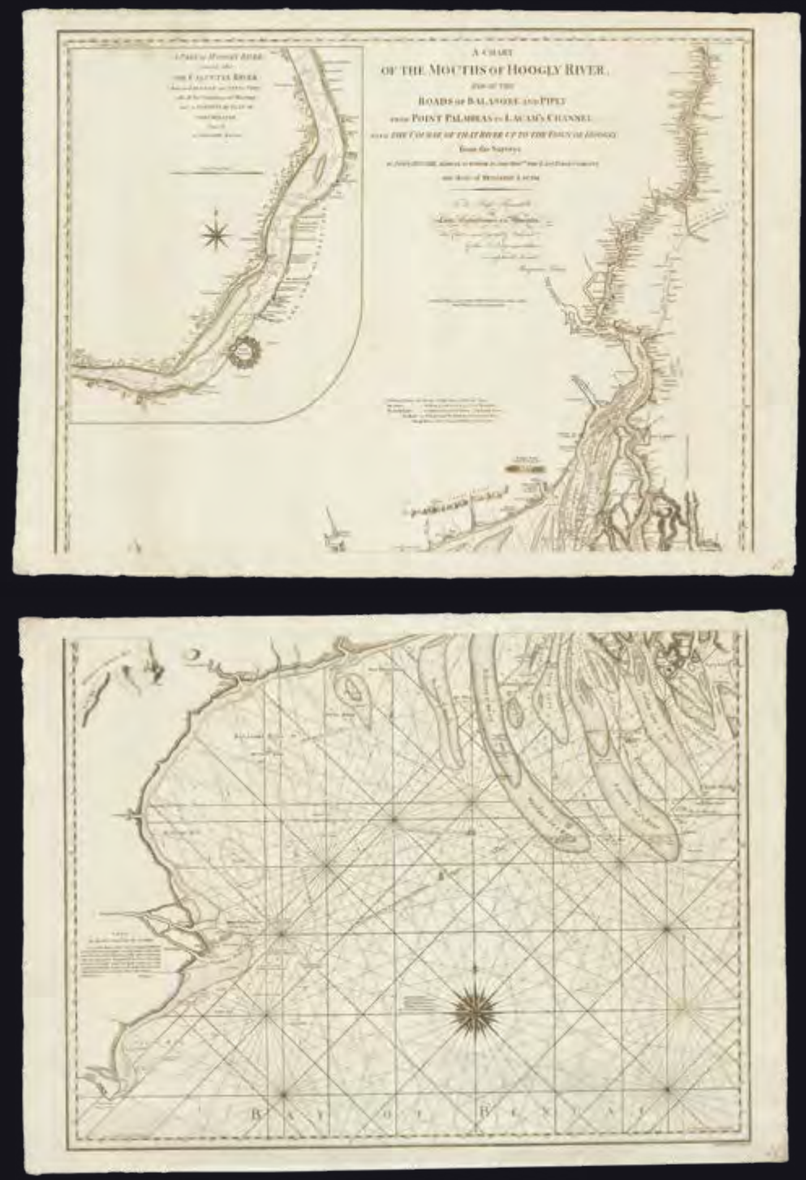
Publication
London, Laurie and Whittle, 1794, corrected to August 1808.

Description
One engraved chart on two sheets, with minor manuscript markings in pencil and red ink.

Dimensions
Each sheet 545 by 720mm (21.5 by 28.25 inches).

A detailed chart of the Hooghly River, the printed edition of Lacam's original survey.

Lacam's survey (item 157) had been engraved and printed in 1794 by Laurie and Whittle, and the present chart is the third edition, updated to 1808. A navigational note by Lacam is now found on the lower sheet. Titles have been added to both the main chart and the inset, as well as a key and a dedication from Lacam to "the Right Honourable, the Lords Commissioners of the Admiralty". Even by 1808, Lacam's legal battle was still not over; only the following year would it be resolved, with the EIC agreeing to increase Lacam's pension and grant £600 to his wife upon his death.



A quick update

159 [LACAM, Benjamin; and John RITCHIE]

Navigation through the Eastern Channel and Channel Creek with the Boat-track of Captain Cumberlege, in his survey of the depths of water between Sauger Sand and Light House Sand, together with the track of H.M.S. Sceptre of 74 Guns, Capt. Jos. Bingham, in the year 1807.

Publication
London, Rob[er]t Laurie and Ja[me]s Whittle, 14th August 1808.

Description
Engraved chart.

Dimensions
680 by 460mm (26.75 by 18 inches).

References
Bhattacharyya D., 'Empire and Ecology in the Bengal Delta: The Making of Calcutta', 2018, pp.45-76.

A single-sheet version of the chart of Channel Creek published by Laurie and Whittle in August 1808, now updated.

Though the one-sheet chart has fewer topographic details due to scale, there is a new, small inset showing "Lacam's track to cross sea-reefs, now finally adopted". Moreover, it has been updated from the manuscript annotations made to the three-sheet chart (item 154). The anchorages of HMS 'Psyche' and HMS 'St. Fiorenzo', and the new route through the Eastern Channel, which were added in red ink, are now part of the printed chart, demonstrating the swiftness with which the firm operated. The term "mizen", however, seems to have been forgotten once again, as it has again been inscribed in red.

160 [LACAM, Benjamin; Bartholomew PLAISTED; John RITCHIE; Captain George FARMER; and Captain Augustus SAVAGE]

Lacam's Bay of Bengal.

Publication
[London, c.1808].

Description
Original working manuscript chart, pen and black and red ink, with one inset correction, "Lacam's Bay of Bengal" inscribed to verso.

Dimensions
630 by 940mm (24.75 by 37 inches).

A manuscript chart, prepared for its third edition, spanning what are now three independent countries.

Drawing on the surveying work done in different regions by Benjamin Lacam (Hooghly River), John Ritchie (Bay of Bengal), Bartholomew Plaisted (Indian coast), George Farmer (Ramree Island and the coast of Bangladesh), and Augustus Savage (Indian coast), the chart extends from Cuttack ("Cattack or Kutteck") in the state of Odisha across the Bay of Bengal, encompassing the southern coast of Bangladesh, to the Rakhine coast of Myanmar to Ramree Island ("Broken Islands"). Lacam has again drawn on the hydrographic work of John Ritchie of the East India Company. Soundings, maritime obstacles, winds, tides, and topographical features on the land are given in great detail. The inner part of the Hooghly delta has been redrawn in red ink on an inset.

Ten buoys are identified by name via an alphabetical key. On the left-hand side of the cart four vertically-oriented views show the appearance of parts of the eastern shore from the water. In the upper centre, a table of astronomical observations list those made by sailors from 1761 to 1779, including those "deduced from the observations of the Capt.n Savage, and Mr Lacam in 1775". The upper right-hand corner of the chart contains an inset of "Chittigong River Surveyed by Bartho[lomew] Plaisted in 1761". The city of Chittigong, or Islamabad as it was known in the Mughal era, is situated along the banks of the the Karnaphuli River, a name it has held for centuries but which is not included on the chart.

161 LACAM, Benjamin; Bartholomew PLAISTED; John RITCHIE; Captain George FARMER; and Captain Augustus SAVAGE

A chart of the northern part of the Bay of Bengal, between Point Palmiras and the Aracan shore, from the surveys made by Bartholomew Plaisted and John Ritchie, surveyors to the Hon[oura]ble the East India Company, compared with those of Captain George Farmer, Captain Augustus Savage, and Benjamin Lacam: as also with the nautical observations of the Captain John Hicks.

Publication
London, Laurie and Whittle, 12th August 1808.

Description
Engraved chart on three joined sheets, with pencil annotations.

Dimensions
625 by 925mm (24.5 by 36.5 inches).

The printed third edition of the chart of the Bay of Bengal.

Despite incorporating all the information drawn on the manuscript chart (item 160), there are still edits to be made, as shown by annotations in pencil. These list three points: "1. XX taken out. 2. XX. 3. XX", with a line leading to the Eastern Channel in the Hooghly River, on the banks of which Benjamin Lacam had attempted to build a new harbour. The annotation is accompanied by the initial B and a swirled line, a mark which also appears on two other charts (item 158 and 154). Since both of those are also focused on the Hooghly River, it seems likely that the annotations were made by Benjamin Lacam himself.

Pegu

162 HAYTER, Captain [George]; [after] Jean-Baptiste D'APRÈS DE MANNEVILLETTE

A chart of the coast of Pegu with the adjacent coasts of Arakan and Tanasserim from a drawing communicated by Captain Hayter, with several additions from Mr d'Après de Mannevillette.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Coast of Pegu" inscribed to verso, minor soiling and loss.

Dimensions
815 by 590mm (32 by 23.25 inches).

A manuscript chart, ready to be engraved, showing Pegu, now Bago, in southern Burma, now Myanmar.

An independent kingdom from the thirteenth to sixteenth century, Pegu was conquered by the Portuguese and, despite attempts to restore its autonomy, was then taken over by the Bamar dynasty, from another Burmese ethnic group, and finally annexed by the British in 1852. The present chart shows Pegu at an interesting time: it was drawn by Captain George Hayter when he was serving as First Mate aboard the 'Worcester' East Indiaman from 1756 to 1757, the year in which the Bamar king, Alaungpaya captured the city of Pegu and established his reign there.

Naturally, the chart focuses more on navigation than politics. Soundings and obstacles appear around the coast and in the rivers, and there are notes about ground conditions, currents, and floods. There are three inset plans of the Arakan River further north, Perseen River, and the Sirian River, the latter of which would become a key point of conflict in the Anglo-Burmese Wars of the nineteenth century. In the lower left-hand corner of the map the northern point of Great Andaman Island appears, along with the Cocoas Islands.

The first printed edition of the chart is found in Sayer and Bennett's 'Oriental Pilot'.

Hayter's gonna Hayt

163 CHARLES Capt [George] Hayter

A chart of the coast of Pegu with the adjacent coasts of Arakan and Tanasserim from a drawing communicated by Captain Hayter, with several additions & improvements from the Neptune-Oriental, Capt. John Ritchie, Capt. Charles Newland, and others.

Publication
London, Laurie and Whittle, 12th September 1798.

Description
Engraved chart.

Dimensions
805 by 580mm (31.75 by 22.75 inches).

A later edition of Captain George Hayter's chart of Pegu (item 162), published by Laurie and Whittle in 1798.

Three new views of potentially perilous islands are drawn vertically beside the inset plans, to which has also been added a 'Plan of Martaban River', which would be captured by the British in the First Anglo-Burmese War of 1824-1826, and officially annexed as part of British Lower Burma in 1852. New soundings have been added along the coast of Arakan, now the Rakhine State of Myanmar.

Andaman and Nicobar Islands

164 [DODWELL, Captain]

A chart of Andaman and Nicobar Islands with the adjacent islands in the Bay of Bengal from a drawing communicated.

Publication
[London, c.1778].

Description
Original working manuscript chart on 2 joined sheets, pen and black ink, with additional strip pasted, on paper.

Dimensions
355 by 735mm (14 by 29 inches).

A manuscript chart showing the Andaman and Nicobar Islands, with a later pasted slip.

The chart would be published in 1778 by Sayer and Bennett under the same title but with the name of the maker supplied: Mr. Dodwell. This may have been George Dodwell, Captain of the 'Patty', who led a number of expeditions in southeast Asia. Oriented to the east, the chart shows the two main clusters of islands: the northern Andaman and the southern Nicobar. Soundings and maritime obstacles are scarce, but the maker has identified "Sombrero Channel [as] very safe and clear" while Great Andaman's "Inner Channel [is] exceedingly dangerous".

The anchorage and part of the track of the 1763 voyage of the 'Boscawen' are identified, as well as that of "the Pondicherry French East Indiaman". There is also a pasted sheet which shows the islands on a smaller scale, and appears to have been cut from a later manuscript chart. It is not clear why this slip would have been pasted on to an earlier preparatory state of a chart.

165 HUNT, Captain Phineas; Captain MACKAY; [and] Captain John RITCHIE

A new chart of the Andaman and Nicobar Islands, with the adjacent islands from the draughts and observations of Capt[ain] Phineas Hunt, Capt[ain] Mackay, Capt[ain] John Ritchie and other navigators.

Publication
London, Sayer and Bennett, 14th August 1783 [amended to 1784].

Description
Engraved chart on two joined sheets, with manuscript annotations in red ink, "Andaman & Nicobar Islands" inscribed to verso.

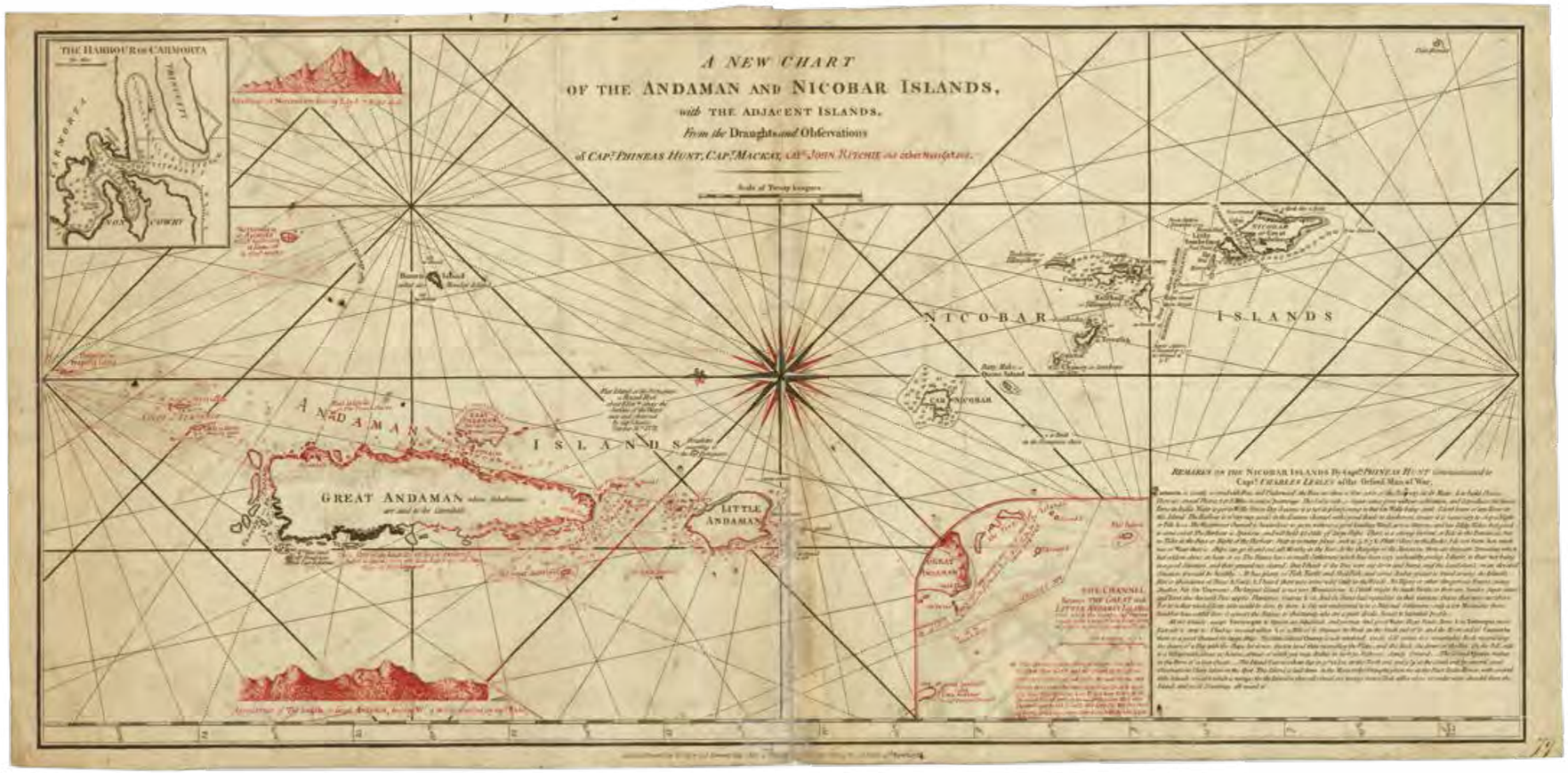
Dimensions
355 by 730mm (14 by 28.75 inches).

The 1783 printed edition of Sayer and Bennett's chart of the Andaman and Nicobar Islands had already been heavily amended from the 1778 edition, and has here been edited even further by hand, ready to be republished with updates the following year.

The various islands of the two chains appear with greater detail and precision, and many of their coastlines have been redrawn to make additional corrections, particularly those of Great Adaman and the Cocos Islands. East Andaman has been added, with the water separating it from the larger island named "Diligent's Straits".

The channel between Great and Little Andaman has been labelled "Duncan's Passage" and a new inset shows "the channel between the Great and Little Andaman Islands through which the Ganges, Capt. Duncan, passed in his voyage to and return from Manilla in August 1759 and January 1760".

Numerous soundings have been added, as well as two new views of Narcondam and Great Andaman. Interestingly, there are no manuscript changes to the Nicobar cluster. In the upper left-hand corner of the chart is a further inset showing 'the Harbour of Carmorta'. Remarks by Captain Phineas Hunt concerning the Nicobar Islands are to be found in the lower right-hand corner.



Great Andaman

166 [ANONYMOUS]

No. part of the Great Andamans Island.

Publication
[c.1795].

Description
Original working manuscript chart, ink black and red ink and pencil on tissue paper.

Dimensions
700 by 495mm (27.5 by 19.5 inches).

The surveyor's fair copy of a chart showing the northern part of Great Andaman Island, as well as the smaller isles that surround it.

Soundings are given around the coast and in Port Cornwallis, named after Admiral William Cornwallis, best friend to Lord Nelson and commander-in-chief of the Channel Fleet during the Napoleonic Wars. In the early 1790s the British authorities relocated a penal colony to Port Cornwallis, but after less than five years it was abolished due to the prevalence of disease there.

The surveyor suggests "a good track to make and bound Landfall Island during the S.W. Monsoon and to avoid Ranger, Jackson's and Union Ledges, it will be the safest mode to stand quite across the Bank till out of soundings". A grid and longitude and latitude scales have been drawn in pencil.

Andaman again

167 HUNT, Captain Phineas; Captain MACKAY; Captain John RITCHIE; [and] Lieut[enan]t MCCLUER

A new chart of the Andaman and Nicobar Islands, with the adjacent islands from the draughts and observations of Capt[ain] Phineas Hunt, Capt[ain] Mackay, Capt[ain] John Ritchie and Lieut[enan]t McCluer, &c.

Publication
London, Laurie and Whittle, 12th July 1797 [amended to 1798].

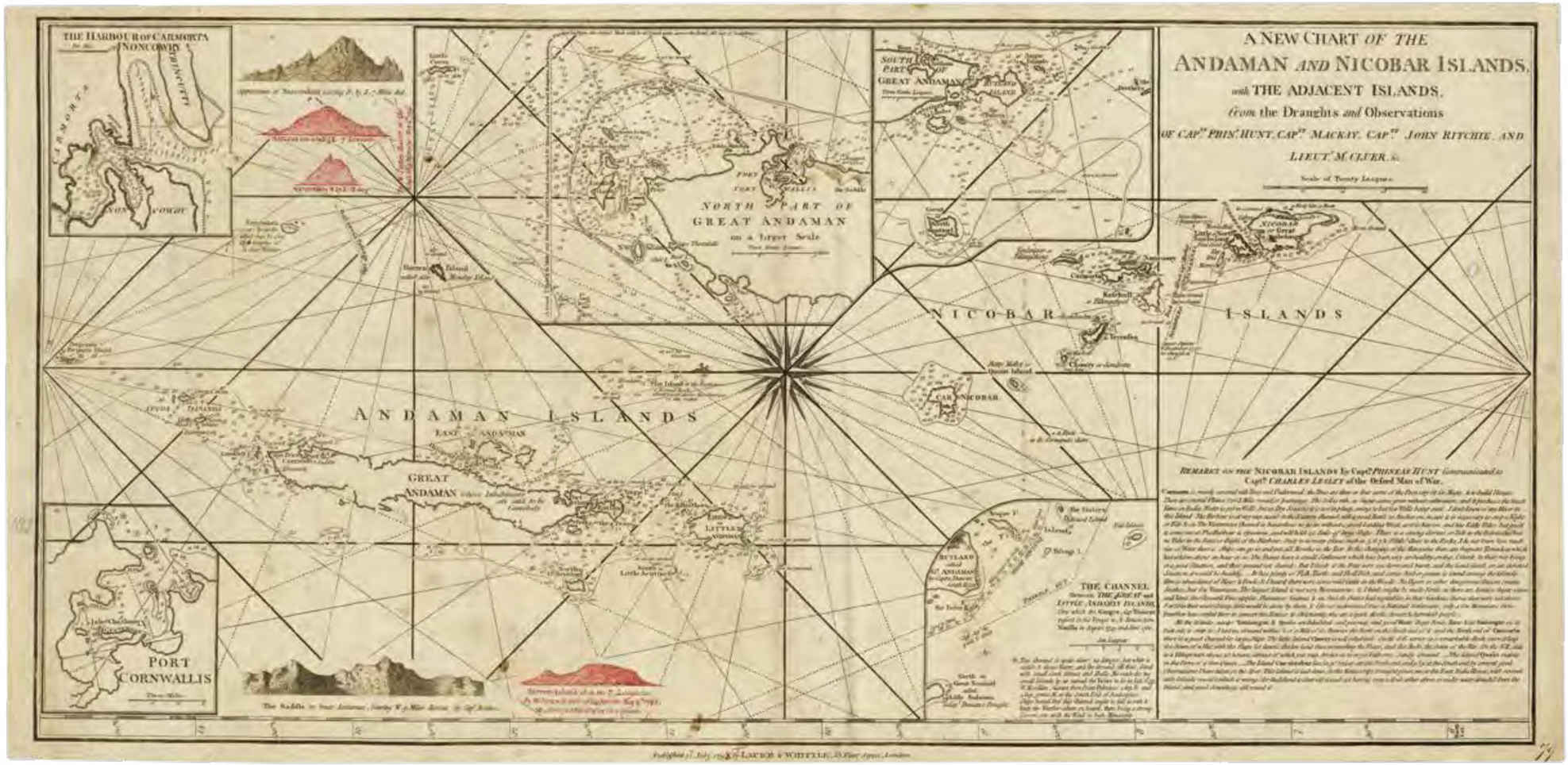
Description
Engraved chart on two joined sheets, with manuscript annotations in red ink.

Dimensions
350 by 720mm (13.75 by 28.25 inches).

An example of the 1797 edition of Laurie and Whittle's 'Andaman and Nicobar Islands', chart, amended with manuscript updates in preparation for the 1798 edition.

Three new views, two of Narcondam and one of Barren Island, have been added, as well as three additional insets. In the lower left-hand corner is one of Port Cornwallis on "Isle Chatham", while the two in the upper right are smaller in scale but much more detailed, providing soundings and maritime obstacles around the coast of Great Andaman. The title has also been extended to acknowledge the contribution of Lieutenant McCluer.

The insets are printed, but that of Narcondam has two profiles added in red ink, while a profile of Barren Island, just to the right of 'The Saddle on Great Andaman' has also been added in red ink manuscript.



168 HUNT, Capt[ain Phineas]; Capt[ai]n MACKAY; Captain John RITCHIE; [and] Lieut[enan]t MCCLUER

A new chart of the Andaman and Nicobar Islands, with the adjacent islands from the draughts and observations of Capt[ain] Phineas Hunt, Capt[ain] Mackay, Capt[ain] John Ritchie and Lieut[enan]t McCluer, &c.

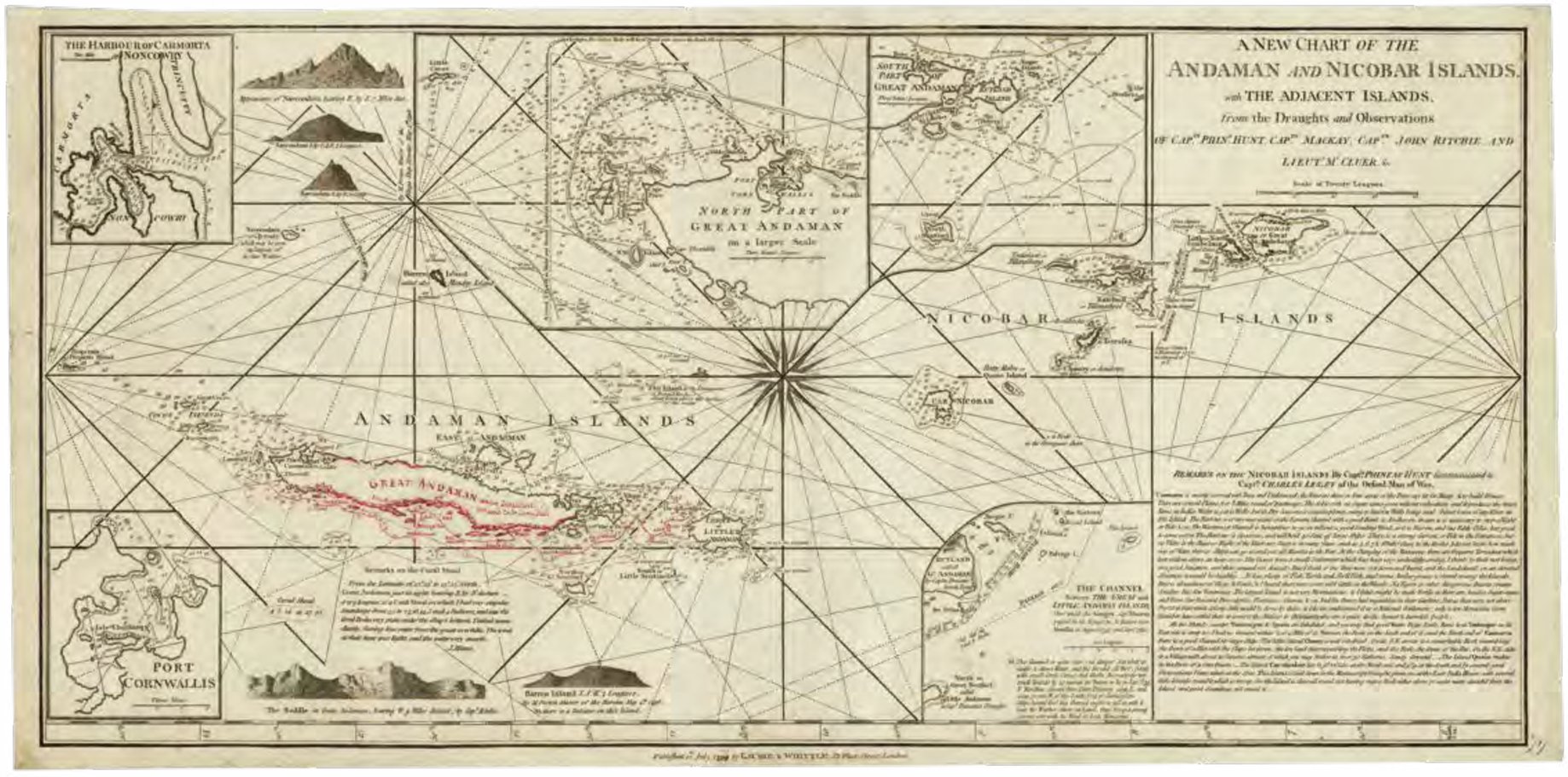
Publication
London, Laurie and Whittle, 12th July 1799 [amended to 1809].

Description
Engraved chart on two joined sheets, with manuscript annotations in red ink.

Dimensions
355 by 725mm (14 by 28.5 inches).

Laurie and Whittle's 1799 'Andaman and Nicobar Islands' chart, updated by hand with information up to 1809.

The manuscript amendments made to the chart are focused on the island of Great Andaman, specifically the west coast, which has been almost completely redrawn. The two most significant recent expeditions to the Andaman Islands had been a surveying voyage undertaken by Lieutenant J.S. Paterson in 1804 and 1805, and in 1809, an effort to establish a permanent presence led by Major James H. Lawrie. It may be the soundings recorded on the former expedition that are added here in red ink, while the impetus for an update to the chart may have come as a result of the latter.



Blow the Man Down

Traditional English

China Sea

Of the giant Cinnamologus bird Herodotus writes: "Where the wood grows, and what country produces it, they cannot tell—only some, following probability, relate that it comes from the country in which Bacchus was brought up. Great birds, they say, bring the sticks which we Greeks, taking the word from the Phoenicians, call cinnamon, and carry them up into the air to make their nests" (3.111.2). The world's obsession with such exotic and elusive spices grew throughout antiquity and into the medieval period, giving rise to some of the first truly international trade routes as European powers strove to discover and then dominate the route to the Moluccas, or the 'Spice Islands'.

Even though the early Dutch and English voyages to the Spice Islands had used the Sunda Strait to access the Indonesian archipelago, the most proven route to the Moluccas was via the Malacca and Singapore Straits, held by the Portuguese from 1511 to 1641, when it came under Dutch rule. Imagine the surprise and delight of the English in 1795, when, as the result of an extraordinary turn of events including the French Revolution, the exiled ruler of the Netherlands, Prince William of Orange, offered his English custodians control of all Dutch colonies, to prevent them too from falling into the hands of the French. The EIC immediately occupied Malacca. Java followed in 1811, with Thomas Stamford Raffles appointed Lieutenant-Governor of the colony.

In 1818, Raffles persuaded the EIC to establish a base at Singapore, the strategic location of which one Captain Alexander Hamilton had identified in 1703: "a proper place for a company to settle a colony on, lying in the center of trade, and being accommodated with good rivers and safe harbours, so conveniently situated that all winds served shipping both to go out and come into those rivers". British control of this strategic location helped to establish their supreme dominance of the China trade during the 1820s. It was soon settled by Europeans and Chinese, and became a financial centre, as well as an international shipping hub. In 1824, the British signed an agreement with the Dutch, which carved up Southeast Asia between them: Britain held the mainland, and the Dutch the islands. British law had given the EIC a monopoly on the China trade, however, by 1833 that had been completely undermined by independent entrepreneurs.

This history is told in the series of charts presented here, mostly in manuscript, which demonstrate the constant shifts, new discoveries and changing priorities of the European powers in the waters of the China Sea.

Jefferys's chart of the Malacca Strait

169 [JEFFERYS, Thomas, after]

A chart of the straits of Malacca and Sincapore.

Publication
[London, 1778].

Description
Original working manuscript chart, pen and black ink, on three joined sheets of paper, with insets.

Dimensions
630 by 850mm (24.75 by 33.5 inches).

A magnificent manuscript chart of the Straits of Malacca, one of the most important stretches of water for international trade during the colonial era.

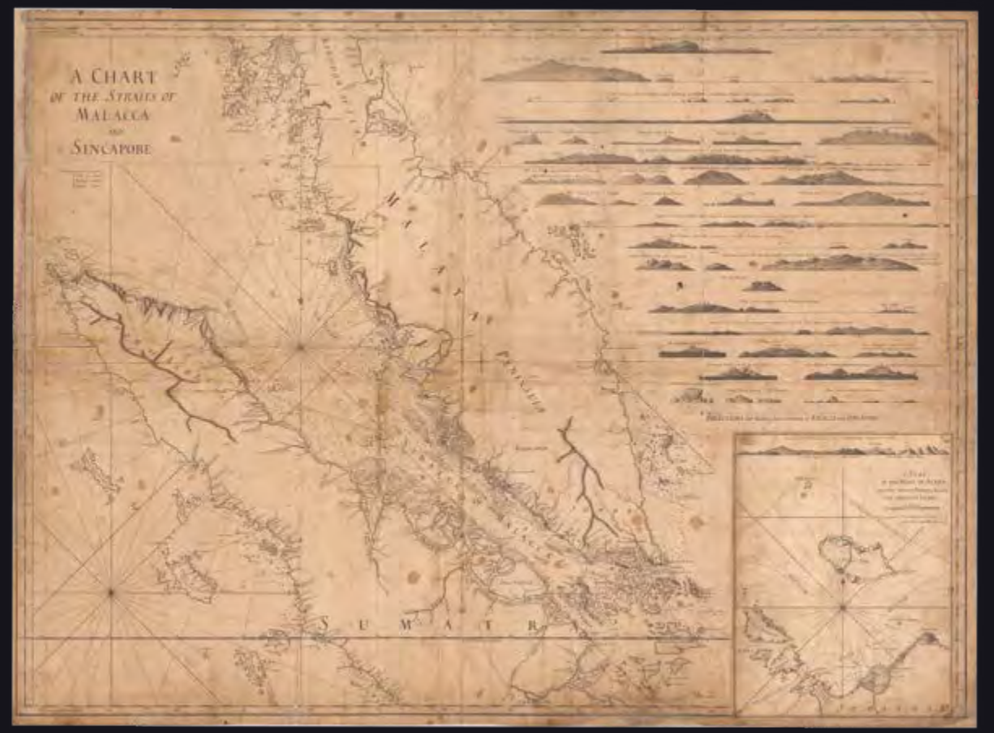
Even though the early Dutch and English voyages to the Spice Islands had used the Sunda Strait to access the Indonesian archipelago, the most proven route to the Moluccas was via the Malacca and Singapore Straits, held by the Portuguese from 1511 to 1641, when it came under Dutch rule. It would still be nearly 200 years before the English turned their attention in earnest to gaining the strategic advantage of present-day Singapore at the eastern entrance to the Straits.

The present chart by Thomas Jefferys, was posthumously published around the time that the East India Company charged Captain Francis Light with the responsibility of setting up a trading post in the Malay Peninsula, although it was not until 1791 that the Union Flag was raised for the first time in Penang ("Queda"). Britain's continuing interest in the region is demonstrated by the detailed and precise charts made and continually updated during the late-eighteenth and early-nineteenth century.

The entirety of modern-day Malaysia is shown, with the southern part of Thailand ("Kingdom of Siam") and the northern half of Sumatra. Rather than the tracks of any specific ships, two dashed lines show the "old passage disused" and the "new passage" between the Indian Ocean and the Indonesian archipelago. The lines extend from the Andaman Sea to the north and meet at the opening of the Malacca Strait. From there they continue onwards, weaving through the Strait's reefs, banks, islands and rocks, with soundings given along the whole route. To the south they past eastwards through the "Straits of Sincapore", which run to the south of Singapore Island. The "Old Straits" (now the Johor Strait) are shown to the north; Johor is marked as being at the mouth of the river "Ihor or Johor".

The upper right-hand quarter of the chart is covered in useful views of the land, as seen from the waters of the straits, helping pilots to locate their current position. A key beneath the title offers translations of Malayan terms: "pulo" is explained to mean "island", "tanjong" "point" and "songi" "river". In the lower right-hand corner of the chart 'a plan of the Road of Achen with the several passages between the adjacent islands' has been pasted over the "directions for sailing thro the Straits of Malacca and Sincapore". It shows the northern tip of Sumatra at Banda Aceh ("Achen"), with the "Bengal passage", "Malacca passage", "Sedre or Cedar passage", "Surat passage" and "old course towards the straits of Malacca" represented as dashed lines.

The chart would be published in Sayer and Bennett's 'Oriental pilot' of 1778, and then republished numerous times with updates and revisions.



Pulo Penang

170 EVANS, Lieutenant Thomas

A survey of Prince of Wales's Island or Pulo Penang from the south end of Praya Sand to the Bountings Islands, showing the North and South Channels with the soundings, rocks, shoals &c. &c. taken in the year 1805 by Lieut[enan]t Tho[ma]s Evans of H.M.S. Russel.

Publication
[London], 1805.

Description
Original working manuscript chart on two joined sheets, pen and black ink, with grey wash, on paper with extensive insets.

Dimensions
895 by 520mm (35.25 by 20.5 inches).

A manuscript chart showing Penang Island, which the British had renamed Prince of Wales Island, in 1786, in the Strait of Malacca, and the stretch of water that separates it from the "Coast of Queda", that is, the mainland.

In the waters, soundings, sands, and smaller islands are identified. On the Prince of Wales Island is a plan of George Town, Britain's first colonial possession in Southeast Asia. Roads such as "Queen Street" and "Love Lane" are labelled, and the "Governor's House" and "Hospital" identified. Outside the main town, there are "barracks", a "slaughter house", the "Company's garden", a "waterfall", and, simply, "Scotland". Roads connect this settlement to the peak of a 1880-foot hill, from which it is implied astronomical observations were taken, and down to a small group of buildings on the south coast of the island. A view of a hill is given, matched by two other such illustrations on the opposite shore; an inset box on the right has been left blank for a 'View of Fort Cornwallis taken from the northward'.

Laurie and Whittle have dedicated the chart "to Sir Edward Pellew Bar[one]t, Rear Admiral of the Red". In 1804, Rear Admiral Pellew was appointed Commander-in-Chief of the East Indies, with his headquarters in Penang.

The Big Klang

171 [ANONYMOUS]

A Plan of the Straits of Colong.

Publication
[London, c.800].

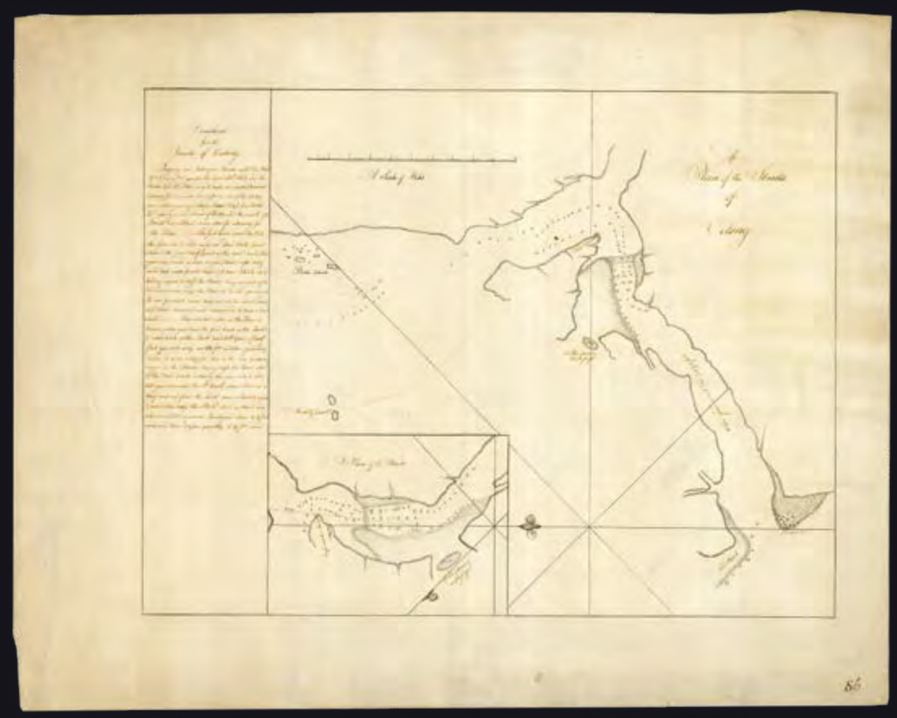
Description
Original working manuscript chart, pen and black ink on paper.

Dimensions
470 by 595mm (18.5 by 23.5 inches).

A manuscript chart showing the "Straits of Colong", now the Klang Strait on the western coast of the Malaysia Peninsular.

Soundings are concentrated around Port Klang, although the port is not named, and scarce elsewhere; there is minimal warning about maritime obstacles such as "breakers". An inset in the lower left-hand corner offers a slightly larger-scale plan of the bar with soundings. Along the left-hand side of the chart are 'Directions for the Straights of Colong', which instruct sailors about shallow waters, "recommend to keep a boat ahead" to identify those points which "you may round as near as you please".

The maker of the plan is not identified, but he may have been a crew member aboard one of the ships that sailed the waters of the Klang Strait in the 1790s, aiming to suppress Dutch and French influence in the region.



A Bute-iful chart of the Malacca Strait

172 [ANONYMOUS; after Thomas JEFFERYS]

The straits of Sincapore with those of Durion, Sabon and Mandol.

Publication
[London, 1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, with "Sincapore" inscribed to verso.

Dimensions
460 by 620mm (18 by 24.5 inches).

An early and magnificent manuscript map of the Malacca Strait, ready to be engraved.

As one of the most important connections in the global shipping route, safe navigation through the Malacca Strait, and eventually wider control of the region, became an increasing priority for the British during the eighteenth and nineteenth centuries. This chart shows little topographic information on the land, but the waters are described with shallow ground, anchorages, and soundings provided.

The rack of the East Indiaman 'Bute', which sailed through the region in 1765 under Captain Patrick Maitland, is shown leading down through the Straits of Durion, while another general track shows the route to "Pulo Aore", now Aur Island. The chart is drawn after Thomas Jefferys, whose 'Chart of the Straits of Malacca and Sincapore' was also published in 'The Oriental Pilot', in which the present chart appeared in 1778. It would be regularly updated throughout the following decades as new first-hand observations were made by ships in the area.

Captain Lindsey's Malacca Strait

173 LINDSEY, Captain J[ohn]

The south part of the Straits of Malacca, inscribed to Capt[ai]n G.G. Richardson by Captai]n J. Lindsey.

Publication
London, Laurie and Whittle, October 1798.

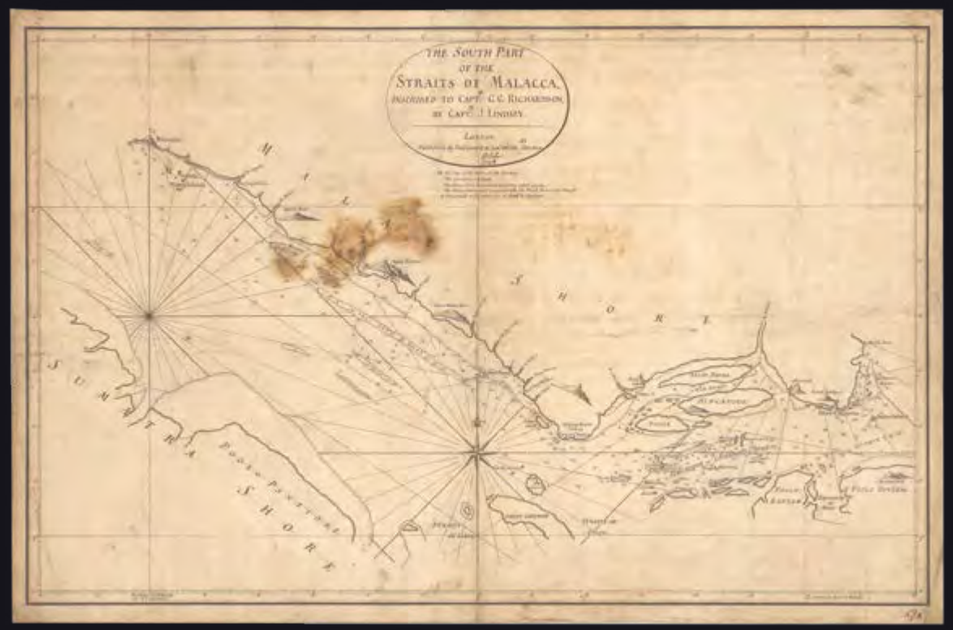
Description
Original working manuscript chart on two joined sheets, pen and black ink and pencil on paper, staining.

Dimensions
485 by 740mm (19 by 29.25 inches).

A chart of the straits of Malacca and Singapore ("Sincapour"), ready to be engraved.

From 1769 to 1772, Captain Lindsey was commander-in-chief of the East Indies Station, during which time he produced this chart. Soundings are given throughout the Strait, although many of the more treacherous maritime hazards such as rocks and sandbanks are not shown with great precision or consistency. The northern coast of Sumatra is not depicted in detail, but along the coast of the Malay Peninsula, Lindsey has identified mountains and rivers.

A note beneath the title cartouche states that he made use of "the French manuscript draught of that Straits in the possession of Captain Richardson". Features of the map have been crossed-out in pencil, likely where the engraver was ensuring that he had added all the details to the copper-plate. The printed chart was published by Laurie and Whittle on November 1st, 1798.



Let's get this strait

174 [ANONYMOUS]

[Strait of Malacca].

Publication
[London, c.1802].

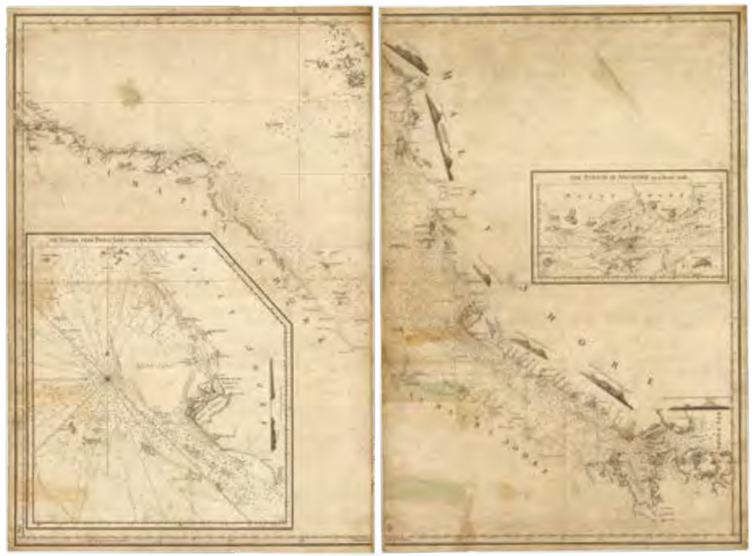
Description
Original working manuscript chart, pen and black ink, on two sheets, each of two sheets joined with one inset.

Dimensions
Sheet one: 940 by 600mm (37 by 23.6 inches; sheet two: 940 by 630mm (37 by 24.8 inches).

A new survey of the Straits of Singapore from Pulo Pesang to Bintang Hill with the soundings, rocks, and shoals, taken in the year 1804, by Lieutenant Thomas Evans of the HMS 'Russel', with some additions from other authorities.

The lower half of the left sheet is taken up with a larger-scale chart of North Sand off the Straits of Colong along the main strait. On the right sheet 'The Straits of Sincapore on a larger scale' are presented. The British had an active naval presence in these waters for decades before Sir Thomas Raffles famously established the station at Singapore in 1819.

The printed map would be published in 1802, with the title added.



Malacca, 1802

175 BLACK, Alexander; John REDFORD; Captain HORSBURGH; G.G. Richardson; [and] John LINSDAY

Laurie & Whittle's new chart of the Straits of Malacca, drawn from several surveys and manuscript charts of Alex[ande]r Black, the late Mr John Redford of the Nonsuch together with those of the Capt[ai]n Horsburgh, G.G. Richardson, John Lindsay &c. &c.

Publication
London, Laurie and Whittle, 10th Feburary 1802.

Description
Engraved chart, one of two sheets.

Dimensions
935 by 640mm (36.75 by 25.25 inches).

The printed eastern sheet of Laurie and Whittle's chart of the Malacca Strait (item 174).

From Pulo Pesang to Bintang Hill

176 EVANS, Lieutenant Thomas

A new survey of the Straits of Sincapore from Pulo Pesang to Bintang Hill with the soundings, rocks, shoals &c taken in the year 1804, by Lieut[enant] Tho[ma]s Evans of the H.M.S. Russel with some additions from other authorities.

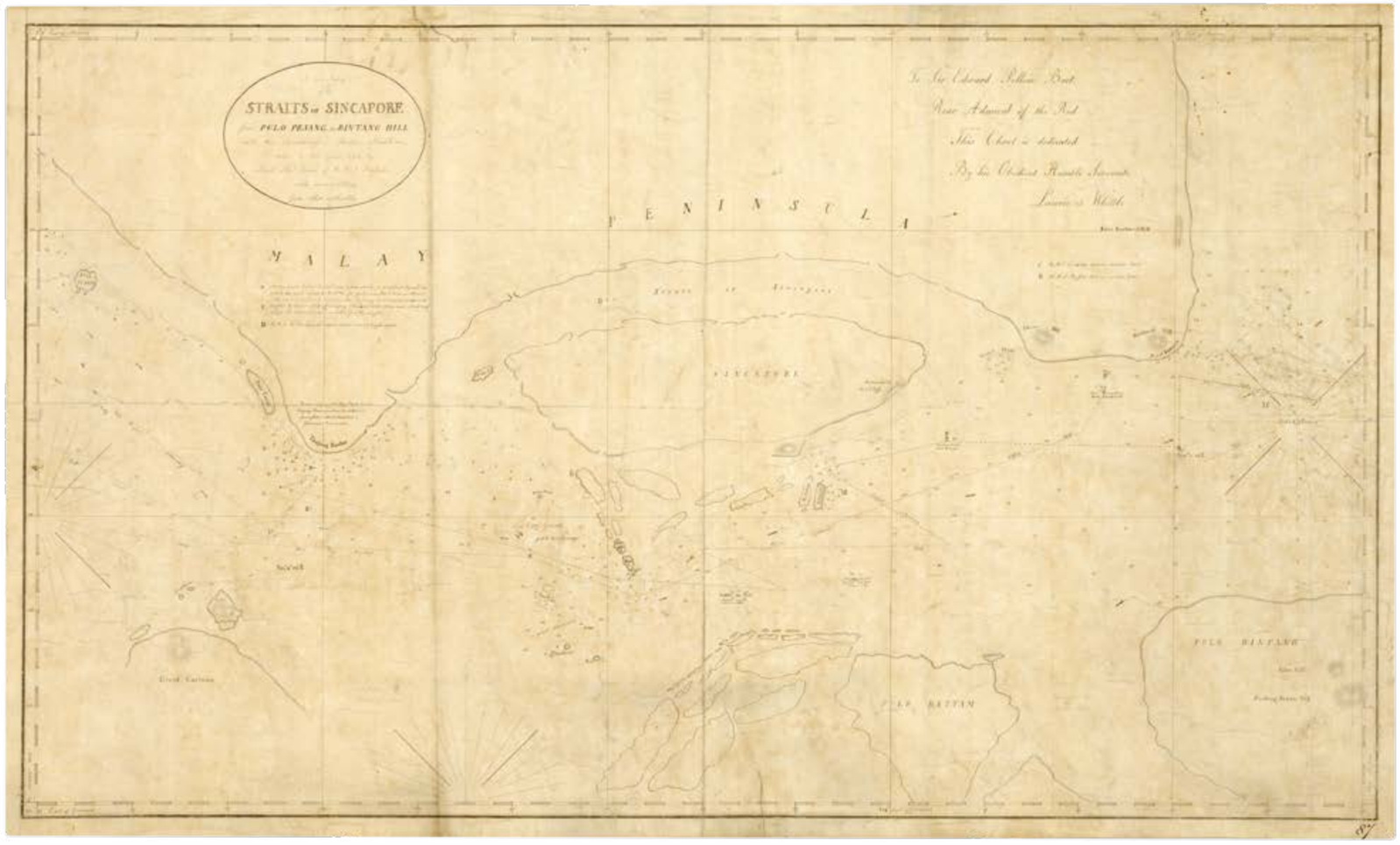
Publication
[London], 1804.

Description
Original working manuscript chart on three joined sheets, pen and black ink, with grey wash, on paper, with "drawing of Sincapore by Lieut. Evans" inscribed to verso.

Dimensions
555 by 935mm (21.75 by 36.75 inches).

A manuscript map of the Straits of Singapore ("Sincapore") from Pisang Island ("Pulo Pesang") to the Riau Islands at Batam and Bintan Islands ("Bintang").

In 1803, Thomas Evans joined Captain Robert Williams of the HMS 'Russel', which travelled through the East Indies throughout the following three years, as part of the British effort to ensure the security of trade through the strait and, naturally, to counter French expansion in the region. The track of the 'Russel' entering and leaving the Singapore Strait is shown, accompanied by soundings.



Pulo Timon

177 NICHELSON, [Captain] William

A plan of the bay on the south west side of Pulo Timon surveyed by Will[ia]m Nichelson 1763.

Publication
1763.

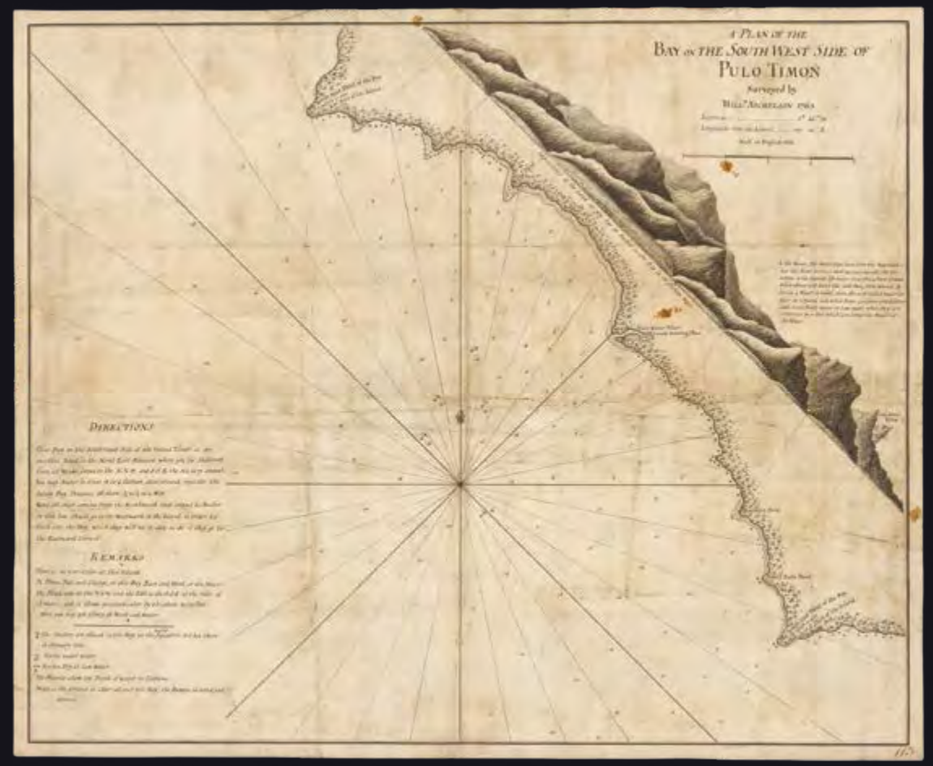
Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Pulo Timon" inscribed to verso.

Dimensions
485 by 590mm (19 by 23.25 inches).

An interesting chart-cum-view of the southwest coast of the Malaysian island of Tioman ("Pulo Timon").

In addition to the chart of the coast, which extends from "the north-west point of the bay which is also the N.W. point of the island" down to "the south-east point of the bay which is also the S.E. point of the island", passing a number of points that include "Bluff Point" and "Asses Ears Point", there is a view of the "appearance of the land as you lye at anchor in the bay in 18 fathom water". A note besides the view describes how the island boasts a waterfall "which shines and looks like gold dust". Soundings are given in the bay, and there are further sailing directions on the left-hand side.

The chart was made by Captain William Nichelson of the 'Elizabeth' during his voyage to the East Indies between 1758 and 1764. It was first published in Sayer and Bennett's 'Oriental pilot' of 1778, and later in Laurie and Whittle's 'East-India pilot' without any changes.



In Aur

178 NICHELSON, William

A plan of the bay on the south west side of Pulo Auore surveyed by Will[ia]m Nichelson 1763.

Publication
[London], 1763 [but c.1778].

Description
Original working manuscript chart on 2 sheets joined, pen and black ink on paper, "Pulo Auore" inscribed to verso.

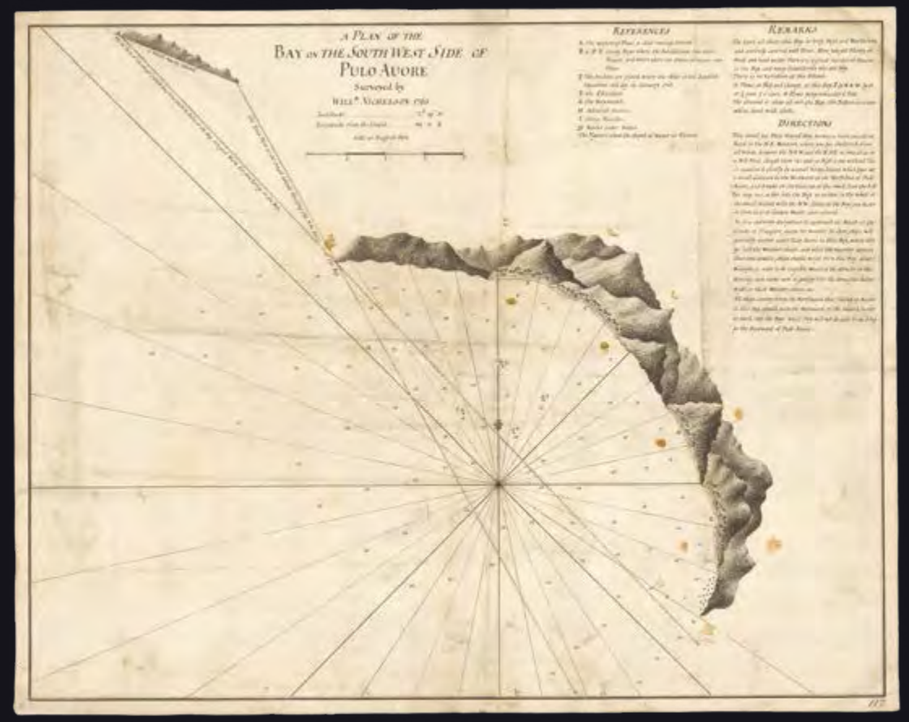
Dimensions
465 by 580mm (18.25 by 22.75 inches).

A chart of Aur Island ("Pulo Auore") off the east coast of the Johor state of Malaysia.

Similar to Nichelson's chart of Tioman (item 177), hydrography is combined with an illustrated view to produce an interesting cartographical depiction of the island's southwest coast. The mountainous coastal landscape is shown as a view, as it would appear to a ship anchored in the harbour. In the waters, soundings are provided, alongside symbols and letters that identify various sites, explained in the key above.

In addition to "sandy bays where the inhabitants have their houses, and where there are groves of coca-nut trees", there are four labelled anchors which show "where the ships of the English squadron did lay in January 1763", namely the 'Elizabeth', of which Nichelson was the captain, the 'Weymouth', the 'Admiral Stevens' and the sloop 'Manilla'. There are also "remarks" about the land and its "inhabitants who are shy", and sailing directions for entering and leaving the bay. In 1804, the Battle of Pulo Aura would result in a British victory over the French, demonstrating the importance of this region to European relations, especially during the Napoleonic Wars.

The printed chart first appeared in Sayer and Bennett's 1778 'Oriental pilot' and was republished by Laurie and Whittle in 1794 with no changes.



The China Sea

179 D'APRÈS [DE MANNEVILLETTE, Jean-Baptiste, after]

A new chart containing the southwest part of the China Sea comprised between the Malaya Peninsula, Straits of Sincapore & the Straits of Banca, Gaspar and Billiton, and the Isle of Borneo from the Neptune Oriental of Mons[ieu]r d'Après with many additions and emendations.

Publication
London, Robert Sayer, [c.1782].

Description
Engraved chart, with manuscript annotations, pen and black and red ink, on extensive insets, with extensions.

Dimensions
440 by 630mm (17.25 by 24.75 inches).

A heavily edited and updated chart of the southwest China Sea, with most of the chart redrawn.

Extending from the Malacca Strait across the China Sea to the western coast of Borneo, the extensive manuscript annotations and amendments reflect the increasing importance of the area to British interests. The chart is originally based on that of D'Après de Mannevillette, but has been updated with recent information.

New tracks have been added to those that originally appeared, including the tracks of the French ships 'Chameau' and 'Elephant' (1758), 'Mascarin' (1773), 'Onslow' (1775), 'Vansittart' and 'Fleet' (1781). Soundings and maritime obstacles are also presented in greater detail and precision, particularly in the important waters of the Malacca Strait. The islands of "Banca" (Bangka) and "Billiton" have been entirely redrawn. Along the left- and right-hand sides, 11 views have been added to show how certain stretches of land or islands appear from the sea.

The updated chart would be published in 1794 by Laurie and Whittle in their 'East India Pilot'. Interestingly, the manuscript toponyms and soundings written here in red ink have generally been crossed out in pencil; it is likely that this reflects where the engraver marked out the ones that he had done as he undertook the engraving of the chart from this manuscript onto the copperplate.

The northern Bangka Strait

180 [LLOYD, Captain, possibly]

Part of Banca / Part of Sumatra.

Publication
[London, c.1796].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper.

Dimensions
650 by 745mm (25.5 by 29.25 inches).

A draft of the northern part of the Bangka Strait which separates eastern Sumatra from the island of Bangka ("Banca").

The chart includes the island's northern shore with the distinctive Klabat Bay ("Clabat Bay"). Soundings, toponyms, and some anchorages are given around the northern coast, and along the passage through the east side of the Strait sailed by the HMS 'General Elliot'. As item 181, this may have been an early draft for part of the chart of the Bangka Strait later completed by Captain Lloyd of the same ship (see item 182).

Take that to the Bangka

181 [LLOYD, Captain, possibly]

[Chart of the Bangka Strait].

Publication
[London, c.1796].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper.

Dimensions
630 by 530mm (24.75 by 20.75 inches).

A large-scale chart of the Bangka Strait which separates eastern Sumatra from the island of Bangka ("Banca").

The strait proved to be of importance during the Napoleonic Wars when the British and French were vying for power over Java. Ports are identified along two shorelines, and in the water soundings are given, provided by the voyages of the 'General Eliott' and the 'General Medows' to Batavia.

This may have been an early draft for part of the chart of the Bangka Strait later completed by Captain Lloyd of the same ship (see item 182).

The tracks of the 'General Elliot'

182 [LLOYD, Captain]

Plan of the Straits of Banca, surveyed by Capt[ai]n Lloyd of the General Elliot country ship, and Mr. Bampton in his passage from China to Batavia and from Batavia to Malaca.

Publication
London, Laurie and Whittle, Jan[uar]y 1st 1796.

Description
Partially-engraved chart on one sheet, with manuscript annotations in red ink.

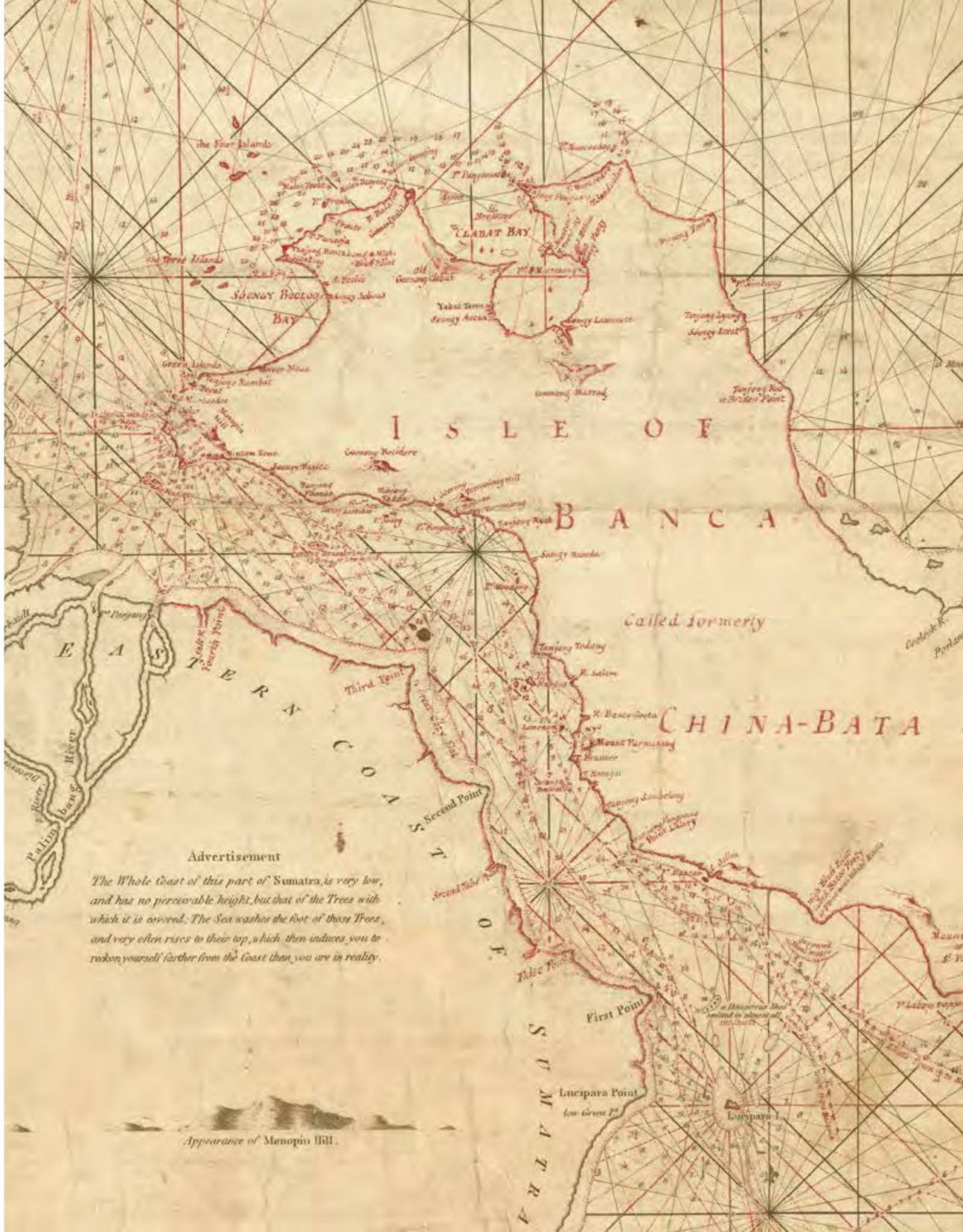
Dimensions
475 by 335mm (18.75 by 13.25 inches).

A highly-detailed chart of the Bangka Strait ("Straits of Banca") with the maker's revisions and amendments in red ink.

The chart is an extension of the far more simple chart of the strait showing the tracks of the 'General Elliott' (item 181), with almost the entire island of Bangka ("Banca") now shown, as well as more of the eastern coast of Sumatra. The 'General Elliot' under Captain Lloyd sailed through the strait in October 1789, where it saved the 'Vansittart', another East India Company ship which had struck a rock. The captain of the 'Vansittart', Captain Wilson, had undertaken a survey of the waters while stranded there, and it is likely that the present chart draws on his findings.

Topographical information on the land includes rivers, mountains, settlements, and ports along the coasts, and a view of "Monopin Hill" (Bukit Menumbing) is given in Sumatra. The northern and eastern coasts of Bangka have been redrawn fully in red, as has part of the Sumatran shore.

Extensive soundings are provided in the waters of the strait, as well as representations of shoals and sandbanks. The tracks of the 'General Elliot' and the 'General Medows' are again given, as well as another unnamed track which would be identified on the printed edition of the chart as that of the 'Canton', captained by Abel Vyvyan. Captain Vyvyan sailed through the strait in 1796. A longitude scale has been added along the lower margin of the chart in red ink, and the title and imprinted completed. All these manuscript updates would be incorporat onto the engraved plate for addition to the final printed chart.



Back to the drawing board

183 [LLOYD, Captain]

Plan of the Straits of Banca, surveyed by Capt[ai]n Lloyd of the General Elliot country ship, and Mr. Bampton in his passage from China to Batavia and from Batavia to Malaca.

Publication
London, Laurie and Whittle, Jan[uar]y 1st 1796.

Description
Engraved chart on two joined sheets, with manuscript annotations in red ink, with insets to margins, "N.11" inscribed to verso.

Dimensions
490 by 350mm (19.25 by 13.75 inches).

A chart of the Bangka Strait updated with the manuscript additions made on the preparatory version (item 182).

The updates to the coasts of Bangka and Sumatra have been incorporated, and all the new soundings, islands, and ships' tracks added. Nonetheless, there are still edits to be made, as shown by the reappearance of the red-ink hand here, which provides yet more additions and corrections. These include rectifying spelling mistakes where the engraver misinterpreted the maker's handwriting, adding in occasional missed soundings and removing others, and identifying the third set of tracks as those of Captain Vyvyan's 'Canton'. Indeed, a large note insists that "the date of Capt[ai]n Vyvian's [sic] track and where to must be inserted".

Interestingly, there do not appear to be any printed editions of the chart that include the few additions and corrections made here in red.

184 [JEFFERYS, Thomas]

A chart of the Straits of Sunda and Banca.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Streights of Mallacca [excised] Sunda & Banka" inscribed to verso.

Dimensions
645 by 870mm (25.5 by 34.25 inches).

A manuscript chart of southern Sumatra, western Java, and the surrounding waters, which consist of the Sunda Strait, the Bangka Strait, and the Gaspar Strait.

No soundings are found in the waters of the Indian Ocean to the southwest, which contain the islands of South Pagai ("Isle of Nassau"), North Pagai ("Berglandt") and Sipora ("Mantabey or Isle of Good Fortune"), except around the coasts of Sumatra and Java. By contrast, the straits are described with soundings, maritime hazards, and anchorages. Interestingly, the Gaspar Strait which runs between the islands of Bangka and Belitung ("Billiton") is not named, although the western passage is labelled "Macclesfield Passage" after the voyage made by that ship in 1702.

On the land, information is restricted to the coasts, where the important port of "Batavia formerly Iacatra" (now Jakarta) is written in majuscules, and a note in southeastern Sumatra explains that "all the coast of this part of Sumatra is very low and no higher than the trees which cover it". On the left-hand side of the chart are coastal views to help sailors determine their location.

The printed chart would be published in Sayer and Bennett's 'Oriental pilot' in 1778, with the addition of an inset chart focusing on the Sunda Strait.

All and Sunda

185 [VOC, after]

A chart of the Straits of Sunda from the manuscript draught of the Dutch East India Company.

Publication
[London, c.1778].

Description
Original working manuscript chart on 2 sheets, pen and black ink on paper, "Strait of Sunda" inscribed to verso.

Dimensions
630 by 990mm (24.75 by 39 inches).

A manuscript chart of the Sunda Strait between Sumatra and Java, based on a Dutch chart.

Maritime hazards and soundings are identified, particularly along the coasts, and sources of fresh water noted. Although there are no tracks of any ships shown, it is possible to deduce the most common routes through the anchorages and soundings given; for example, the densely packed soundings around Java's "Mew Island" indicate that the small strait between island and mainland offered safe passage, a fact confirmed by contemporary sailing directions.

In the lower right-hand corner of the chart is an inset showing 'Zutphen or Hounds Islands off the east side of Hogs Point inlarged'. The southern point of Sumatra, now known as Tanhung Tua ("Tanjong Taca") is shown to have a perilous set of obstacles including rocks, coral and "loose sand", but also a "new spring of fresh water" and the promisingly-named "Coconut I[sland]".

The first printed edition of the chart appeared in Sayer and Bennett's 'Oriental pilot' of 1778. An updated version was published in 1794 by Laurie and Whittle, with new information gathered on three British voyages: that of Captain Henry Smedley of the 'Raymond' in 1785, Captain Parker of the 'Bridgewater' in 1787, and Captain John Hall of the 'Worcester' in 1788.

Rat Island

186 [ANONYMOUS]

Rat Island on the west coast of the island Sumatra.

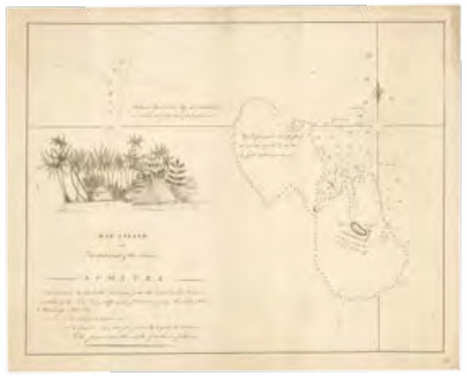
Publication
[London, c.1778].

Description
Original working manuscript chart, pen and black ink on paper.

Dimensions
460 by 570mm (18 by 22.5 inches).

A manuscript plan of Tikus Island, which was translated into English as "Rat Island", so-named because of the shape of its rocks as seen from the sea. The reefs that surround the island are identified, and soundings given in the waters. In stormy weather, Rat Island offered shelter, and the route to it through the reef is presented here as a dashed, then dotted, line.

The printed plan of Rat Island would first be published in 1778 by Sayer and Bennett to accompany the chart of western Sumatra by Captain Joseph Huddart; it later appeared in various editions by Laurie and Whittle too. The final printed versions do not include the vignette of the island's village that appears here.



The Sunda Strait

187 [DUNN, Samuel, after]

A particular chart of the Sunda Strait.

Publication
[London, c.1785].

Description
Original working manuscript chart, pen and black ink on paper.

Dimensions
280 by 325mm (11 by 12.75 inches).

A manuscript chart of the Strait between Java and Sumatra, which was of great importance during the eighteenth century as it offered passage between the valuable Spice Islands and the wider Indian Ocean.

Soundings, obstacles, and anchorages are provided, particularly around the coastal areas, and the island of Krakatoa ("Pulo Cractoa or Cracata I[sland]") is shown before a massive volcanic eruption in 1883 transformed it. The volcano itself is clearly illustrated at the south of the island. Along the lower edge, views show how the strait would appear upon entrance from the south, and also the appearance of western Java from the water.

The chart is based on one of the region by Samuel Dunn, which may itself have used the same Dutch sources as Sayer and Bennett's 1778 chart (item 191). The earlier map did not extend so far south as the present chart.

Manuscript mischief

188 D'APRÈS DE MANNEVILLETTE, [Jean-Baptiste, after]

A chart of the Straits of Sunda from Point Winerow to North Island by Mons[ieu]r d'Après de Mannevillette in his Neptune Oriental.

Publication
London, Robert Sayer, [c.1785].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, with insets, indecipherable inscription to verso.

Dimensions
665 by 580mm (26.25 by 22.75 inches).

A chart of the Sunda Strait after French hydrographer D'Après de Mannevillette, showing southern Sumatra and much of the northwestern coast of Java.

Soundings and other maritime information are concentrated around the coastal waters, especially in the strait between the two major islands. Although the English East India Company had established a permanent trading post at Bantam as early as 1603, Dutch preference for Batavia as a trade hub, meant that the town soon faded into obscurity, and here is marked out merely by a square symbolizing the factory.

Remarks and revisions are made in red ink, to be incorporated into the final chart by the engraver. In the lower left-hand corner is a 'Plan of Mew Bay or Canty Bay on the western coast of Java' with remarks by Captain Carteret of the 'Swallow' which anchored there in 1768. Along the right-hand margin there are also two coastal views showing the land from sea, one depicting the "appearance of the southernmost part of Java by Captain Joseph Huddart". The printed chart with all such additions would be published in 1794 by Laurie and Whittle.

Along with an indecipherable inscription to the verso, there is another charming addition: a paw print. Robert Sayer himself seems to have been something of a dog-lover, purchasing 'The Spanish Pointer' by George Stubb, sold at Sotheby's in December 2024 for £1,800,000, for his personal collection in 1773. Whether this particular mark was made by his own pet, or another dog who managed to get up to mischief with the manuscripts, is not known, but it certainly creates an entertaining picture of workshop antics.

Straits of Bali

189 [after] D'APRÈS DE MANNEVILLETTE, Jean-Baptiste

A new plan of the straits situated to the East of Java and Madura commonly called the Straits of Bali and of Pondi and Respondi drawn from the observations and remarks of the English ships, the Winchelsea, commanded by the learned Mr. Howe, from whose surveys the plan of the eastern part of Madura, and the straits has been delineated: the Chesterfield in 1760; the Royal George in 1766. And of the French ships l'Eléphant and le Chameau in 1759: agreeable also to the remarks made there by the English ships, Onslow, Triton, Sandwich, Osterley in 1758; Tavistock and Hawke in 1759. By Mr. D'Après de Mannevillette.

Publication
[London, c.1778].

Description
Engraved chart with manuscript annotations in red ink, on multiple insets, on two joined sheets of paper, with minor loss.

Dimensions
510 by 345mm (20 by 13.5 inches).

A chart of the Bali Strait, which separates the island from the eastern coast of Java, with manuscript additions and updates.

Information on shore is scarce, but in the water soundings are provided along the coasts and on the routes taken by those ships from which the information has been drawn. There is also an inset chart showing the "Bay of Ballambouang" (now Pangpang Bay) as surveyed in 1766 by the 'Royal George'. The three views of the land drawn on insets above this plan do not seem to have been included on any printed edition of the chart. Interestingly, information has been sourced from both English and French voyages, as described in the chart's long title. Offering passage from the Indian Ocean to the lucrative East Indies, the Strait of Bali was one of the routes frequented more and more by colonial ships during the late-eighteenth and early-nineteenth centuries. The contribution of both English and French surveys here, indicates the increasingly collaborative nature of hydrography at this time, which was soon to be interrupted, at least between these nations, by the Napoleonic Wars.

The chart, based on the earlier work of D'Après de Mannevillette, was published in Sayer and Bennett's 1778 'Oriental pilot' with the manuscript emendations added here incorporated, and was republished by Laurie and Whittle in 1794 with no changes.

The Eastern Straits

190 [ANONYMOUS]

A new chart of the Eastern Straits or the Straits to the east of Java with the adjacent islands.

Publication
London, Robert Sayer, [c.1785].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "Eastern Straits Engraved by Downes in 1792" inscribed to verso.

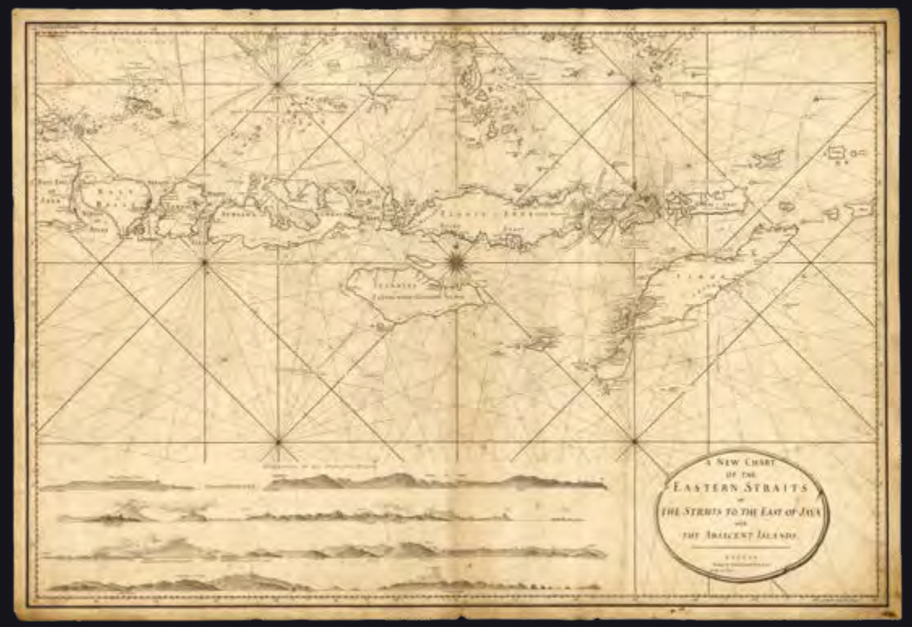
Dimensions
635 by 920mm (25 by 36.25 inches).

An elegant and large-scale chart of the straits surrounding part of the Indonesian archipelago from the eastern coast of Java and Bali ("Baly or Bally") to Timor.

Towns and settlements are identified along the coasts of the various larger islands, and soundings provided in the waters that separate them. The tracks of numerous ships are shown across the chart, including the 'Warwick' and 'Pocock' (1761), 'Lord Holland' (1780), 'Hastings', 'Earl of Mansfield', and 'Lord North' (1781).

The famous voyages of the HMS 'Roebuck' under William Dampier to New Guinea in 1699, and the 'Endeavour' under Captain Cook to New Zealand from 1768 to 1771, also appear, demonstrating the importance of the region for international exploration and eventually trade. Along the lower edge of the chart a number of views describe the "appearances of the principal straits".

The imprint bears Robert Sayer's name without that of Bennett, demonstrating that the chart must have been drawn after the latter's name was officially dropped in 1785. The chart would be published in pilots by Laurie and Whittle, with updates and additions.



With the Banda

191 [ANONYMOUS]

A new chart of the Banda Sea including the isles of Amboyna and Banda, those of Bouro, Ceram and the circumjacent islands, with the N.E. end of Timor, and the isles to the eastward and north-eastward of it.

Publication
London, Laurie and Whittle, June 1799.

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, minor loss.

Dimensions
475 by 655mm (18.75 by 25.75 inches).

A chart of the Indonesian Banda Sea, one of the most highly-prized possessions of the colonial era thanks to its "Spice Islands", rich in exotic and valuable spices, such as nutmeg and cloves.

Soundings are mainly concentrated around the large northern island of Seram ("Ceram"), where the British had allied with Nuku, Sultan of Tidore, to take back the island from the Dutch at the end of the eighteenth century. The only ships' tracks to appear are those of the 'Thames' and the 'Henry Addington', which ran aground in British waters in 1799; the wrecks of a few others are also shown. In the upper corners are insets showing 'the sound or bay of Amboyna' and the 'isles of Neira, Banda, and Goonong Api'. Ambon ("Amboyna") was captured by the British under Admiral Peter Rainier in 1796, but would be restored to the Dutch as part of the Peace of Amiens in 1802.

The printed chart was included in Laurie and Whittle's 1799 'East-India pilot', on a single sheet with a larger-scale chart of the Banda, Goonong-Appee, and Banda-Neira islands.

Mama se mama sa ma Makassar

192 [LARKINS, John Pascal]

A new chart of the Straits of Macassar between the islands of Borneo and Celebes with th[e] adjacent seas.

Publication
London, Robert Sayer, 1791.

Description
Original working manuscript chart, pen and black ink on paper, "Maccassar Straits Feb.y 1791" inscribed to verso.

Dimensions
925 by 630mm (36.5 by 24.75 inches).

A manuscript chart of the Makassar Strait ("Straits of Macassar") which runs between Borneo and Sulawesi ("Celebes"), on both of which the Portuguese, Dutch, and British all had factories.

The number of ships' tracks that appear on the chart, each presented with the soundings and other observations they recorded, is testament to the importance of these waters to the colonial powers. The voyages of the 'Pocock', 'Vansittart', 'Oxford', 'Warick', 'Diana', 'Hastings', 'Union', 'Jason', and 'Bridgewater' throughout the 1760s, 1770s, and 1780s are evidenced by extensive tracks and notes. The Dutch presence is also acknowledged, although their attempts to settle the island of Balambangan, shown here with a great amount of information in the surrounding waters, were beginning to prove futile at the time this chart was made.

Settlements, towns, rivers, and harbours are identified along the coasts of Borneo, Sulawesi and some of the other islands shown partially or entirely. There are also numerous views illustrating the lay of the land, as seen from the Strait.

The chart was made by John Pascal Larkins, who was stationed in Bengal and made several other charts of the southeast Asian seas. Although Robert Sayer's name appears on the imprint, the first printed edition of the chart was published in 1794 by Laurie and Whittle, with some additions including a note about "Tanakeka Island".

The Sulu Basin

193 [ANONYMOUS]

A chart of the passages between the Philippine and the isles of Borneo and Mindanao and of those to the southward of the Solo Archipelago and the Isle of Mindanao.

Publication
[London, c.1794].

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, with extensive insets, indecipherable inscription to verso.

Dimensions
625 by 930mm (24.5 by 36.5 inches).

A magnificent manuscript chart of the southern China Sea, Sulu Basin ("Sooloo Sea") and Celebes Sea, with parts of Borneo, the southwest Philippines and the islands of the Sulu Archipelago.

Much information is provided on the land, particularly around the coasts of the islands, where, in addition to the names of ports, rivers, towns, and cities, details are given such as "inhabited by the Oran Idaan called also Maroots", "the South Mountain where they get plenty of gold", and "the Kalagan Mountains of a stupendous height". The waters are described in even greater detail. In addition to soundings, obstacles, and anchorages, the tracks of numerous voyages are shown. Among them are those of the 'Pocock' (1761), 'Royal Captain' (1762), 'Carteret' (1767), the 'Jason' (1771), 'Northumberland' (1783), the 'Ganges' (1784), 'York' (1786), and 'Warren Hastings' (1787). Famous historic expeditions are also referenced: "These are the two islands seen by Dampier in 1686". Additional descriptive notes identify, for instance, "where the Sooloo people fish for pearls" or peaks "which in clear weather can be seen 18 leagues off".

Along the right-hand side of the chart, three insets give larger-scale representations of 'the Harbour of Silla in Mindanao' and the 'appearance of Canaquin Island' by John Watson of the 'Royal Captain', and 'the Bay of Sooloo on board the Pocock January 1761'. Updates and revisions to the chart appear in red pen, including the redrawing of part of the coast of Borneo, North Sulawesi, and almost all of the Palawan ("or Paragua") Archipelago. New additions include an inset showing coastal views, the smoking volcano of Karangetang ("the Peak of Siao"), and short notes identifying, for example, the "Isles of St. Johannes in the Old Spanish Maps, very dangerous". The printed chart would be published with all these updates incorporated in 1794 by Laurie and Whittle.

One of the finest eighteenth-century charts of the Philippines

194 CARR, Captain Robert

A chart of the China Sea and Philippine Islands with the archipelagos of Felicia and Soloo, shewing the whole tract comprized between Canton and Balambanga with the soundings, shoals, richs &ca. composed from an original drawing communicated by Capt[ain] Robert Carr and compared with the map of Pedro Murillo de Velarde engraved at Manilla 1734, as well as with the surveys of several British navigators.

Publication
[London, c.1778].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "China Sea & Philippine Islands" inscribed to verso.

Dimensions
795 by 630mm (31.25 by 24.75 inches).

The manuscript for one of the finest eighteenth-century charts of the Philippines.

The highly-detailed chart draws its copious information from numerous sources, including a draft by Captain Robert Carr, the 1734 map of the great Jesuit cartographer Pedro Murillo de Velarde, and later hydrographers, such as d'Après de Mannevillette, who is credited here for the location of "a rock" south of Taiwan ("Tayouan"). Likewise, as well as more recent voyages, such as that of the 'Royal Captain' in 1773, the tracks of important historic voyages including "Magellan's Track in 1521" and "Dampier's anchoring ground August 6th 1687" are shown. Naturally, attention is drawn to the site of a British victory, where "the Spanish Galeon, Nostra Señora de Cabadonga taken by the Centurion June the 20 1743".

Maritime hazards and soundings are provided, especially around the coasts of the various islands, and small notes give both warnings ("rocks above water according to the first Dutch charts") and suggestions ("Straits of St. Juanico for small vessels"). Along the right-hand side of the chart, insets of 'The Ports of Ylocos on the west coast of Luzon' and 'The Bay of Subic on the west coast of Luzon' show larger-scale depictions of these important anchorages.

The first printed edition of the map was published in Sayer and Bennett's 1778 'Oriental pilot'.

Solsogon Harbour

195 [ANONYMOUS]

Plan of Solsogon Harbour on the south east coast of Luconia from Murillo.

Publication
[London, 1775].

Description
Original working manuscript chart, pen and black ink on paper, clipped to corners.

Dimensions
240 by 260mm (9.5 by 10.25 inches).

A chart of Sorsogon Harbour, which would be published in Laurie and Whittle's 1794 'East-India pilot' on a single sheet with another showing Bongo Bay.

"Solsogon Harbour" (Sorsogon), on the Bicol Peninsula of Luzon, the Philippines' largest island, was of strategic importance to the British in the late-eighteenth and early-nineteenth centuries, with its natural harbour offering safe anchorage for ships. Although the Philippines were under Spanish rule, the British took a particular interest in the region due to its important location between the South China Sea and the Pacific Ocean.

The chart presents little information about the land, with only a few settlements identified, while in the sea major sandbanks are represented, and soundings given within the bay.

The Great Shoal of China

196 HAYTER, Captain [George]

A general chart of the China Sea drawn from the journals of the European navigators, particularly from those collected by Capt[ain] Hayter, ascertained by astronomical observations.

Publication
[London, c.1787].

Description
Original working manuscript chart on two joined sheets, pen and black ink on paper, "China Sea" inscribed to verso, minor damage and losses to margins.

Dimensions
850 by 630mm (33.5 by 24.75 inches).

An important small-scale yet detailed map of the China Sea, extending from the southern coast of China, "Cochinchina", now in Vietnam, and Cambodia, with part of Malaysia including "Sincapore", across to Borneo and the islands to its north, including Luzon ("Luzon vulgo Luconia") and Palawan ("Paragua or Palawan"). Along the coasts of China, Cambodia, Malaysia, and Northern Borneo, soundings and obstacles are given, but in places less thoroughly-explored by the British, including Luzon, these are much more limited. Indeed, in some places it is acknowledged that there is "very little known".

The "track of the Royal Captain towards Balambangan in December 1773" is shown setting off from "Canton" (now Guangzhou), landing at "the Negroes Heads, Scarborough Shoal or False Marsingola" where the 'Scarborough' had landed on September 12th, 1748, and terminating at "Royal Captain's Shoal, December 17th 1773". The 'Royal Captain' had been carrying merchandise from China as well as several passengers when it struck the shoal; although the vessel was seriously damaged, no lives were lost and the crew was able to repair it before sailing on to Malaysia. A line off the coast of Binh Thuan ("Bin-thoan or Tsiompa") is labelled "Scorpion's Tail", which likely refers to some maritime phenomenon such as an unusual current or hidden reef.

The printed map would have an additional table of astronomical observations, as well as the publishers' imprint.

197 [HAYTER, Captain George]

A new chart of the China Sea with its several entrances drawn from a great number of draughts, journals and other nautical documents, regulated by astronomical observations.

Publication
London, Laurie and Whittle, 12th May 1802.

Description
Engraved chart with manuscript additions in pencil, on two joined sheets of paper.

Dimensions
945 by 625mm (37.25 by 24.5 inches).

An 1802 edition of Captain George Hayter's chart of the China Sea, with manuscript updates in pencil.

The printed edition of Hayter's chart (item 196) had already been extended southwards to show the whole of Borneo and part of Sumatra and "Celebes" (Sulawesi), with a great deal of nautical information added to the surrounding waters. These include soundings, obstacles, and the tracks of ships such as the 'Jason', the 'Pitt', the 'Bridgewater', and the 'York'. Extensive information has been added to the waters north of Borneo, especially around the island of "Balambangan", where the Dutch were trying, ultimately without success, to establish a base during the 1780s and 1790s.

There are also new insets showing 'the islands and coasts between St. Johns and the Great Landrone' and 'a sketch of Northumberland straits 1783', as well as numerous views of the land from sea. A grid has been added to the chart in pencil.

Galloon Bay

198 [HALDANE, Captain John]

Plan of Galloon Bay on the island of Hay-Nan, where the ship Earl of Sandwich, Capt. Charles Deane, wintered in 1776 and 77, having lost her passage to China.

Publication
London, Sayer and Bennett, 1st February 1779.

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, "Galloon Bay" inscribed to verso.

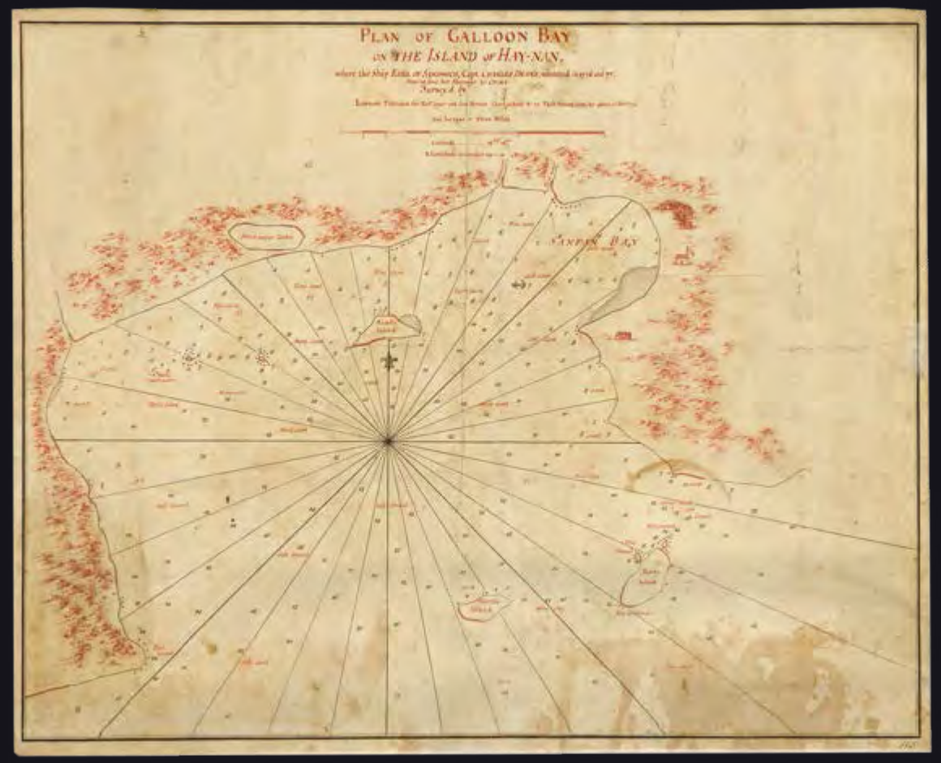
Dimensions
525 by 655mm (20.75 by 25.75 inches).

A manuscript chart showing Yelong Bay ("Galloon Bay") on the southern coast of Hainan ("Hay-Nan").

The northeastern part of the natural harbour, "Sanpan Bay", was considered safe anchorage for ships unable to continue further on the route to Canton during the harsh north-east monsoon. Indeed an anchor symbol marks where Captain Charles Deane was forced to keep the 'Earl of Sandwich' from October 1776 until the spring of the following year. Nonetheless, the shore of Hainan Island features very few details aside from two "fresh water" rivers, a collection of buildings and a "fresh water lake".

Soundings are given in the bay's waters, along with descriptions of the ground conditions in specific areas. These range from "blue clay" to "fine sand" to "foul ground". There are also three islands identified: "Middle Island", "Turtle Island", and "Rocky Island".

The printed chart would be published in 1794 by Laurie and Whittle, with their imprint replacing that of Sayer and Bennett, and with the name of Captain John Haldane added to the title. Captain Haldane was infamous within the EIC for his bad luck, with several ships under his command being destroyed in a number of different ways.



The Pearl River

199 [HUDDART, Joseph]

[Chart of the Zhugiang River with views, with Huddart's correspondence].

Publication
[1785].

Description
Original working manuscript chart on two joints sheets, pen and black ink, with grey wash, on paper, three autograph letters signed from Huddart, manuscript sailing directions only on one sheet; three manuscript letters.

Dimensions
695 by 585mm (27.25 by 23 inches). Accompanying letters: one: 235 by 335mm (9.25 by 13.25 inches); two: 230 by 370mm (9 by 14.5 inches); three: 230 by 385mm (9 by 15.25 inches); four: 225 by 380mm (8.75 by 15 inches).

A manuscript chart of the River Zhugiang, or Pearl River ("River Tigris") drawn by Joseph Huddart, Captain of the 'Royal Admiral', and sent to Robert Sayer for engraving in June 1786 along with instructions concerning the title, dedication, and sailing directions to be added.

The chart extends from the "European Factory" at "Canton" (now Guangzhou), past "Whampoa" (Haizhu), the small islands of "Samfow", "Geefow" and "Tyfow" (Xiaohu, Shazai, and Dahu) down to its opening into the South China Sea. Soundings are given all the way up the river to the "Danes I[sland]" (Changzhou), mainly along the dashed line that represents the track of the 'Royal Admiral', which sailed up the eastern side of the Shiziyang channel.

Along the upper edge of the map is "a view of the land taken upon the lower shoal of the first bar"; on the left-hand side, in two boxes, there are additional views showing numerous other parts of the land. These views are labelled with letters, corresponding to those found on the main chart.

Alongside the chart, Huddart also sent Sayer a letter of introduction, the extensive sailing directions he wished to be engraved on it, remarks about variation, tides, and bars, and the dedication, of which the engraver eventually even replicated the line spacing and formatting. Huddart asks that his work be "neatly engraved", adding that "any inaccuracy that I find from the copper can be amended after the writing is finished and the views".

The Pearl River, improved

200 [HUDDART, Joseph]

[Amended chart of the Zhugiang River].

Publication
London, 1786.

Description
Original working manuscript chart on two joined sheets, pen and black and red ink on paper, “Corrections to part of Dunn’s Atlas” inscribed to verso but crossed out.

Dimensions
650 by 520mm (25.5 by 20.5 inches).

An incomplete version of Joseph Huddart’s chart of the Zhugiang River (item 199), almost entirely redrawn in red ink and showing only the river and coast. Although the verso suggests that this example contains “corrections”, it is cartographically identical to the chart drawn by Huddart and sent to Sayer. It appears that the amendments have been made to Huddart’s style, especially his lettering.

The Pearl before Pigou

201 HUDDART, J[oseph]

A survey of the Tigris from Canton to the Island of Lankeet.

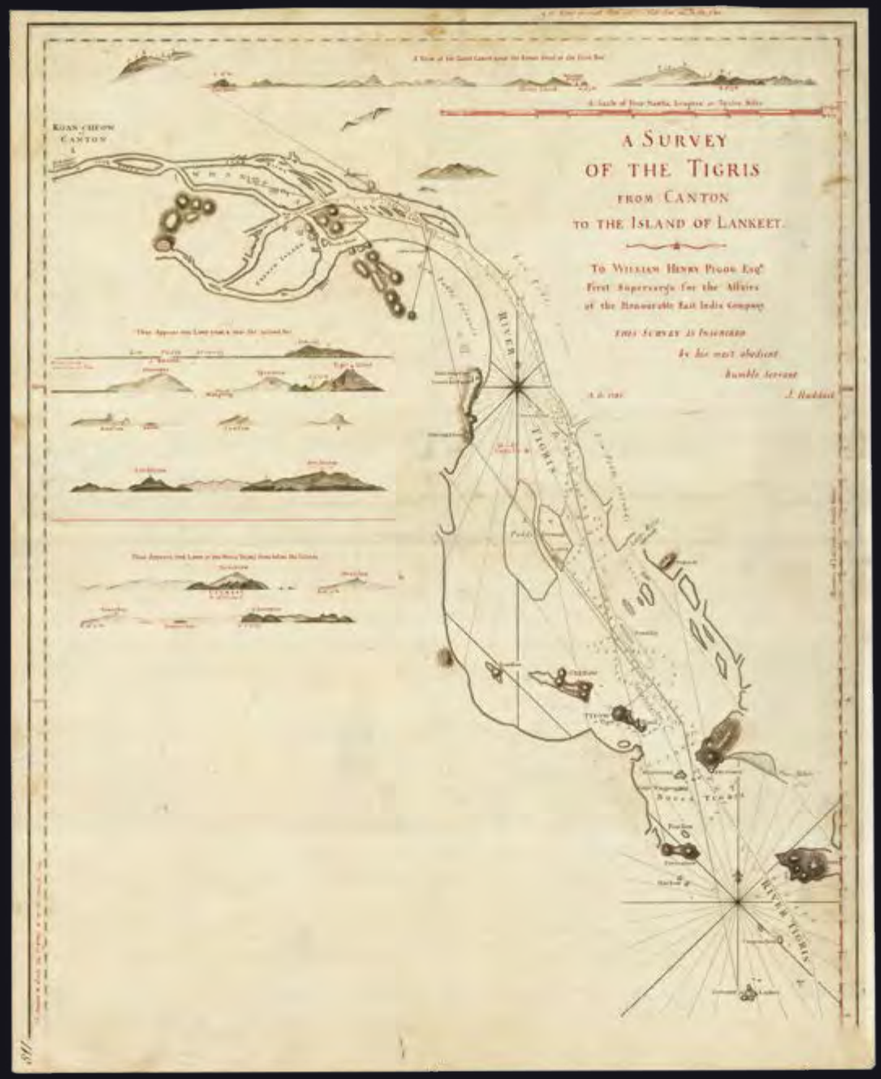
[London], 1785 [but 1786].

Publication
Incomplete engraved chart on two joined sheets, with manuscript annotations in red ink.

Description
640 by 515mm (25.25 by 20.25 inches).

An early office version of Joseph Huddart's chart of the Zhugiang River, partially engraved and printed, but with additional details and the title added in by hand.

The title and dedication, to William Henry Pigou of the East India Company, have been added beneath the scale bar in red ink, and the box previously found around the views on the left removed. The longitude scale along the lower margin has not yet been added, and the chart also still awaits Huddart's sailing directions and the publisher's imprint. The keen-eyed editor also points out that the letter 'R', for the 'Royal Admiral', which had appeared on the version drawn by Huddart himself has been omitted.



Some Typa chart

202 HEYWOOD, Captain P[eter]

The Typa and harbour of Macao; principally from a survey by Captain P. Heywood of the Royal Navy.

Publications
London, Laurie and Whittle, Sep[tembe]r 12th 1809.

Description
Engraved chart.

Dimensions
775 by 580mm (30.5 by 22.75 inches).

Printed first edition of Captain Peter Heywood's important survey of Macao and the nearby islands.

Heywood undertook the survey while his ship 'La Dedaigneuse', captured from the French in 1801, was being refitted after a skirmish, again with the French. Indeed, British influence over the South China Sea, and the waters of southeast Asia in general, were facing increased pressure from the combined Franco-Spanish fleets sent to patrol the region during the Napoleonic Wars. Macao in particular, with its strategic location at the mouth of the Pearl River, was an important station, as well as the nearby island of Taipa ("Typa"), now part of the Macao region, which provided good anchorage.

The chart offers extensive navigational information in the form of soundings, obstacles, multiple suggested routes, and "directions [to] ships coming in to, or going out of, the Typa". The land is shown in greater detail than found on many hydrographic charts, with the "peninsula and city of Macao" populated with buildings, roads, landing places, forts, a "convent", "chapel", and "Chinese Temple".

Australia Takes Shape

On January 1st 1787, Robert Sayer, heralded his separation from John Bennett by publishing 'A New and Correct Chart of the Indian Ocean ...', one of his most ambitious charts to date. The collection includes not only Sayer's working manuscript, his engraved working proof, but also his successors, Laurie and Whittle's working proof:

Shortly afterwards Laurie and Whittle drew an extension, to include the eastern coast of Australia in their chart, just a year before the arrival of the First Fleet in Botany Bay in January of 1788.

Only one mystery remained, and that was whether Tasmania was attached to mainland Australia, or whether it was an island. And while Laurie and Whittle did their best to include the most up-to-date information in their charts, they being able to include the discovery of the separating Strait by Bass and Flinders in November/December of 1798, just months before they published their chart on the 20th of May, 1799.

New South Wales, just before settlement

203 [SAYER, Robert]

[Extension to 'A New and Correct Chart of the Indian Ocean'].

Publication
[London, c.1787].

Description
Large original fair copy manuscript chart, pen and black ink on paper, margin extended.

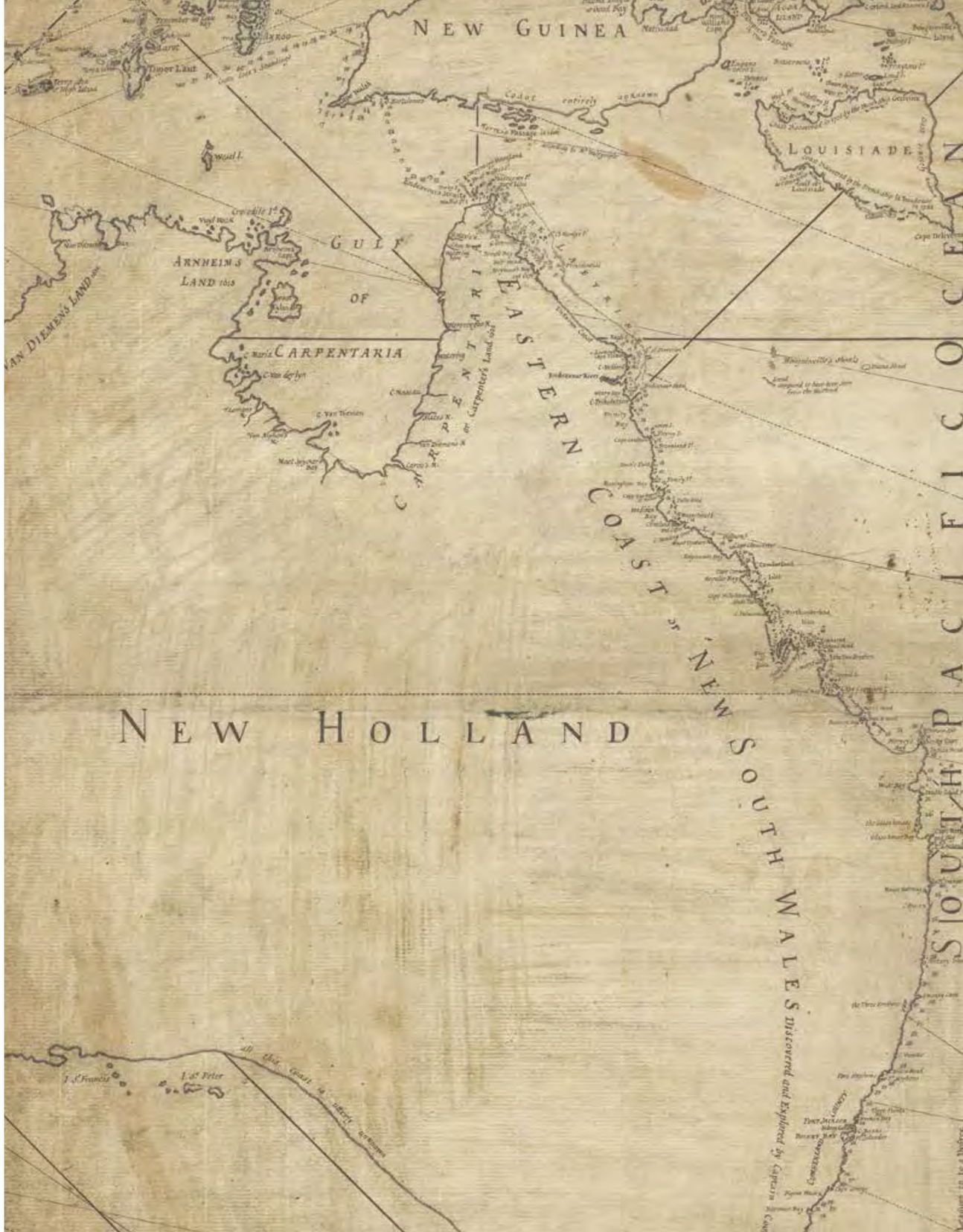
Dimensions
525 by 380mm (20.75 by 15 inches).

References
NLA Bib ID 147912; see Tooley, 'The Mapping of Australia', 285.

After the publication of his majestic four-sheet chart 'A New and Correct Chart of the Indian Ocean' on January 1st, 1787 (see items 114 & 115), Robert Sayer set about correcting its obvious omission with this chart of the eastern coast of Australia, which was included as such in later issues published by Laurie and Whittle.

In the meantime, it may have served as the basis for Sayer's 'A new Chart of the Eastern Coast of New Holland from South Cape to Cape York', issued in June of 1787. In that form, the chart extends southward to the 45th parallel to add more detail to properly incorporate Van Diemen's Land, and does not extend as far west into the northern coastline of Australia.

The chart was drawn in the year before the arrival of the First Fleet in Botany Bay in January of 1788.


NEW GUINEA
LOUISIADE
GULF
OF
CARPENTARIA
ARNHEIM'S
LAND 1623
VAN DIEMEN'S LAND
EASTERN
COAST
NEW SOUTH WALES
NEW HOLLAND
Timor Laut
Cape Deliverance
Cape Direction
Cape Wilberforce
Cape Van Diemen
Cape Arnhem
Cape Maria
Cape Van Speyk
Cape Van Thiemen
Cape Wilson
Cape Grafton
Cape Tribulation
Cape Upstart
Cape Sandwich
Cape Melville
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Cape Flattery
Cape Grenville
Cape Bedford
Cape Cleveland
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Cape Gloucester
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Cape Townshend
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Cape Hawke
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Point Upright
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Point Perpendicular
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Point Quobba
Point Maud
Point Sandy
Point Coates
Point Peron
Point Leschenault
Point Hood
Point Dalrymple
Point Labillardiere
Point Entrecasteaux
Point D'Entrecasteaux
Point Knobby
Point Lewin
Point Hillier
Point Ellen
Point Ellis
Point Ellie
Point Ellison
Point Ellenbrook
Point Ellenbrook
Point Ellenbrook

Ready for the First Fleet

204 [SAYER, Robert]

Coast of New Holland.

Publication
[London], Printed for Robert Sayer, No.53 Fleet Street as the Act directs, [4th June 1787].

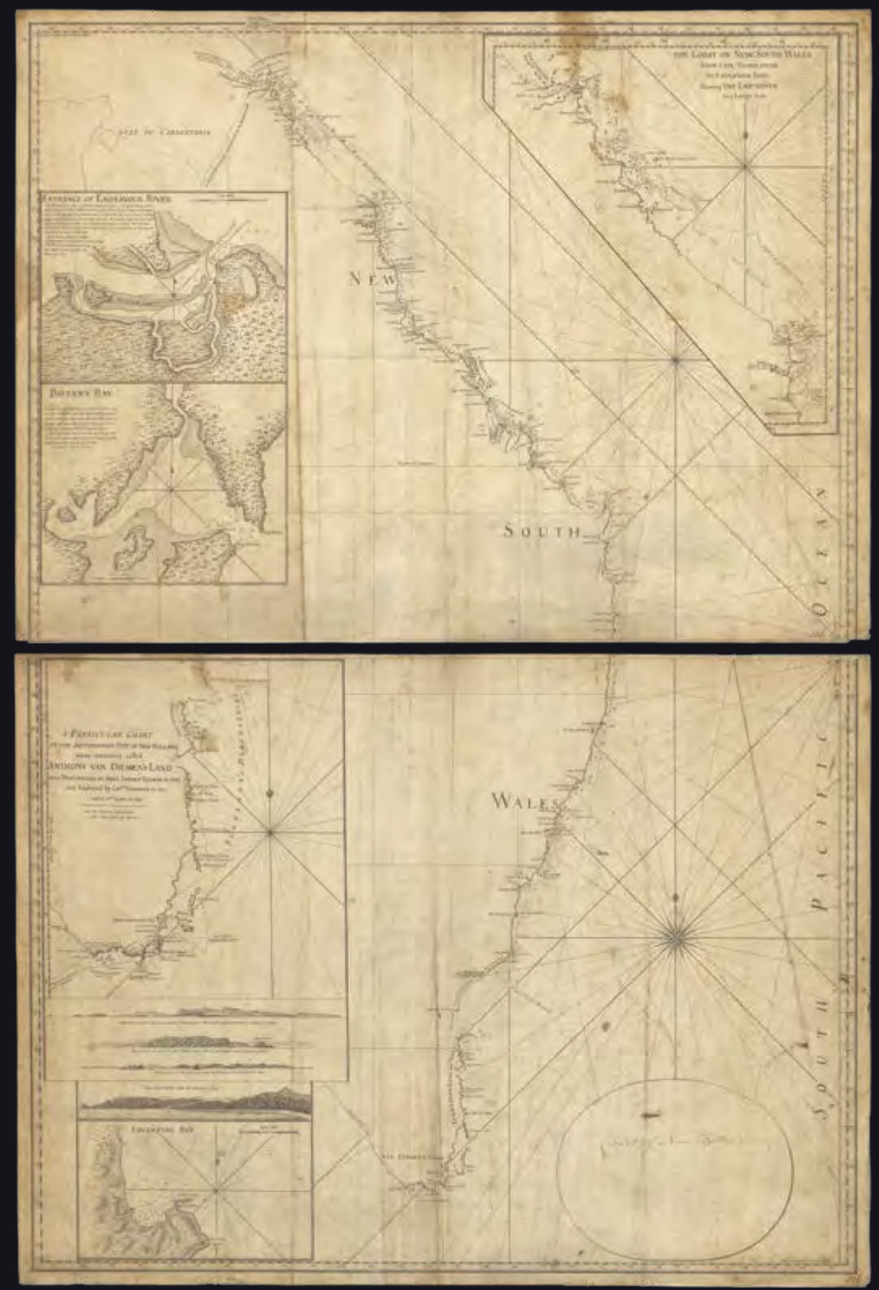
Description
Large original working manuscript chart on two sheets, pen and black ink on paper, inscribed on the verso "Original Drawings of the Coast of New Holland".

Dimensions
Each sheet 535 by 725mm (21 by 28.5 inches).

References
Tooley, 'The Mapping of Australia', 38.5.

With the exception of the title, which is scratched in as the 'Coast of New Holland', this manuscript chart is the same as its published version, 'A New Chart of the Eastern Coast of New Holland from South Cape to Cape York: comprehending Anthony Van Diemen's Land, Furneaux's Land, and New South Wales, discovered by Tasman, Furneaux and Cook, in the years 1642, 1770 and 1773' (1787). It includes insets of 'The coast of New South Wales from Cape Tribulation to Endeavour River shewing The Labyrinth on a larger scale', 'Adventure Bay', 'Coastal profiles', 'A particular chart of the Southernmost part of New Holland whose extremity called Anthony Van Diemen's Land was discovered by Abel Jansen Tasman in 1642', 'Botany Bay', and the 'Entrance of Endeavour River'. Tasmania is shown as being firmly part of mainland Australia.

The chart was published just six months before the arrival of the First Fleet in Botany Bay, in January 1788, and remained a stalwart of the Sayer, Laurie, and Whittle canon for many years, being constantly updated, to at least 1800.



Possibly by Hunter himself

205 [HUNTER, Captain John, attributed to]

Situation of the Waezaamheydt between the Isle of Pines and the Reef to the S.W. of it. New Caledonia. April 23d. & 24th. 1791.

Publication
[London], 1791.

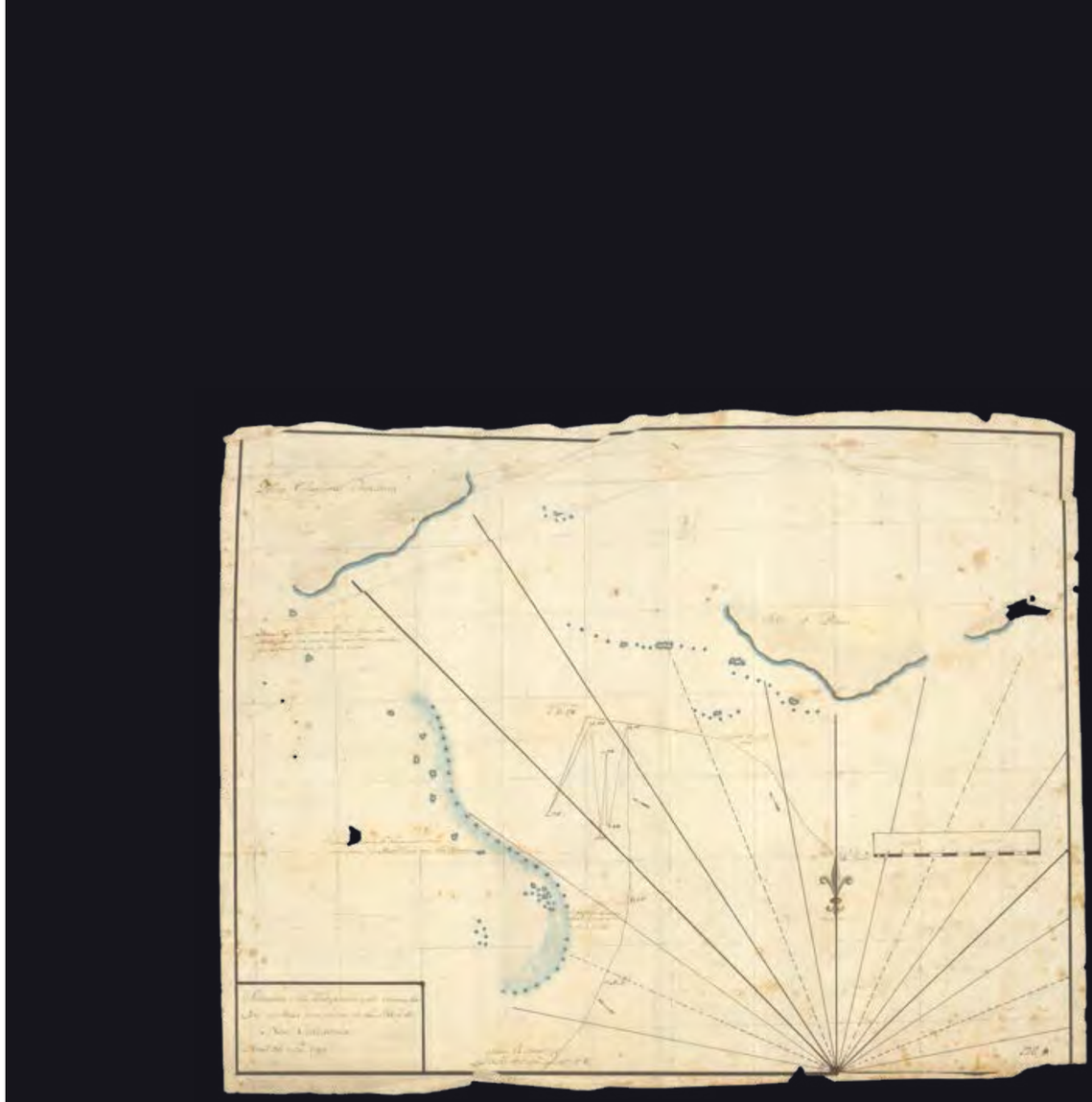
Description
Surveyor's fair copy manuscript chart, pen and black ink, and colour wash on cartographic tracing paper.

Dimensions
310 by 400mm (12.25 by 15.75 inches).

A beautiful and detailed chart of the roads between New Caledonia and the Ile of Pines in the Pacific. It appears as the 'Situation of the Waezaamheydt', an inset in Laurie and Whittle's 'To the Honorable Court of Directors of the United East India Company This Chart of the Western Part of the Pacific Ocean Comprised between the Latitudes of 48° South and 17° North. from 146° to 176° of East Longitude, and exhibiting the Track of the Walpole, from the S.W. Cape of New Holland, to the Isle of Tinian, Is respectfully Dedicated by their most obedient Humble Servt. Thos. Butler, Commander of the Walpole' (1799, see item 207).

The 'Waezaamheydt' had been chartered by the Colony of New South Wales to bring out supplies and then return to Portsmouth with Captain John Hunter aboard, who was to be tried for losing HMS 'Sirius'. The journey would take a very long 13 months. A skilled surveyor, it is possible that this chart was drawn by Hunter himself.

After many adventures at sea, including being shipwrecked off the coast of Norway with his father as a young man, John Hunter (1737-1821), voyaged to Sydney as part of the "First Fleet", and second captain of the 'Sirius', the convoy's flagship. In March of 1790, the 'Sirius' foundered and was lost off Norfolk Island. As this was the third shipwreck with which Hunter was associated, he was court-martialled but honourably cleared of all blame. He went on to become the second governor of New South Wales from 1795 to 1799.



The tracks of a convict ship returning from Australia

206 [MOOR, Henry; and Captain Michael HOGAN]

Track of the Marquis Cornwallis from Norfolk Island to Madrass and Bengal.

Publication
June and July, 1796.

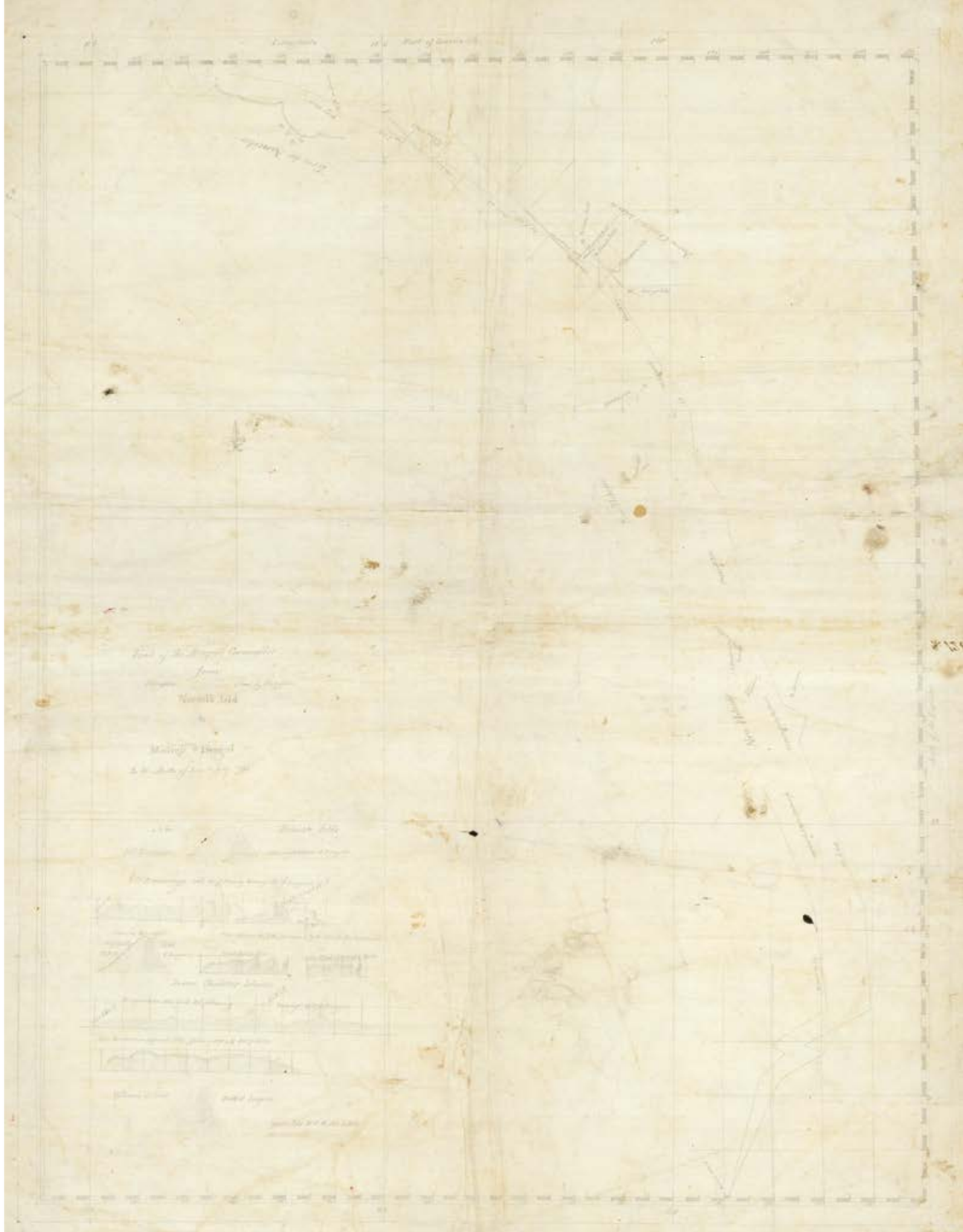
Description
Manuscript chart in pencil on tracing paper.

Dimensions
670 by 520mm (26.5 by 20.5 inches).

A manuscript chart showing the tracks of the 'Marquis Cornwallis' through the Indian Ocean.

The Indiaman 'Marquis Cornwallis', captained by Michael Hogan, had set sail from Portsmouth in August 1795, collected 163 convicts from Cork described in the ship's log book as "the most horrid ruffians that ever left the kingdom of Ireland", and delivered them to Port Jackson in Australia in February 1796. The return voyage took the 'Marquis Cornwallis' through the Indian Ocean, with stops at Sri Lanka, Madras, and Calcutta, finally arriving back in England on July 24th, 1797. One of the officers on board, Henry Moor, prepared charts of the waters, and later published 'Sailing directions to accompany a new Chart of the Molluccas and Eastern Islands'.

The present chart covers the stretch of water between Norfolk Island in the south and 'Terra des Arsacides' (Land of the Assassins), modern-day Malaita, an island in the Solomon Islands archipelago, in the north. The track of the Indiaman passes the New Hebrides, as well as Queen Charlotte Islands, now called the Santa Cruz Islands. Coastal profiles of these latter islands are given on the left-hand side of the chart (see item 218).



207 [ALLEN, George; Captain Thomas BUTLER; and Captain Michael HOGAN]

A Chart of Walpole's track through the Pacific Ocean towards China - 1794.

Publication
[London, c.1796-1798].

Description
Large original working manuscript chart on three joined sheets, pen and black and red ink on paper, some repairs and minor losses, laid down on archival tissue.

Dimensions
1770 by 775mm (69.75 by 30.5 inches).

References
NLA Bib Id: 372495; see Tooley, 'The Mapping of Australia', 275 forwards.

A magnificent manuscript chart of the southwestern region of the Pacific Ocean, extending to include all but the northeastern coastline of the north island of New Zealand, and showing the eastern coastline of "New Holland" from the southern coast of "Van Dieman's Land". With an inset of 'Situation of the Ship Waczaamheyt', and recent discoveries, particularly of Lieutenant. Ball in the 'Supply' (1790), Captain Hogan in the 'Marquis Cornwallis' (1796 - see item 206), as well as those of Captain Butler in the 'Walpole' (1794 - see item 205).

The mapmakers have made every attempt to include the most up-to-date information: the track of the 'Walpole' is meticulously recorded in black ink, from the southern coast of Van Diemen's Land to the Island of Tinian, part of the northern Marian Islands; the track of the 'Supply' from Port Jackson to north of the Solomon Islands, is in red; that of the 'Marquis Cornwallis', from Norfolk Island to Bengal, in 1796, in dotted black and red; and earlier partial voyages in and around the Solomon Islands of ships sailing from New South Wales to China are depicted. The chart is full of useful notes, pointing out "DANGEROUS" shoals, "sand hill breakers", "two small islands with trees", and illustrated with numerous coastal profiles.

Nevertheless, in one major respect the chart was tragically out-of-date the minute it was published. While the exact relationship between Van Diemen's Land and the Australian mainland, in this manuscript, is shown as obscure, with much red ink attempting to outline the confused coastlines, on the published version, the coastlines are definitely shown as continuous. This better error must surely have haunted the mapmakers, as the existence of the Bass strait that separates the landmasses, was discovered by Bass and Flinders in November/December of 1798, just months before Laurie and Whittle published their final chart, engraved by George Allen, on the 20th of May, 1799. The Bass Strait began to appear on published charts from 1800, and on individual maps of Australia from 1802.

Published as 'To the Honorable Court of Directors of the United East India Company This Chart of the Western Part of the Pacific Ocean Comprised between the Latitudes of 48° South and 17° North. from 146° to 176° of East Longitude, and exhibiting the Track of the Walpole, from the S.W. Cape of New Holland, to the Isle of Tinian, Is respectfully Dedicated by their most obedient Humble Servt. Thos. Butler, Commander of the Walpole' (Laurie and Whittle, 1799).

Although the map is focused on Walpole's voyage, arguably it is more interesting for including the very recent discoveries of Captain Michael Hogan of the 'Marquis Cornwallis' in 1796. Michael Hogan (d.1833), was a merchant and ship-owner, who sailed from Cork, Ireland, in May 1795 as master of the "convict transport 'Marquis Cornwallis' with his wife and two children. On the voyage Irish convicts aided by a

sergeant and some privates of the New South Wales Corps planned a mutiny, which Hogan foiled by firing on the rebels and placing their leaders in chains. Within a few days the sergeant and some of the wounded prisoners died. After the ship arrived in Sydney on 11 February 1796, Hogan requested an inquiry. He was completely exonerated. Governor John Hunter found him 'a man of property and good connections', leased him six acres of town land, and encouraged him to seek permission from London to open a much-needed private store. When he sailed for India in May, Hogan was also allowed to arm his ship with four guns retrieved from the 'Sirius' when it was wrecked at Norfolk Island" (ADB online).

The first issue of the printed chart is exceptionally rare, with only one example known in commerce, and institutional examples at the National Library of Australia. The first issue was not known to Tooley, who records the second issue of 1800, still with Tasmania joined to mainland Australia.

208 HAYES, Captain Sir John; and Captain Michael HOGAN

A chart of Van Diemen's Land, the south extremity of New Holland, with the new discovered river, by the Ships Duke and Duchess. from Captn. John Hayes. 1798.

Publication
1798.

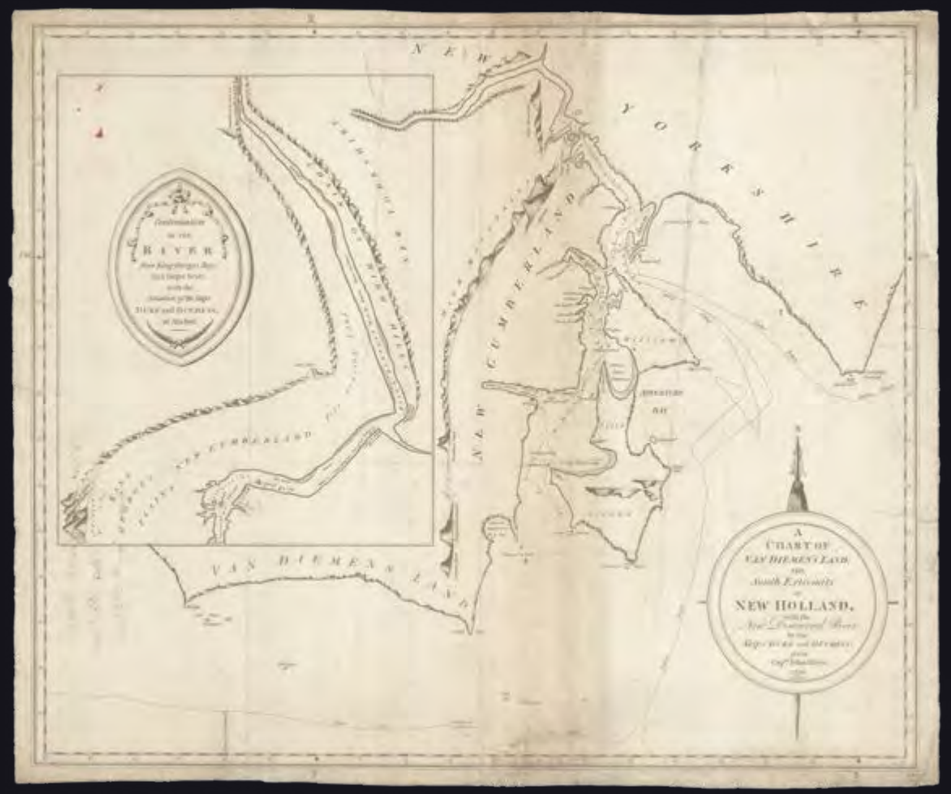
Description
Printer's proof, engraved chart, with corrections in pen and red ink, and pencil, inscribed on the verso "New Discovered River S. Cape of New Holland from Cap.tn Hogan".

Dimensions
575 by 690mm (22.75 by 27.25 inches).

References
Tooley, 'The Mapping of Australia', 709.

The map includes up to the minute information provided by Captain Michael Hogan (d.1833 - see item 206), including a river at South Cape near the Bass Strait on mainland Australia. Hogan was a rogue, a merchant, and ship-owner, who sailed from Cork, Ireland, in May 1795 as master of the "convict transport 'Marquis Cornwallis' with his wife and two children. On the voyage Irish convicts aided by a sergeant and some privates of the New South Wales Corps planned a mutiny, which Hogan foiled by firing on the rebels and placing their leaders in chains. Within a few days the sergeant and some of the wounded prisoners died. After the ship arrived in Sydney on 11 February 1796, Hogan requested an inquiry. He was completely exonerated. Governor John Hunter found him 'a man of property and good connections', leased him six acres of town land, and encouraged him to seek permission from London to open a much-needed private store. When he sailed for India in May, Hogan was also allowed to arm his ship with four guns retrieved from the 'Sirius' when it was wrecked at Norfolk Island. In September 1797, soon after he reached London, Hogan wrote to the Duke of Portland offering to take cattle to Sydney from the Cape of Good Hope 'without any risk or expense to Government, except the thirty-five pounds per head for all that is landed at New South Wales'. His proposal was approved by the Transport Board and in October 1798 the Marquis Cornwallis arrived in Sydney with 178 cattle for which the government paid him £37 a head..." (ADB online).

Though Hogan bought large swathes of land in Sydney with his windfall, and the Hogan Group of islands in the Bass Strait is named for him, he did not stay long in Australia. Instead, he became a slave-trader working out of Cape Town, fell foul of the law, and lived out the rest of his life in upstate New York.



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3. Atlases & Ephemera

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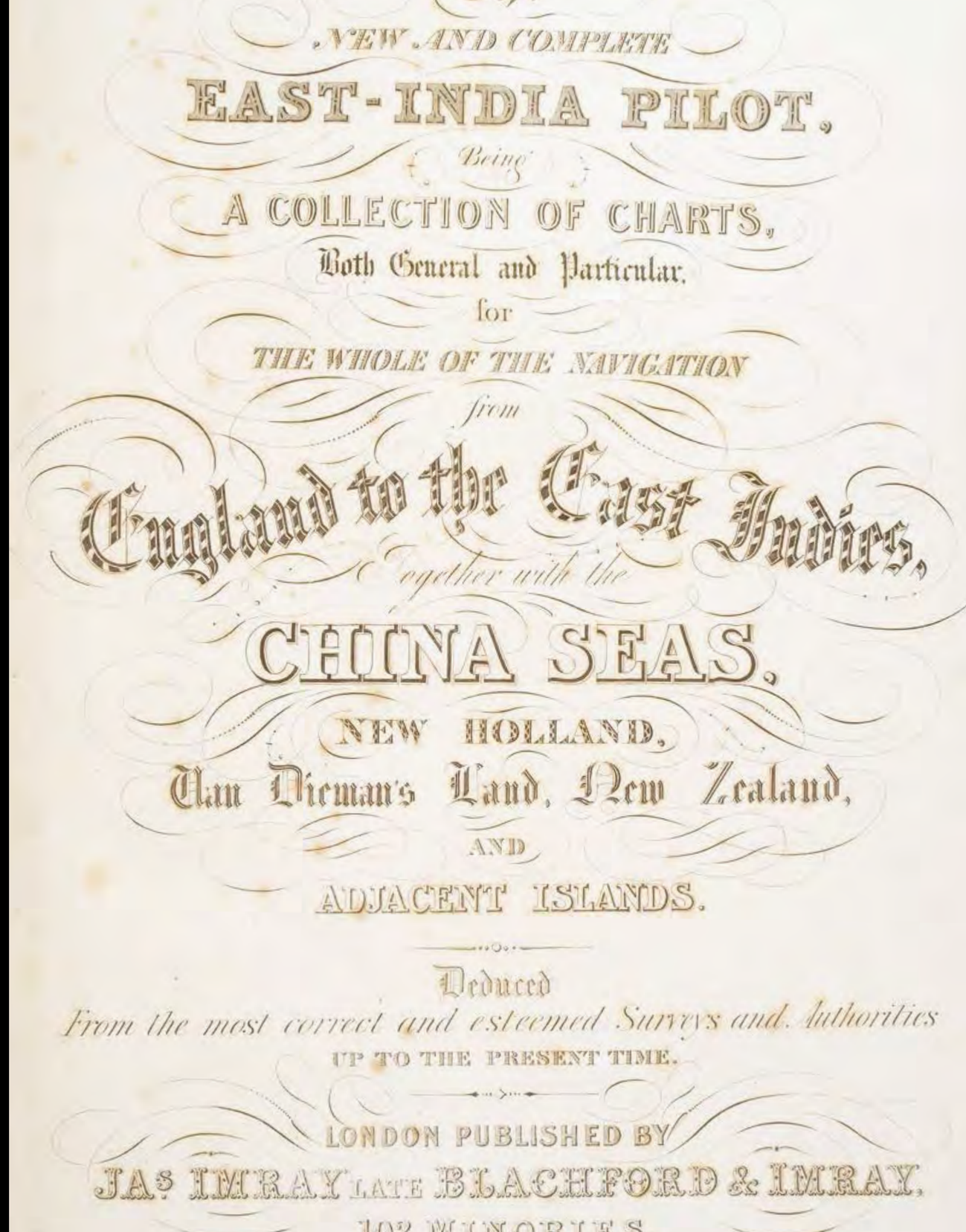
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for

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from

England to the East Indies,

together with the

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NEW HOLLAND,

Van Dieman's Land, New Zealand,

AND

ADJACENT ISLANDS.

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A previously unrecorded enlarged edition on magnetic variation

209 **DUNN, Samuel**

A new atlas of variations of the magnetic needle for the Atlantic, Ethiopic, Southern and Indian Oceans.

Publication
London, Printed for the author, and sold by him in Maiden-Lane, Covent Garden, 1776 [but 1788].

Description
Folio (543 by 365mm), 6 unsigned leaves of letterpress paginated xii, comprising title, dedication and introduction, 44 engraved charts, tables and diagrams on 28 sheets, of which 9 double-page mounted on stubs, first two double-page plates stained and spotted, occasional light soiling, spotting and staining to the remainder; contemporary half calf over marbled paper-covered boards.

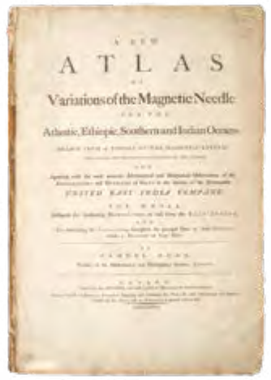
Extremely rare publication of this significant contribution to the field of navigation and geomagnetism in the eighteenth century; we can only trace the London Library example in British libraries.

Dunn's atlas provided sailors with crucial information about magnetic variations across vast ocean regions, which was essential for accurate navigation. This was particularly valuable at a time when determining longitude at sea was still a major challenge. The atlas was based on Dunn's own theory of the magnetic system, demonstrating his attempt to understand and systematize the complex behaviour of the Earth's magnetic field. Dunn endeavoured to bridge the gap between theoretical understanding and practical use, and to make his work directly relevant to mariners. The atlas itself has comprehensive geographical coverage of the [North] Atlantic, Ethiopic [i.e. South Atlantic], Southern, and Indian Oceans. In recognition for his work, Dunn was engaged by the East India Company as an examiner in mathematics for their cadets.

The present work is intriguing, as the double-page charts are mounted on stubs that are themselves made from old versions of Dunn's charts. It is also extremely rare: no copies can be traced at auction (RBH); the only institutional copies that can be traced are those in the London Library, Danish Royal Library, and the Huntington Library. The London Library's example is bound with the same author's 24-pages, small quarto accompanying text, 'The navigator's guide to the Oriental or India seas, or, The description and use of a variation chart of the magnetic needle', dated 1775.

The present example has the charts and diagrams uncoloured, while both the London Library and Huntington copies have the plates coloured in outline by a contemporary hand. Moreover, both these institutional copies have a plate not present here, namely 'Variation Chart of the Atlantic Ethiopic & Indian Oceans for the year 1770... Published... November 6, 1776'.

However, the Huntington example lacks the first chart, 'A Mercator's or Wright's Chart, shewing the course from one place to another … Published … November the 10th 1775' which is present in both here and in the London Library example. The introductory text in the London Library only extends to p.vi, being dated October 28th 1776, whereas the present example paginates to xii with p.vii dated September 4th 1782. The latest date in the volume is plate 18 on sheet 9, 'Longitude instructions', with 29 August 1788. This suggests that the present example is a hitherto unrecorded later, and very much enlarged, edition.


A NEW
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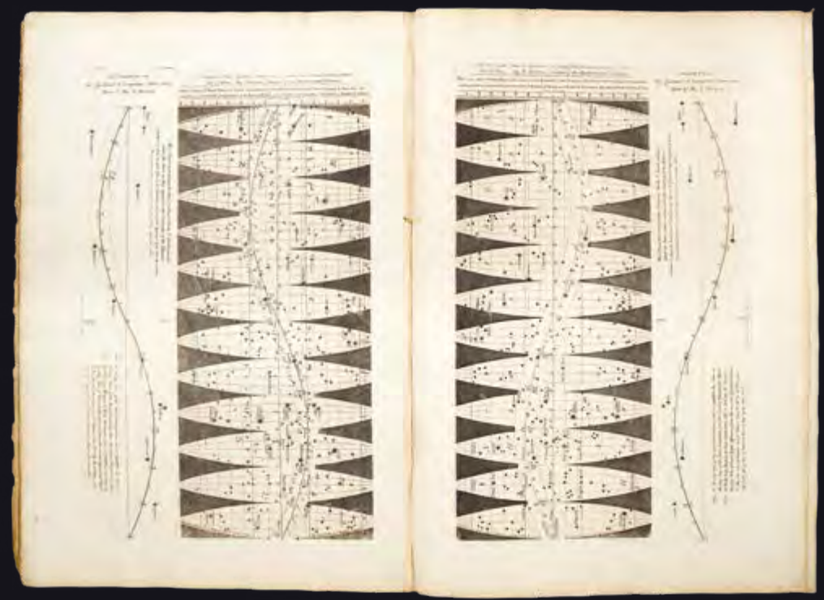


A rare pilot of home waters

210 HUDDART, Joseph; George BURN; and James GROSVENOR

The Coasting Pilot, for Great-Britain and Ireland.

Publication
London, Robert Sayer, [c.1788].

Description
Large folio (640 by 495mm). Eleven folding and eight double-page engraved charts, two with engraved lines indicating sailing channels highlighted by hand in red ink, without three charts and additional unnumbered chart of the British Isles (called for in contemporary ink manuscript) listed on title, chart 5 with very small loss along creasefold; chart 7 with long tear into sea area but without loss, chart 10 with light fraying and browning to western edge with tiny loss to border; contemporary half-calf over marbled paper-covered boards, red morocco gilt lettering piece to upper cover.

NEW
COASTING PILOT,
FOR
GREAT-BRITAIN AND IRELAND;
From ACTUAL SURVEYS and OBSERVATIONS
By
Capt. JOSEPH HUDDART,
GEORGE BURN, a Master in the Royal Navy,
JAMES GROSVENOR, a Trinity-House Pilot,
And many other NAVIGATORS
Who have assisted,
IN THOSE PART OF EUROPE
WITH
SAILING DIRECTIONS FOR THE CHARTS.

Sayer's publication of 'The Coasting Pilot for Great-Britain and Ireland' represents a pivotal advancement in eighteenth-century British hydrography, synthesizing cutting-edge surveying techniques, practical navigational expertise, and the geopolitical imperatives of an expanding maritime empire. Its charts provided sailors with unprecedented accuracy for navigating the complex coastlines of Britain and Ireland, reducing shipwrecks, enhancing trade efficiency, and bolstering naval dominance during a period of global conflict.

By the late seventeenth century, Britain's reliance on maritime trade and naval power necessitated reliable coastal charts. The first systematic attempt to chart British waters was Captain Greenville Collins's Great Britain's Coasting Pilot (1693), and the demand for accurate charts intensified during the eighteenth century dictated by global geopolitics by way of the Seven Years' War, American Revolution, and Napoleonic Wars.

Joseph Huddart FRS (1741–1816) was a British hydrographer, engineer, and inventor, who made a fortune from improving the design and manufacture of rope. He was commissioned by the publishers Sayer and Bennett to undertake a marine survey of the Irish Sea in 1777, which was then published in 1779. In 1778, Huddart sailed to Asia in the employ of the East India Company, and completed important surveys of the coast of India and Sumatra. These accomplishments made him well-known in cartographic circles, which is why, although Huddart had only ever undertaken the one survey in home waters, Sayer promoted his name on the title-page of the present work (Fisher p.58).

More prominent contributors to 'The Coasting Pilot' were George Burn, a master in the Royal Navy, and James Grosvenor, a Trinity House Pilot, whose hydrographic, naval, and pilotage expertise Sayer could use to produce charts that balanced scientific accuracy with real-world usability.

Sayer's practice of creating charts "done up in a portable manner" (quoted by Fisher p.57) but without text, led to him printing undated title-pages with a list of contents that could be made to serve for 20 or more years without change, although the charts within the atlases themselves would be the most recent versions at time of binding. This was an extremely flexible, and a profitable, way to publish, but did lead to charges that Sayer's charts could be out of date and not reliable. For instance, in the present example, the dates on the charts range from 1781 through to 1788, so it could be argued that the earliest chart ('A new hydrographical survey of the west coast of Ireland') was seven years out of date at the time of publication. It also leads to difficulty dating the publication history of these atlases; we can only trace six institutional examples, all with later dates than the present work: British Library (example dated 1791-1803), Cambridge (two copies, one dated 1794, the other 1796 with two extra charts), RGS (dated 1797) National Library of Sweden (dated 1781-1797), and Harvard (dated 1787-1794).

Stephenson's Channel Pilot

211 STEPHENSON, John; and George BURN

The Channel Pilot.

Publication
London, Printed for Robert Sayer, No. 53 Fleet-Street, [c.1789].

Description
Large folio (540 by 385mm). 24 engraved charts and one tide table, all numbered in ink stencil, four of which folding, 18 double-page, and two single-page, the final engraving being "A new and correct tide-table for the British Channel" printed on a single sheet with right-hand margin folded complete with one moving dial, some light offsetting throughout; contemporary half calf over marbled-paper covered boards, rebacked and recornered to style.

References
cf. NMM III, 416.

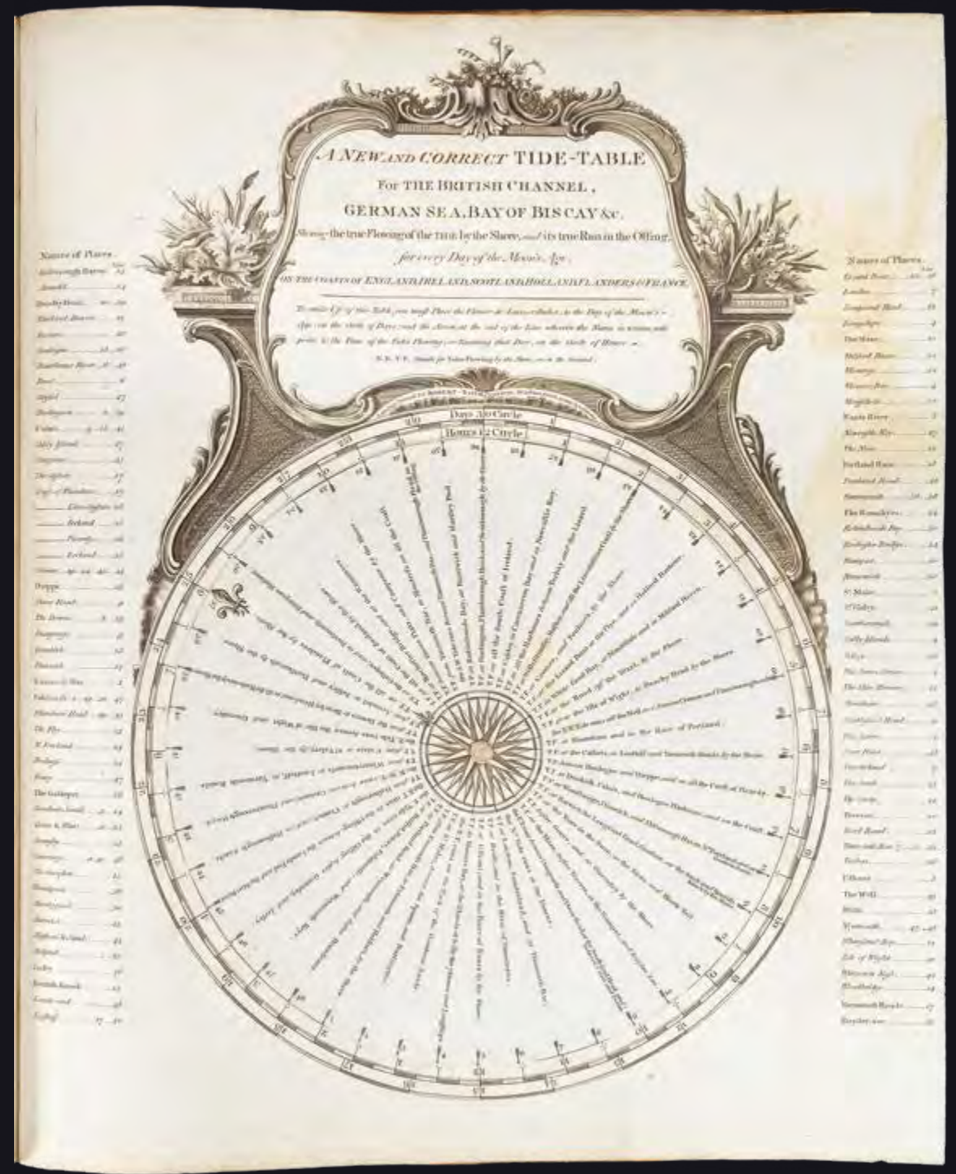
In 1760, Robert Sayer moved to larger premises at 53 Fleet Street, which would be the firm's home for the next 145 years. Sayer was very successful, and bolstered his business with canny acquisitions of stock and copper-plates. In 1766, when his friend, the map publisher, Thomas Jefferys, was declared bankrupt, Sayer "was able to obtain control of 'an important slice of Jefferys's stock in trade – both manuscript drawings and notes and copper-plates" (Fisher, p.55). Soon after, Sayer took on John Bennett as a full partner, and this led to increased business. A series of American atlases were published reflecting the current geopolitics of the American Revolution, followed by the East India Pilot as demand for eastern trade routes increased.

Work then moved back to home waters, with the first Channel Pilot being published with 21 plates. "The first Channel Pilot included charts provided by Trinity House pilots such as Joseph Ross and James Grosvenor, and others, while for the enlarged version, with twenty-five charts [this example] … the principal contributors were two masters in the Royal Navy, George Burn and John Stephenson. Before the establishment of government charting in Britain it was quite acceptable for naval officers to produce charts while on official duties and sell them to commercial publishers" (Fisher, pp.55-6).

Although the title to the present work is undated – standard procedure for Sayer's publishing practices – the latest date on the charts is 1789 (chart 9, "An actual survey of the coast from Arundel Haven in Sussex to St. Aldans in Dorsetshire"). It contains 24 charts, with an engraved tide table with moving volvelle bound at the end. The first chart is the 1786 variant of "A new chart of the British Channel" which is then later updated to 12 May 1800 and used in the Atlantic Pilot in this collection (see item 227).

The engraved trade of map and chart seller James Heskett on the front pastedown is interesting as it shows that Sayer was selling not only directly, but also through other dealers. Heskett of 13 Sweetings Alley, Royal Exchange, describes himself as: "Map, Print & Chart-Seller. Prints & Drawings neatly Framed & Glazed. Maps Beautifully Colourd [sic] and adapted for Librarys [sic] or Travelling. Globes & Mathematical Instruments, Books, Gunters-scales, Compasses, Pencils and India Ink. Charts properly fited [sic] up for Navigation. Drawing Books, & Reeve's Superfine Colours. Atlases, East & West India Pilots."

Provenance
Engraved bookseller's label of the map and chart seller James Heskett on front pastedown.



AN ACTUAL SURVEY

of the

COAST from ARUNDEL HAVEN in SUSSEX to St ALDHELMS in DORSETSHIRE

including chiefly THE ISLE OF WIGHT, SPITHEAD, PORTSMOUTH HARBOUR

Shewing all the Shoals, Sands, Lights, Beacons, Buoys, Sea marks, Soundings, Anchorages, &c

with the Time of High water, Setting of the Tides, particular Directions for Sailing in, out, or to the East of the ISLE of WIGHT and the respective Harbours from Combining

SURVEYED by ORDER of the GOVERNMENT,

and Dedicated to the Right Hon.ble the Lords of the Admiralty By JOS: WIDE.

Revised in 1788 by a Master of a Man of War.

LONDON

Printed for the Author, by Robert Sayer, No 53 Fleet Street, and J. Bennett

Instructions for Sailing

To Sail into Spithead

Remarks upon the Drawing of the Tides in the Respective Places on this ENGRAVE

PART OF SUSSEX

PART OF DORSET SHIRE

HAMPSHIRE

THE ISLE OF WIGHT

BRITISH CHANNEL

The Princessa Shoal

The Passage by the West End of the Isle of Wight with the Light Houses

Part of Hampshire

Part of the Isle of Wight

The first Spanish sea atlas, portraits hidden within

212 TOFIÑO DE SAN MIGUEL, Vicente

Atlas Maritimo de España.

Publication
Madrid, Vicente Tofiño De San Miguel, 1789.

Description
Two volumes. Large folio (625 by 485mm). Volume one: engraved title, 30 double-page charts, plans, and coastal profiles, of which 22 are double-page, six charts with pencil grid annotations and ink marks, including two in English, chart five with tiny hole in a blank area; volume two: 11 charts and four coastal profiles, all double-page; some light creasing, staining, and soiling; contemporary Spanish sheep, not quite uniform, covers tooled with an identical border composed of a foliate scroll intertwined with a dotted roll, volume one bound in tree sheep with border enclosing single gilt fillet, volume two bound in mottled calf with the border enclosed by double-gilt fillet, accompanied by a pair of bust-length portraits (both 494 by 414mm), oil on canvas, on modern stretchers and framed to style, these originally hidden between the pastedowns and the boards.

References
Although no attribution can be confirmed, the loose brushwork is reminiscent of the hand of Juan de Pareja and Velázquez.

NMM III, 475; Phillips Atlases 9305 and 9306; Shirley British Library M.TOF-1a; [Portraits] Gaceta de Madrid, 15th July 1873 (https://www.boe.es/gazeta/dias/1873/07/15/pdfs/GMD-1873-196.pdf).

Spain's first comprehensive hydrographic survey of its coastlines, ushering in a new era of scientific precision in nautical charting.

Commissioned by King Carlos III and executed under the leadership of Tofiño - a polymath naval officer, astronomer, and director of the Academy of Marine Guards in Cádiz - the atlas synthesized rigorous astronomical observations, advanced triangulation methods, and artistic craftsmanship to produce a work that redefined Spain's maritime capabilities. Its creation marked a departure from Spain's long-standing policy of cartographic secrecy, which had hindered the development of accurate navigational aids, leaving Spanish mariners reliant on outdated or imprecise charts. Carlos III, influenced by his reformist ministers such as Antonio Valdés y Bazán, recognized the strategic necessity of modernizing Spain's naval infrastructure, and re-evaluated the necessity of cartographic secrecy in the light of Enlightenment ideals of scientific openness and technological progress.

Tofiño's Expertise and Multidisciplinary Approach
Tofiño was entrusted with the monumental task of surveying Spain's entire coastline over a period of five years (1783-1788), including its Atlantic and Mediterranean shores, the Balearic Islands, and territories in North Africa. Tofiño's qualifications for this undertaking were unparalleled. A seasoned naval officer, he had participated in campaigns such as the 1775 invasion of Algiers and the 1782 siege of Gibraltar. His academic background in mathematics and astronomy, coupled with his directorship of the naval academies in Cádiz, Ferrol, and Cartagena, positioned him to integrate theoretical rigor with practical seamanship. His systematic survey combined celestial navigation, coastal triangulation, and bathymetric soundings.

Tofiño's team established baselines along the shorelines, using theodolites to calculate angles between fixed points, thereby accurately triangulating the coastline. Astronomical observations, particularly longitudinal measurements based on the transit of Jupiter's moons, further refined the charts' positional accuracy, while prime meridians at Cádiz, Ferrol, and Paris were employed to align the atlas with international navigational practices.

Seabed Classification and Navigational Safety
One of Tofiño's most innovative contributions was his system for categorizing seabed composition, denoted by letters such as P (piedra, or rock), L (lama, or mud), and A (arena, or sand). This notation provided mariners with critical information about anchorage suitability and potential hazards - a feature that enhanced navigational safety and operational efficiency.

Artistic Craftsmanship and Engraving Techniques
Rafael Mengs, Captain in the Royal Corps of Engineers, drew the plates, which were then engraved by Manuel Salvador Carmona, the renowned court engraver. The accurate charts are embellished by elaborate cartouches, allegorical motifs, and vignettes depicting naval instruments. The title page, for instance, incorporates astrological figures, the Spanish royal coat of arms, and scenes of maritime exploration, blending Baroque aesthetics with Enlightenment symbolism.

Atlas Composition
The first volume of the atlas focuses on Spain's Atlantic littoral, extending from the northern ports of Santander and Bilbao to the southern reaches near Gibraltar. It includes detailed charts of the Canary Islands and the Azores, strategic waypoints for transatlantic voyages. Each chart provides not only coastal outlines but also hydrographic data such as tidal patterns, currents, and prevailing winds.

Volume two encompasses the Mediterranean coast from Gibraltar to Rosas, featuring intricate plans of ports such as Barcelona, Valencia, and Cartagena. The Balearic Islands of Majorca, Menorca, and Ibiza receive particular attention, with their harbours and anchorages meticulously documented.

Notably, the atlas extends to North African territories under Spanish influence, including Ceuta and Melilla, underscoring Spain's geopolitical interests in the Mediterranean basin.

International Recognition and Influence
Tofiño's atlas garnered acclaim beyond Spain's borders. The French Academy of Sciences and the Royal Society in London lauded its scientific rigor, while navigators across Europe adopted its charts for Mediterranean and Atlantic voyages. The atlas's dual emphasis on accuracy and aesthetics influenced subsequent nautical publications, including British Admiralty charts, which began integrating artistic elements alongside technical data.

Therefore, in this context it is no surprise that this copy of Tofino's atlas was the working copy used in the office of J. W. Norie, some thirty or forty years after publication. Six plates are annotated and marked with a grid in preparation for making copies: chart eight (Costas de Galicia y Portugal) has one ink mark and pencil grid annotations to five coastal profiles in English; chart 12 (Costa de Portugal) has three ink marks and pencil grid annotations to eight coastal profiles; chart 13 has two ink marks and pencil grid annotations to two coastal profiles; chart 14 has pencil grid annotations to five coastal profiles; chart 20 has pencil grid annotations to three coastal profiles; and the final plate (30) has two coastal profiles with small English pencil annotations ("to be reduced - you may square this of your area, do it lightly").

Portraits
These nineteenth century users of the atlas seem to have been unaware of two seventeenth century Spanish portraits in oils which were found during cataloguing hidden between the pastedowns and the boards:

[SPANISH SCHOOL]
[Seventeenth century]
Oil on canvas, relined, minor old retouchings throughout
Dimensions: each c490 by 413mm (framed 572 by 493mm)
The present portraits depict Don Pedro López de Sagade and his wife Doña Angela Fernandez de Arnesto, benefactors of one of the chapels of the Church of San Andres in Madrid. Although it is one of the oldest churches in the city, unfortunately the interior was completely destroyed during the Spanish Civil War.

The sitter's identity is revealed through an inscription on the verso of each canvas. Their hands are clasped together, in prayer, following the typical austere compositions of seventeenth century Spanish painting; see for example the Portraits of a Gentleman and his Wife by Francisco Pacheco in the Museo de Bellas Artes in Seville.

Old Straits of Bahama

213 BISHOP, Robert

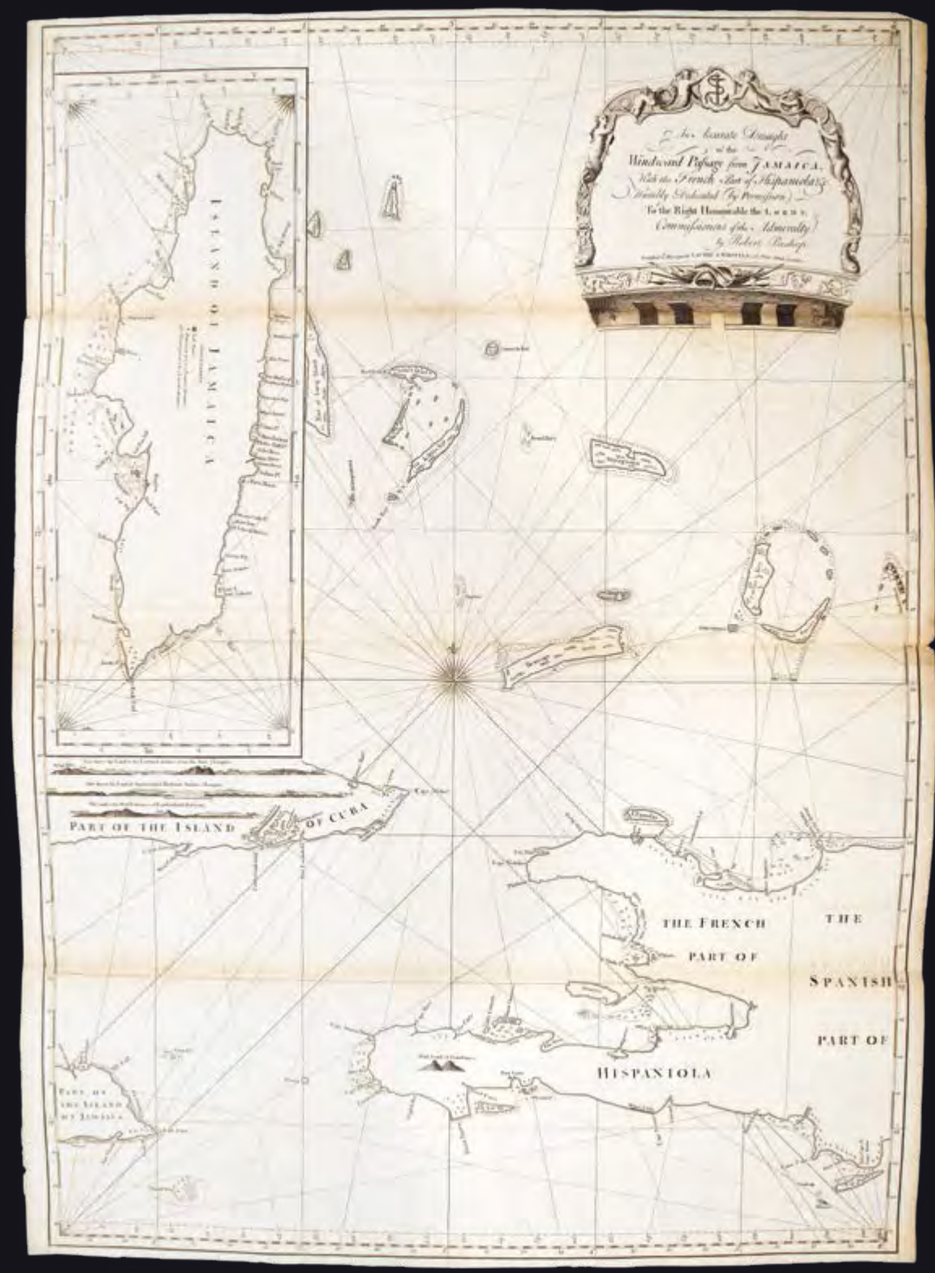
Captain Bishop's Original Charts of the Gulf & Windward Passages, Old Straits of Bahama, &c.

Publication
London, Robert Laurie and James Whittle, 1796.

Description
Tall folio (730 by 265mm). Three folding engraved charts, mounted dos-a-dos and with blue paper backing to inner folds; original publisher's paper-backed blue wrappers, large letterpress paper label on upper cover.

The Windward Passage was a maritime corridor between Cuba and Hispaniola, and the Old Straits of Bahama, threading through the Bahama Banks, as a vital artery for European colonial powers, facilitating trade, military deployments, and communication between the Atlantic and the Caribbean. However, the narrow channels, shifting sandbars, and unpredictable currents posed significant risks; accurate charts were essential to avoid shipwrecks.

These three charts contain the earliest imprint of Laurie and Whittle, 12 May 1794, probably the day they became the new proprietors of Robert Sayer's business (see Fisher, p.61). All three were published earlier as part of Thomas Jeffreys' The Atlantic Pilot by Laurie and Whittle in 1794 (see Christie's New York, sale 8536, 8 November 1996, lot 81), but they are in fact much older in origin. The first chart, "An Accurate Draught of the Gulph-Passage from Jamaica with the West end of Cuba, & c." has a note on the Florida peninsula that reads "Published by the Author May 20 1761". Sayer's practice of creating charts "done up in a portable manner" (quoted by Fisher, p.57) but without text, was therefore adopted by his successors, ostensibly offering a different, more specialized product. While extremely flexible, and a profitable way to publish, it did lead to charges that these charts were out of date and unreliable in area where accuracy was of prime importance. In fact, these charts were already obsolete by the time of publication, as newer hydrographic data emerged from the Napoleonic Wars.



An Accurate Draught of the GULPH-PASSAGE from JAMAICA with the West end of Cuba &c.

Humbly Dedicated (by Permission)
To the Right Honourable the LORDS
Commissioners of the Admiralty.

By their Lordships most dutiful & Servant
Robert Bishop.

EXPLANATION.

FLORIDA

CUBA

Sayer's Diston

214 DISTON, John

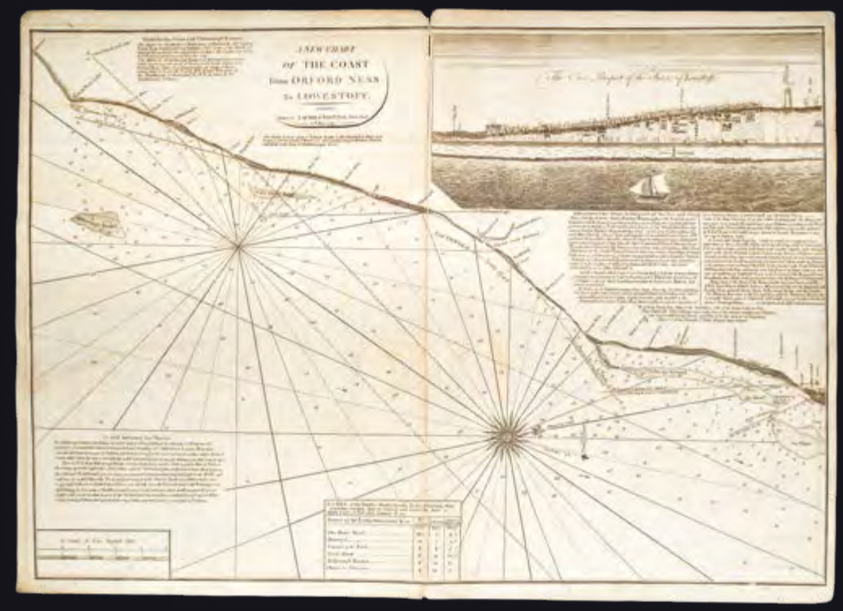
Diston's Collection of Charts, from London to the Humber.

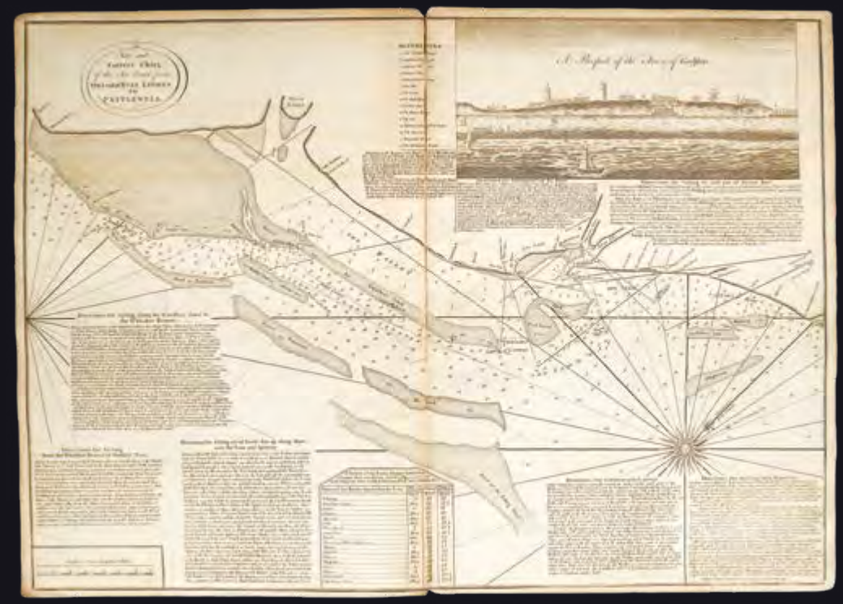
Publication
London, Robert Sayer [but Robert Laurie and James Whittle], [c.1797].

Description
Folio (535 by 375mm). Six double-page engraved charts, pasted dos-a-dos, charts offset, fourth chart trimmed close to border at southern edge; original publishers paper-backed blue wrappers, large letterpress paper label on upper cover.

Fascinating update of Robert Sayer's atlas of John Diston's charts.

Originally published in the 1760s, this atlas retains Robert Sayer's imprint on the label on the front cover. However, Laurie and Whittle's imprint appears on two of the charts, the third chart also bearing the date of 12 May 1797. It's also probable that the final chart was published c.1786. With control of the cartographic publishing activities passing to Laurie and Whittle in 1794 after the death of Robert Sayer, this atlas indicates that they continued Sayer's practice of issuing undated titles with new charts matching an existing list of contents. In this instance, they have actually reused a label printed for Robert Sayer, making no attempt to update the imprint, even though some of the charts are up-to-date with Laurie and Whittle imprints. This was an extremely flexible and profitable way to publish - and is an indicator of their good commercial instinct.





The copy of the Surveyor-General of Cape Breton

215 BACKHOUSE, Thomas

A New Pilot for the South East Coast of Nova Scotia.

Publication
London, Printed and Published ... by Robert Laurie and James Whittle ... No. 53, Fleet Street, 1798.

Description
Folio (525 by 380mm). Two unsigned letterpress leaves comprising title and dedication leaf to Earl Spencer, 15 engraved charts, two of which folding and the remainder double-paged, first chart with large repaired tears without loss but with some staining including ink stains and some pencil annotation to verso, chart two with a few minor marginal tears, nicks and dust-soiling, a few other very minor marginal repaired tears, a couple of minor nicks and some occasional faint offsetting, browning and soiling; publisher's half calf over marbled paper-covered boards, rebacked and recornered.

Extremely rare and important maritime atlas with an exceptional association. Laurie and Whittle's 1798 publication of this atlas of the eastern coast of Nova Scotia is extremely significant. With the loss of the American colonies in the Revolutionary War, Britain required accurate hydrography for safe passage to support the loyalist communities that remained in what is now modern-day Canada.

Moreover, the strategic and commercial importance of these waters to the British during the Napoleonic Wars cannot be understated. The southeastern coastline of Nova Scotia, particularly Chedabucto Bay and the Gut of Canso (now called the Strait of Canso), constituted a critical maritime corridor connecting the Atlantic Ocean to the Gulf of St. Lawrence; and to maintain their maritime hegemony, the Royal Navy required timber for shipbuilding, which the Canadian forests provided in abundance.

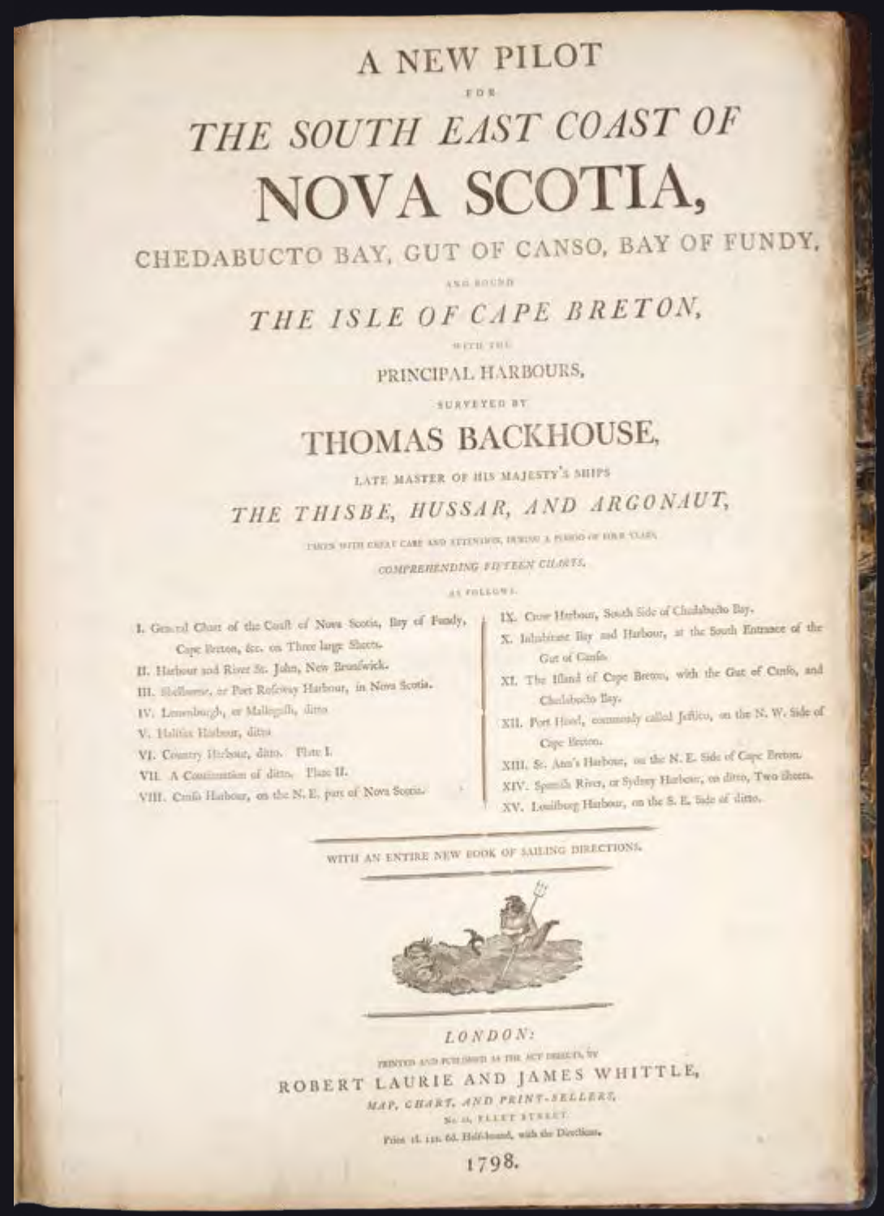
This atlas is one of the few Laurie and Whittle productions that did not reuse or update existing charts. Instead, this was a completely new publication, with all 15 charts engraved from surveys by Thomas Backhouse, supplied by him directly to Laurie and Whittle for their exclusive use (Fisher, p.61).

The ink ownership inscription on the dedication leaf hints at an extremely important association, since "T. Crawley" is most likely to be Thomas Crawley (1757-1851). Thomas Crawley was born in Ipswich, serving in the Royal Navy and retiring as a captain in the 1780s. After his retirement, he held a number of positions in the colonial government of Cape Breton, with his name appearing on the list of members of the Executive Council in 1788, 1794, 1806, 1807, 1812, and 1820. In 1803, Crawley was appointed to the post of Surveyor-General of Cape Breton, in which capacity such an atlas would have been extremely useful. Although the Surveyor's responsibilities were mainly terrestrial rather than maritime, dividing lots of land for settlers and completing the grants for purchased lands, presumably a sure cartographic knowledge of the coastline would have been imperative.

Thomas Crawley retired as a surveyor in about 1834, choosing to make his home in Westmount, opposite the town of Sydney in north-east Cape Breton. Today, Crawley's Creek, a small inlet at the northern end of Westmount, is named for him; this yet unnamed feature is shown on the penultimate chart in the present work "A survey of Spanish River or Sydney Harbour".

Extremely rare: we have been only able to trace three institutional examples: Houghton Library, Harvard; Roger S. Baskes Collection at the Newberry Library; and Library and Archives Canada, Ottawa, this apparently hand-coloured, but seemingly lacking the first two charts. No example can be traced in the British Isles.

Provenance
Contemporary ink inscription of T. Crawley on dedication leaf.


A NEW PILOT
FOR
THE SOUTH EAST COAST OF
NOVA SCOTIA,
CHEDABUCTO BAY, GUT OF CANSO, BAY OF FUNDY,
AND ROUND
THE ISLE OF CAPE BRETON,
WITH THE
PRINCIPAL HARBOURS,
SURVEYED BY
THOMAS BACKHOUSE,
LATE MASTER OF HIS MAJESTY'S SHIPS
THE THISBE, HUSSAR, AND ARGONAUT,
TAKEN WITH GREAT CARE AND EXTENSIVE, DURING A PERIOD OF FIVE YEARS,
COMPREHENDING FIFTEEN CHARTS,
AS FOLLOWS.
I. General Chart of the Coast of Nova Scotia, Bay of Fundy, Cape Breton, &c. on Three large Sheets.
II. Harbour and River St. John, New Brunswick.
III. Shelburne, or Port Roseway Harbour, in Nova Scotia.
IV. Lunenburgh, or Mallegash, ditto
V. Halifax Harbour, ditto
VI. Country Harbour, ditto. Plate I.
VII. A Continuation of ditto. Plate II.
VIII. Canso Harbour, on the N. E. part of Nova Scotia.
IX. Crow Harbour, South Side of Chedabucto Bay.
X. Inhabitant Bay and Harbour, at the South Entrance of the Gut of Canso.
XI. The Island of Cape Breton, with the Gut of Canso, and Chedabucto Bay.
XII. Port Hood, commonly called Jeffico, on the N. W. Side of Cape Breton.
XIII. St. Ann's Harbour, on the N. E. Side of Cape Breton.
XIV. Spanish River, or Sydney Harbour, on ditto, Two sheets.
XV. Louisburg Harbour, on the S. E. Side of ditto.
WITH AN ENTIRE NEW BOOK OF SAILING DIRECTIONS.
LONDON:
PRINTED AND PUBLISHED AS THE ACT DIRECTS, BY
ROBERT LAURIE AND JAMES WHITTLE,
MAP, CHART, AND PRINT-SELLERS,
No. 53, FLEET STREET.
Price 1l. 11s. 6d. Half-bound, with the Directions.
1798.

A NEW CHART OF THE COAST OF NOVA SCOTIA WITH THE SOUTH COAST OF NEW BRUNSWICK,

Including also PART OF THE ISLANDS OF St JOHN & CAPE BRETON, AND OF THE COAST OF NEW ENGLAND.

Surveyed and Assisted by Astronomical Observations

PLAN OF THE RIVER St JOHN

PLAN OF THE HARBOUR OF HALIFAX

PLAN OF THE HARBOUR OF ST JOHN

ISLE OF St JOHN

NORTHUMBERLAND STRAITS

CAPE BRETON ISLAND

NEW BRUNSWICK

NOVA SCOTIA

COAST OF NEW ENGLAND

BAY OF FUNDY

GULF OF ST LAWRENCE

MIDDLE GROUND

SABLE ISLAND BANK

ATLANTIC OCEAN

The Gold Coast of Africa

216 LAURIE, Robert; and James WHITTLE

The Guinea Coast Pilot.

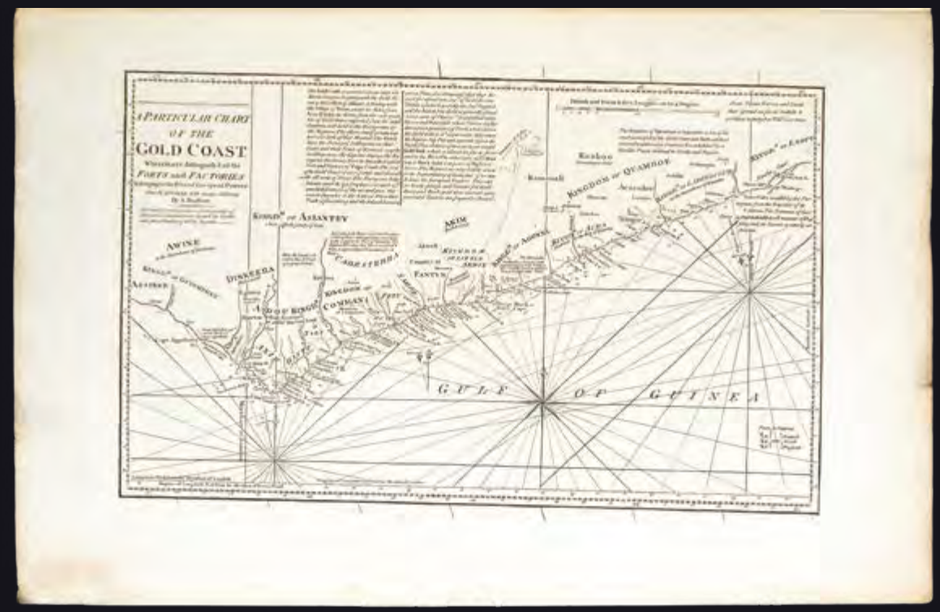
Publication
London, Robert Laurie and James Whittle, [c.1800].

Description
Folio (540 by 360mm). Six engraved charts, all but one double-page, second chart trimmed close with some loss to border and numerals at head, final two charts with occasional nicks and light soiling at head, charts with some light offsetting; original publisher's paper-backed blue wrappers, large letterpress printed paper label on upper cover, lower cover stained, upper cover faintly soiled.

An extremely rare pilot, which extends from the English Channel to the Gold Coast of Africa. The maps themselves are based on earlier cartography: for example, the first chart of the English Channel, while the imprint is dated to 12 May 1800, names Thomas Jefferys (d1771) as the cartographer; and the second through to the fifth charts, while all dated 12 May 1794, name various cartographers, including Bellin, D'Apres de Mannevillette, and D'Anville, all of whom were already deceased.

It is worth noting that the first three charts all appear in the 'Neptune Occidental' (1803) (see item 222), and 'A Small West India Pilot' (1801) (see item 217), with the second and third charts also appearing in 'The Atlantic Pilot' (1811) (see item 227). Robert Sayer's catalogue of 1787 (see item 250) lists the 'Guinea Coast Pilot', and this reissuing and updating some 13 years later by Sayer's successors shows that not only was there still a market for Africa hydrographic charts, but also that money could be saved by reusing charts in different atlases purporting to cover different geographies.

We have been unable to trace a single example at auction, and only one institutional example, held by the Royal Geographical Society.



A pilot of the Caribbean

217 LAURIE, Robert; and James WHITTLE

A Small West India Pilot.

Publication
London, Printed and published by Laurie and Whittle, No. 53, Fleet Street, 1801.

Description
Tall folio (545 by 360mm). Eight double-page engraved charts, mounted dos-a-dos, some light offsetting and soiling; original publisher's paper-backed blue wrappers, large letterpress paper label to upper cover, rebacked.

An extremely rare pilot containing eight engraved charts designed for those wishing to sail from England to the Caribbean. The maps themselves are based on earlier cartography: the first chart of the English Channel gives Thomas Jefferys (d1771) as the cartographer, but the imprint date is 12 May 1800; the remaining charts are all dated 12 May 1794, with various cartographers including Bellin, Pownall, D'Apres de Mannevillette, Fleurieu, and D'Anville, bar chart five 'A new map of the West Indian Islands' which is dated 12 May 1795, and the penultimate chart, 'The Bay of Honduras … Corrected and Improved in 1800'.

As can be seen from other atlases in this collection, charts were reused to reduce costs, and the present work shares its first three charts with the 'Guinea Coast Pilot' (1800) (see item 216) and the 'Neptune Occidental' (1803) (see item 222); the second and third charts are also found in 'The Atlantic Pilot' (see item 227), published in 1811.

We have only been able to trace one institutional example, held by the British Library.

Moor spice?

218 MOOR, Henry

A New General Chart of the Molluccas and Eastern Islands.

Publication
London, Robert Laurie and James Whittle, 1801.

Description
Folio (575 by 455mm). Five engraved charts, including one folding, three manuscript charts loosely inserted; original publisher's paper-backed blue wrappers, large letterpress paper label to upper cover, label with either price or date erased, small chip to fore-edge of upper cover, corners slightly dog-eared.

When Robert Sayer died on 29 January 1794, he left his fortune and his business to his son, James Sayer. However, James does not seem to have played any part in the business, and instead it continued to be run by Robert's assistants, Robert Laurie and James Whittle. They started using the Laurie and Whittle imprint from 12 May 1794, reissuing a large number of Sayer's plates under their joint names. They continued Sayer's practice of re-issuing pilots with updated charts as and when required, but occasionally they invested in completely new charts that were exclusive to the firm and were issued under completely new titles.

The present work is one of those publications. Laurie and Whittle engaged Lieutenant Henry Moor (c.1780-1810; sometimes spelled "Moore") of H.M. Sloop 'Hobart' to produce these five charts of the East Indies, and supply them directly to the publishers (see Fisher, p.61).

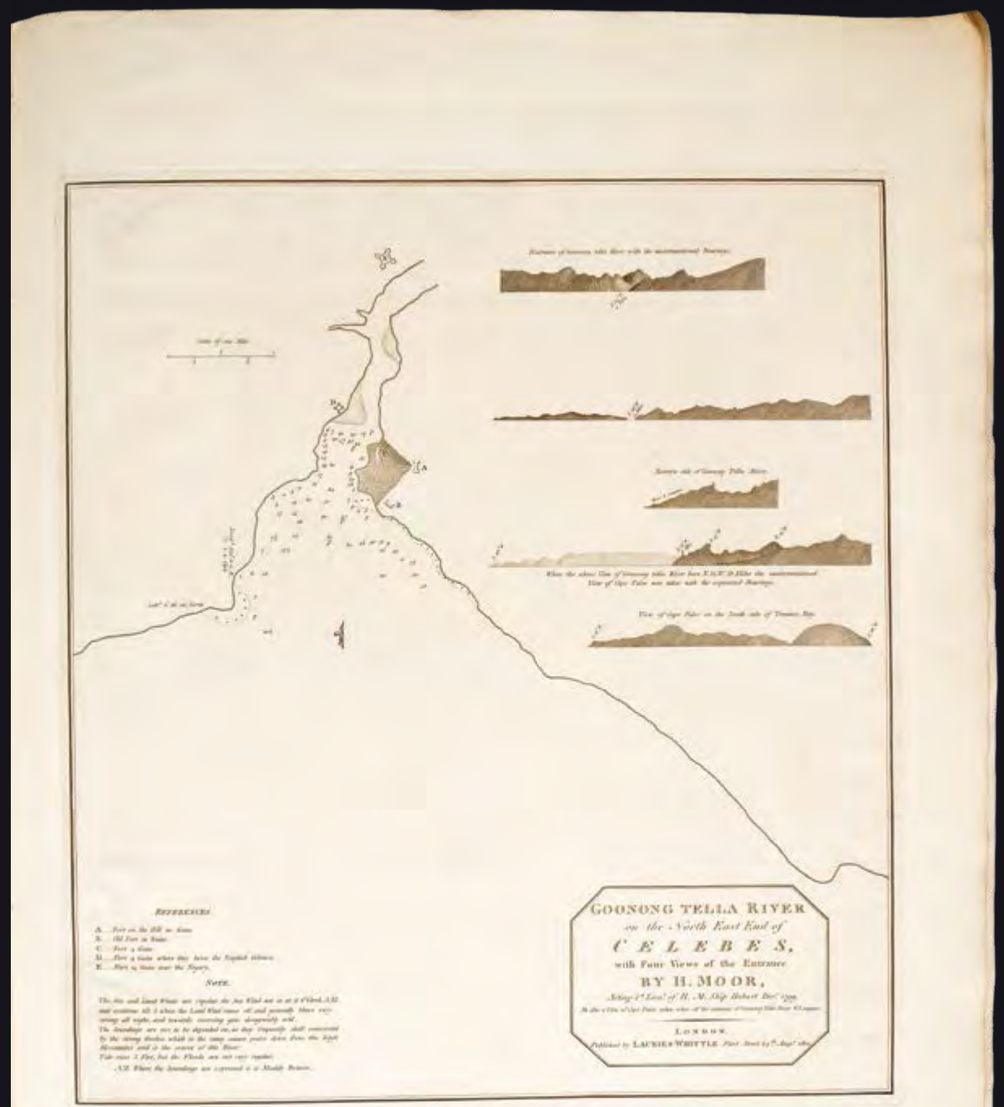
This example is accompanied by three associated manuscript charts, which are loosely inserted: an ink manuscript chart of the southern portion of the first chart, 'A new chart of the Molluccas and eastern islands', with title cartouche pencilled in outline, a few soundings and one toponym in red ink, folded twice, with ink manuscript inscription on verso "Original drawings of the Molucca Islands by Lieut. Moore. Reduced by Mr Snowy, 1801" (lightly soiled, with very small closed tear in blank area); an ink manuscript chart by Captain V.V. Ballard, accompanying the chart 'A Survey of Kema Roads'; and an original ink and pencil manuscript chart, signed by H. Moor, accompanying the 'Chart of the Goonong Tella River (also see item 208 for another Moor manuscript).

Very rare: we have been unable to trace a single example at auction (RBH); it is possible that the Royal Geographical Society has an example of this atlas, but this has not been verified.

A Survey of
KEMA ROADS
and the Coast of CELEBES
from the Entrance of the Straits of
LIMBE to 4° 10' North Lat.e
by Capt.n V.V. Ballard
1820.

A SURVEY OF
KEMA ROADS
and the Coast of
CELEBES,
from the Entrance of the Straits of
LIMBE to 4° 10' NORTH LATITUDE
by Capt.n V.V. Ballard
Assisted by W.Moore acting Clk.t Commd.r
OF H.M.S. HOBART
1820

References.
A Fort on the Hill as Gone
B Old Fort in Ruins
C Fort A Gone
D Fort A Gone where they hoist the English Colours
E Fort La Gone over the Negory
Note
Goonong tella River
on the North East end of Celebes
with Four Views of the Entrance
By
H. Moor
H.M.S. Albert
1799


REFERENCES
A ... Fort on the Hill as Gone
B ... Old Fort in Ruins
C ... Fort A Gone
D ... Fort A Gone where they hoist the English Colours
E ... Fort La Gone over the Negory
NOTE.
GOONONG TELLA RIVER
on the North East end of
CELEBES,
with Four Views of the Entrance
BY H. MOOR,
LONDON.
Published by LAURIE & WHITTLE

"I love to sail forbidden seas, and land on barbarous coasts." (Melville)

219 LAURIE, Robert; and James WHITTLE

A Pilot for the Greenland Whale Fishery.

Publication
London, Published by Robert Laurie and James Whittle, map, chart, and print-sellers, No. 53 Fleet Street, 1802.

Description
Tall narrow folio (740 by 275mm). Seven engraved charts, of which three folding, mounted dos-a-dos, browned and offset throughout; original publisher's paper-backed blue wrappers, large letterpress paper label on upper cover, prices altered in ink manuscript from "fifteen" to "16" shillings, small repaired area to lower cover, just affecting border of final map.

A cynic might argue that this atlas represents everything that was wrong with private chart publication at the end of the eighteenth and beginning of the nineteenth centuries. It was undoubtedly published by Laurie and Whittle to take full commercial advantage of the Scottish whaling industry's strategic shift to the waters of the Davis Strait separating the western coast of Greenland and Baffin Island.

By the late eighteenth century, Scottish whalers dominated the pursuit of bowhead whales (Balaena mysticetus) in the Greenland Sea, driven by demand for whale oil and baleen. However, declining catches in traditional grounds prompted a westward shift to the Davis Strait and Baffin Bay after 1800. This transition required navigating uncharted or poorly mapped regions fraught with sea ice, icebergs, and unpredictable weather. The hazards were stark: over 50% of Scottish whaling vessels venturing to the Arctic seas between 1750 and World War I were lost, claiming hundreds of lives. In this context, accurate nautical charts became indispensable for minimizing risks and maximizing returns.

Laurie and Whittle were well-positioned to meet this demand. Their firm had already established credibility through works like the East-India Pilot, and thus the 1802 Pilot for the Greenland Whale Fishery represented an extension of their expertise into the Arctic.

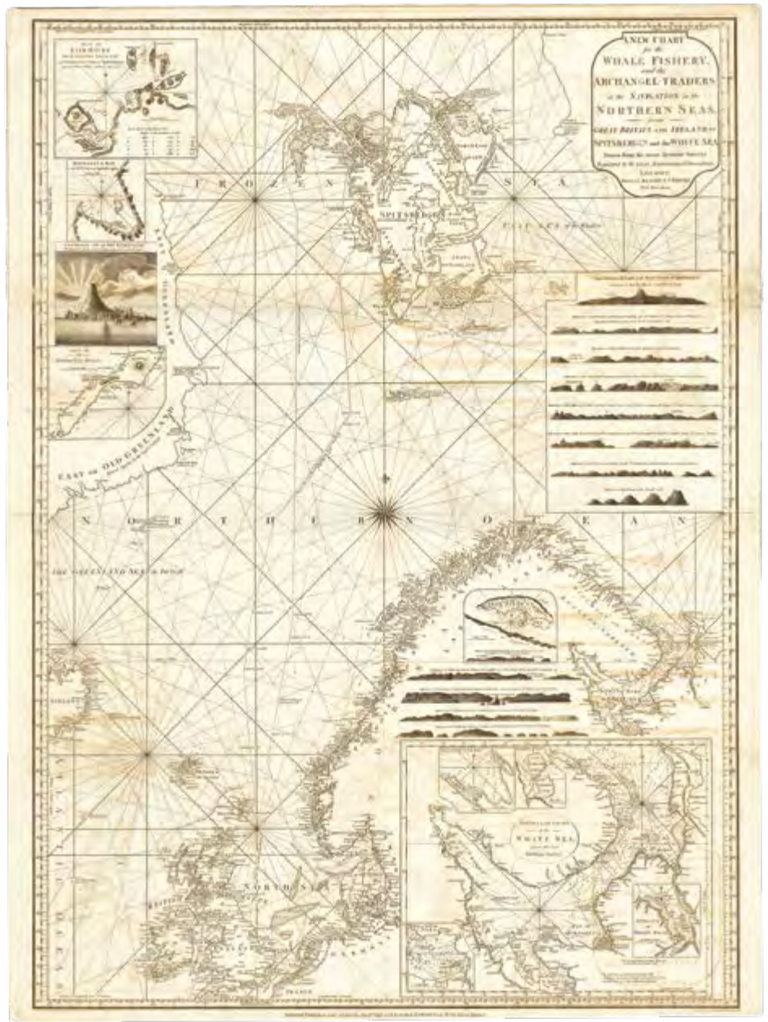
Moreover, the Peace of Amiens in 1802 had the effect of expanding Arctic whaling operations. This temporary cessation of hostilities between Britain and France reveals a critical nexus between geopolitical stability and maritime resource exploitation. During the War of the Second Coalition (1798-1802), French privateers had targeted British merchant vessels, including whalers, disrupting voyages and inflating insurance costs. The treaty's 14-month truce (March 1802-May 1803) provided a window of relative safety, allowing whalers to venture into distant Arctic grounds.

With this atlas, Laurie and Whittle were trying to supply an increased demand for charts for the northern seas, but for those captains of the whalers expecting to see the latest cartographic information, they were to be sorely disappointed. As Fisher describes, "apparently new titles, such as A Pilot for the Greenland Whale Fishery (1802), included one or two new charts but were otherwise simply new groupings of existing charts" (p.61).

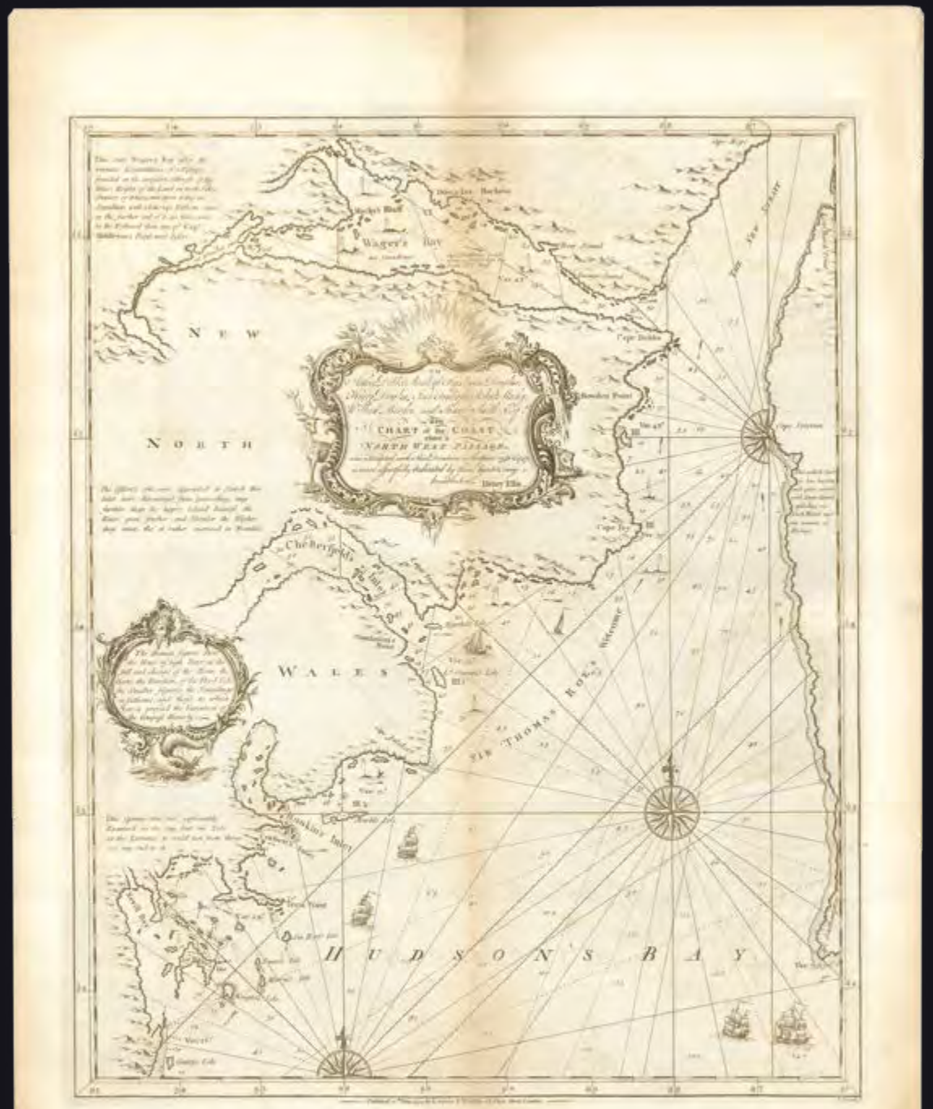
The latest chart in the atlas is dated 1799, already three years old by the time this atlas was published, while the remaining charts are dated between 1794-1797. For Davis Strait expeditions, which required vessels to traverse the Labrador Current – a region notorious for ice hazards and already fraught with operational risks – this atlas was already out of date and unreliable. Truly reliable surveys producing new charts of the relevant areas would not come until a lot later with Laurie and Whittle's employment of John Purdy, who produced a large detailed chart of the North Sea in 1806, and one of the Atlantic Ocean in 1812.

Effectively this atlas was a cynical exercise in opportunistic publishing to meet quickly the demand created by a sudden change in geopolitics.

Extremely rare: we have been unable to trace a single example to have appeared at auction, and only one institutional example, held by the British Library.



A SKETCH
of the
FARO SHETLAND & ORKNEY ISLES
with PART of the
COAST OF SCOTLAND AND THE LEWIS
EARL SPENCER
FARO ISLANDS
NORTHERN OCEAN
ISLES OF SHETLAND
ORKNEY ISLANDS
PART OF SCOTLAND
CAITHNESS
SUTHERLAND-SHIRE
ROSS-SHIRE
INVERNESS-SHIRE
BANFF-SHIRE
ABERDEEN-SHIRE


NEW
NORTH
WALES
HUDSONS BAY
CHART of the COAST
NORTH WEST PART

220 HUDDART, Joseph

A Coasting Pilot for the western seas of Great Britain.

Publication
London, Robert Laurie and James Whittle, 1802 [but 1810].

Description
Tall narrow folio (820 by 305mm). Five engraved folding charts on six sheets, sheets one and two with extension flaps, a few minor old repairs, mainly to creasefolds; original publisher's paper-backed blue wrappers, large letterpress paper label on upper cover, extremities lightly rubbed and soiled.

A comparison between this atlas and the "New and Improved Edition", under the same title, dated 1811 (see item 229), reveals that this work, despite bearing the date 1802, is actually closer in age to the 1811 edition, and can, in fact, be dated to 1810. One major difference is that this work contains a fifth chart, "A sketch of the Faro, Shetland & Orkney Islands," dated 1797, which does not appear in the 1811 edition.

When Laurie and Whittle took over Robert Sayer's business in 1794, they adopted Sayer's practice of creating charts "done up in a portable manner" (quoted by Fisher, p.57) but without text. This offered an extremely flexible, and a profitable way to publish, although it did lead to charges that these charts were out of date and unreliable in areas where accuracy was of prime importance. In this instance, the first chart is dated 1809, while the fifth, that of Shetland, is dated 1810. Presumably it made economic sense to use up old printed labels retaining an old date, while making sure the contents were as up-to-date as possible.

Joseph Huddart's name appears frequently on the publications of Robert Sayer, and later on those of Laurie and Whittle. The publishers Sayer and Bennett first commissioned Huddart to undertake a marine survey of the Irish Sea in 1777, but then Huddart spent the following decade in the employ of the East India Company in Asia. There, he completed important surveys of the coast of India and Sumatra, making him well-known in cartographic circles, which is why Sayer continued to promote his name on the title-page of British pilots. However, in 1788 Huddart returned to the British Isles and completed surveys of the Hebrides which formed the basis for this atlas. Although the present work is a late edition of 1810, Huddart's name, as influential as ever, still appears on the title, even though he would have been 69 years old at the time of publication.

SURVEY
OF
BRASSA SOUND,
AND
LERWICK HARBOUR
MAINLAND
ISLE OF BRESSAY
BRASSA SOUND
LERWICK
A NEW HYDROGRAPHICAL SURVEY
OF THE
ISLANDS OF SHETLAND
BY CAPT.N THOMAS FIDDITCH,

A NEW HYDROGRAPHICAL SURVEY
OF THE
WESTERN ISLANDS
OF SCOTLAND
WESTERN ISLANDS
ATLANTIC OCEAN
SCOTLAND

“done up in a portable manner”

221 HUDDART, Joseph; George BURN; and James GROVESNOR

The Coasting Pilot, for Great-Britain and Ireland.

Publication
[London], Printed for Robert Sayer [i.e. Laurie and Whittle], Fleet-Street, [c.1803].

Description
Large folio (635 by 480mm). 26 engraved charts comprising 13 folding and 13 double-page, one with engraved lines indicating sailing channels highlighted by hand in red ink, complete with additional unnumbered chart of the British Isles bound in at beginning as the first chart, and three charts of ‘Quiberon Bay’, ‘A sketch of the Faro, Shetland & Orkney Isles’, and ‘Coast of Yorkshire’ called for in contemporary ink manuscript on title, chart 4 with very short neatly repaired marginal tear, final chart with faint ink stain in margin, some variable offsetting and browning throughout; slightly later flexible paper-covered boards, rebacked with calf spine to style.

Sayer’s ‘The Coasting Pilot for Great-Britain and Ireland’ was in constant demand as its charts provided sailors with unprecedented accuracy for navigating the complex coastlines of Britain and Ireland. However, Sayer’s practice of creating charts “done up in a portable manner” (quoted by Fisher, p.57) but without text, led to him printing undated title-pages with a list of contents that could be made to serve for 20 or more years without change, although the charts within the atlases themselves would be the most recent versions at time of binding. In the present example, the first folding chart ‘A new and accurate chart of the mouth of the Thames’ is dated 1803, with the following chart dated 1800. However, the rest of the charts are dated between 1794-1798, which means many of the charts were almost a decade old at the time of publication.

It also leads to difficulty dating the publication history of these atlases; the only institutional holding that we can trace with a similar date to the present work is that in the British Library (example dated 1791-1803).

222 JEFFERYS, Thomas

Neptune Occidental. The Western Neptune, or pilot for America.

Publication
London, Printed For R. Sayer, No. 53, Fleet Street, [c.1803].

Description
Folio (545 by 400mm). Letterpress title-page, nine charts on ten sheets mounted on stubs, of which five folding, a few charts trimmed close to borders, very faint soiling and offsetting; original publisher's paper-backed blue wrappers, rebacked, printed paper spine label "Western Neptune".

In 1760, Robert Sayer moved to larger premises at 53 Fleet Street, which would be the firm's home for the next 145 years. Sayer was very successful, and bolstered his business with canny acquisitions of stock and copper plates. In 1766, when his friend, the map publisher, Thomas Jefferys, was declared bankrupt, Sayer "was able to obtain control of 'an important slice of Jefferys's stock in trade – both manuscript drawings and notes and copper-plates" (Fisher p.55). Jefferys had been collecting the best maps and charts of North America, but overreached himself leading to financial disaster. Sayer took full advantage of the situation, becoming the controlling partner in Jefferys's publications. These included the important 'A General Topography of North America and the West Indies' (1768).

Sayer took on John Bennett as a full partner in the 1770s, and this led to a reinvigoration of the business. Due to the American Revolution, there was interest in, and demand for, this geography, and Sayer and Bennett issued an important series of atlases based on Jefferys's stock: 'The West India Atlas' (1775), 'The American Atlas' (1775), 'The North American Pilot' (1775), and 'The Neptune Occidental' (1778).

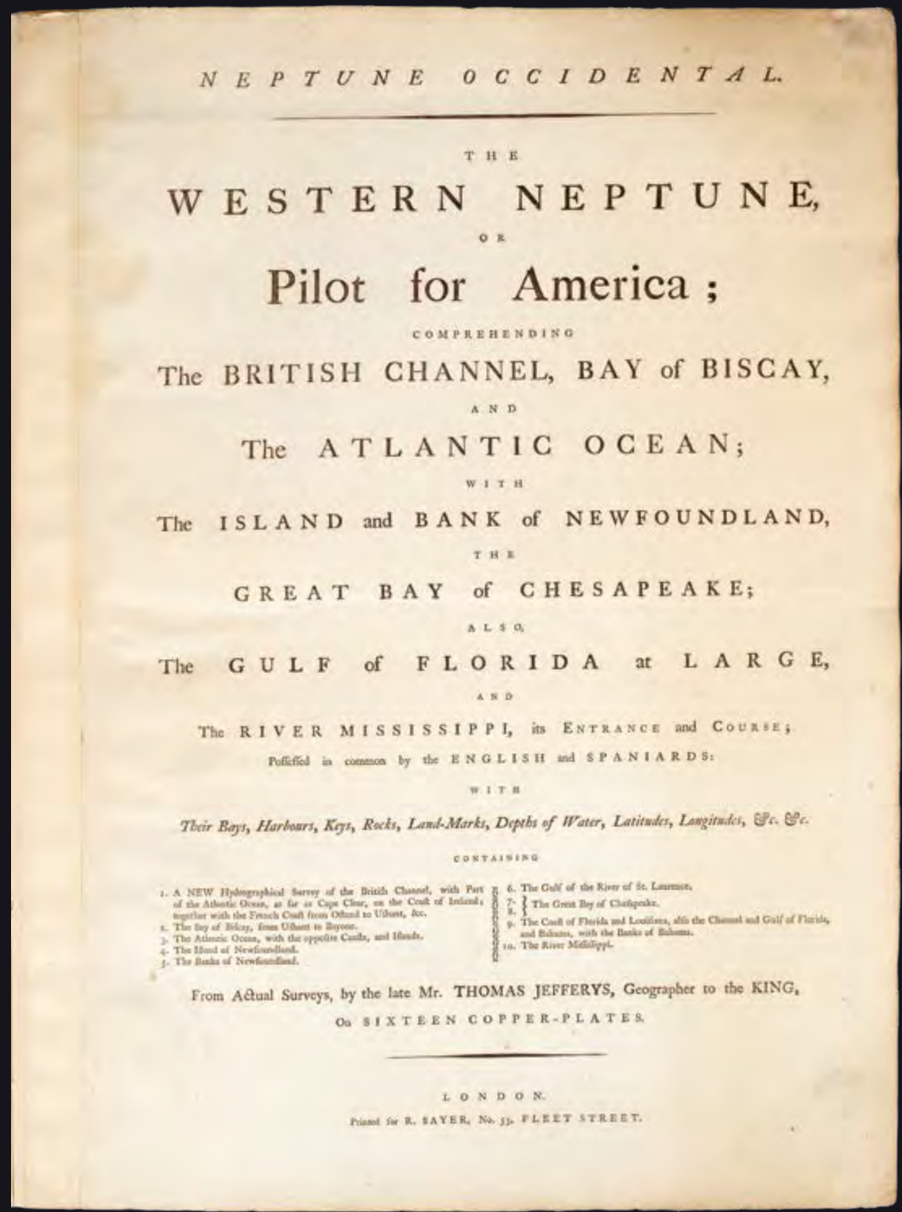
This latter was republished several times, with some changes to the title. The present work is a Laurie and Whittle nineteenth-century publication that seems to elide the titles of 'The North American Pilot' and 'The Neptune Occidental' (1778) into one, albeit with this title undated and with a Sayer imprint.

The present work contains nine engraved charts designed for those wishing to sail from England to the eastern seaboard of North America. The first chart shows the English Channel ('The British Channel', 1800), with those of the Bay of Biscay and the Atlantic (both dated 1794) following. As one might expect, the publishing practices of the day dictated that charts be reused to keep costs down, and these three charts are also included in the 'Guinea Coast Pilot' (1800) (item 8) and 'The Small West India Pilot' (1801) (item 9); the second and third charts are also found in 'The Atlantic Pilot', published in 1811 (item 19).

The present atlas then has charts that go north to Newfoundland (two charts, one dated 1794, the other 1803) and the mouth of the St Lawrence River (1794). Heading south, there is a two-sheet chart of the Chesapeake Bay (1794), followed by one of Florida and Louisiana (1794), with the final chart being of the Mississippi River (1800).

Records of this exact title can be traced to the following editions: 1789 (British Library), c.1794 (two pre-War American auction catalogue entries), c.1800 (British Library), and c.1803 (Huntington Library). This latter matches the composition of the present work, but is imperfect, lacking the first chart.

Sabin 35956 only cites editions printed in 1788 or later; all editions are very rare, with only two copies of the 1778 edition appearing at auction in the last 50 years.



NEPTUNE OCCIDENTAL.

THE
WESTERN NEPTUNE,
OR
Pilot for America;
COMPREHENDING
The BRITISH CHANNEL, BAY of BISCAY,
AND
The ATLANTIC OCEAN;
WITH
The ISLAND and BANK of NEWFOUNDLAND,
THE
GREAT BAY of CHESAPEAKE;
ALSO,
The GULF of FLORIDA at LARGE,
AND
The RIVER MISSISSIPPI, its ENTRANCE and COURSE;
Poſſeſſed in common by the ENGLISH and SPANIARDS:
WITH
Their Bays, Harbours, Keys, Rocks, Land-Marks, Depths of Water, Latitudes, Longitudes, &c. &c.
CONTAINING

1. A NEW Hydrographical Survey of the Britiſh Channel, with Part of the Atlantic Ocean, as far as Cape Clear, on the Coaſt of Ireland; together with the French Coaſt from Oſtend to Ushant, &c.
2. The Bay of Biſcay, from Ushant to Bayone.
3. The Atlantic Ocean, with the oppoſite Coaſts, and Iſlands.
4. The Iſland of Newfoundland.
5. The Banks of Newfoundland.
6. The Gulf of the River of St. Laurence.
7. } The Great Bay of Cheſapeake.
8. }
9. The Coaſt of Florida and Louiſiana, alſo the Channel and Gulf of Florida, and Bahama, with the Banks of Bahama.
10. The River Miſſiſippi.

From Actual Surveys, by the late Mr. THOMAS JEFFERYS, Geographer to the KING,
On SIXTEEN COPPER-PLATES.

LONDON.
Printed for R. SAYER, No. 53. FLEET STREET.

A NEW AND ACCURATE CHART OF THE BAY OF CHESAPEAKE,

with all the Shoals & Channels, Islands, Entrances, Soundings and Sailing marks as far as the Navigable Part of

THE RIVERS PATOWMACK, PATAPSCO AND NORTH-EAST.

Drawn from Several Draughts made by the most Experienced Navigators

Chiefly from those of ANTHONY SMITH Pilot of the Ship

and engraved for the Right Honble the Earl of

VIRGINIA and MARYLAND.

BY

Unique in title, rare in content

223 LAURIE, Robert; and James WHITTLE

The Small East India Pilot.

Publication
London, Published by Laurie and Whittle, No. 53, Fleet Street, 1797 [but c.1807].

Description
Tall folio (535 by 385mm). Five engraved charts on seven sheets mounted on stubs, of which five folding and one double-page, light offsetting and soiling; original marbled paper wrappers, large letterpress paper label to upper cover, another large letter press label affixed to verso of front wrapper, small nick to spine, rebacked reusing original drab paper backstrip, corners repaired.

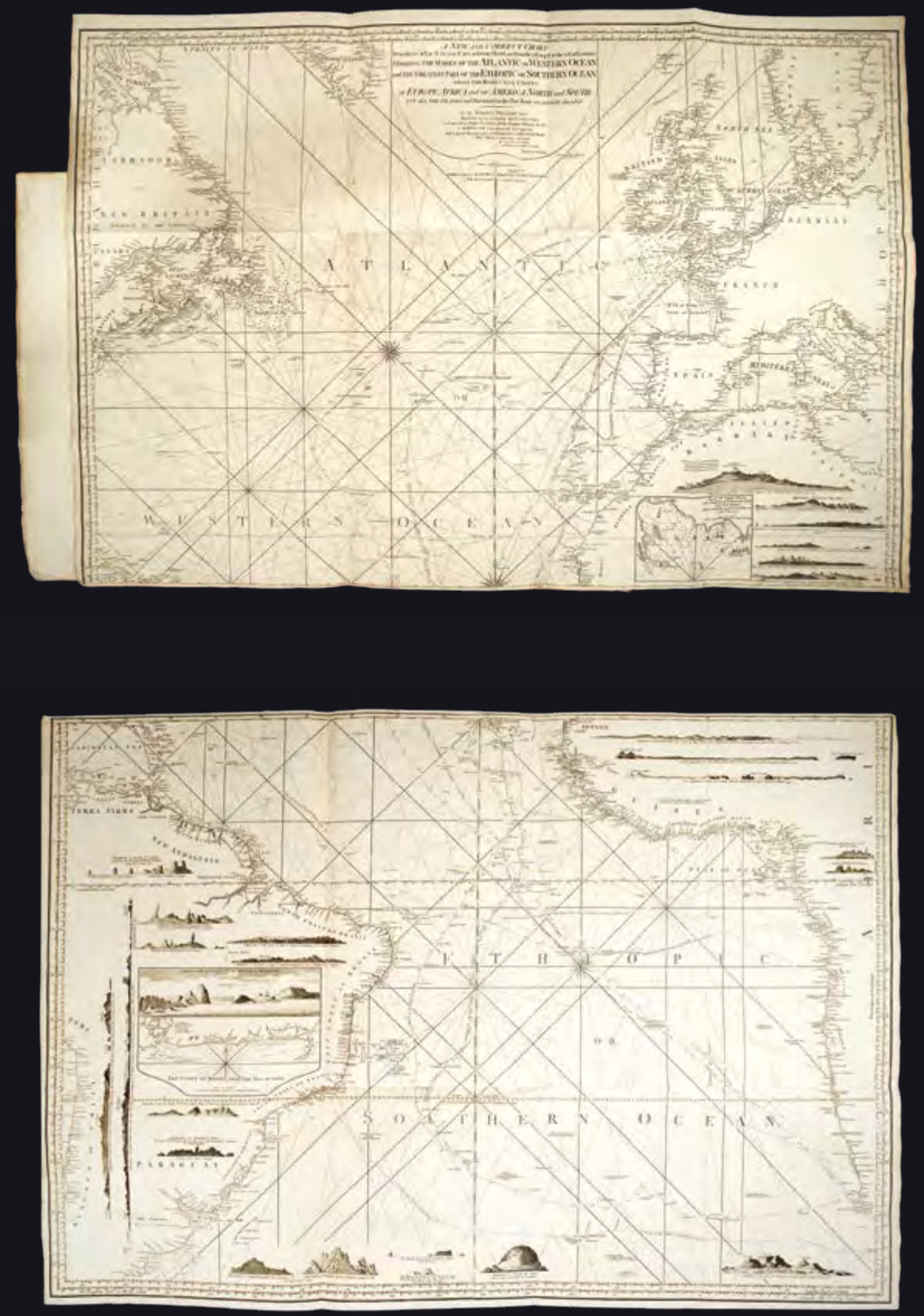
Extremely rare pilot with two titles, demonstrating cartographic publishing practices of the late eighteenth and early nineteenth centuries. Robert Sayer, and later, also, his business partner, John Bennett, had continued success publishing a large output of atlases with hydrographic charts covering varied geographies. By 1776, Sayer had completed 31 charts of eastern seas that were to be the basis for the 'East India Pilot'.

Eventually, this would grow into a much larger two-volume work with 108 charts, covering the whole route from the Thames to China. The majority of these charts were dated 1778, although some were not published until 1781, but Sayer was expedient in printing a title-page without date, so this could be reused for further iterations of the atlas.

By 1787, Sayer's catalogue – listing some 25 pilots – shows that as well as offering the large 'East India Pilot', small selections of about half-a-dozen charts could also be purchased. This canny commercial opportunism and flexibility was adopted by Sayer and Bennett's successors, Laurie and Whittle, who continued offering charts "done up in a portable manner" (quoted by Fisher p.57) but without text.

The present work is one of these small selections of charts, offering five charts on seven sheets, and has two title-pages, one titled 'The Small East India Pilot' on the front wrapper with the imprint of Laurie and Whittle and dated 1797, the other pasted onto the verso of the front wrapper with the title 'The New East India Pilot' with the imprint of Robert Sayer and undated. The charts themselves cover the English Channel, North Atlantic, Rio Janeiro, Indian Ocean, and Canton; the Atlantic chart bears the latest date of 1807, while the final chart is based on a Joseph Huddart survey of the 1770s, and is dated 1794, perhaps only some 30 years out of date!

Extremely rare under either title: the only institutional example that seems to conform to the present atlas is the that held by the British Library, under 'The New East India Pilot', with 'The Small East India Pilot' given as a subsidiary title. The BL example is dated 1797-1807, and is catalogued as having seven charts. The only other example that we can trace which almost matches the present pilot is that in Dartmouth Library, NH, USA, which is catalogued under the title of 'The Small East India Pilot', dated 1796, and contains three folded maps on three sheets only.



A NEW AND CORRECT CHART OF THE
INDIAN OCEAN,
FROM THE CAPE OF GOOD HOPE TO CANTON
WITH
THE WEST PART OF THE
PACIFIC OCEAN,
which includes
THE EASTERN PASSAGE
TO CHINA.

ARABIA
PERSIA
INDIA
ASIA
ARABIAN SEA
BAY OF BENGAL
CHINA SEA
BORNEO
PACIFIC OCEAN
NORTH
MAP OF CHINA
MAP OF TABLE BAY
ST. AUGUSTIN'S BAY
MADAGASCAR
ETHIOPIC OCEAN
TERRA AUSTRALIS or NEW HOLLAND
NEW GUINEA
PLAN OF THE ENTRANCE OF SUEZ
PLAN OF BALAMBO

PLAN OF THE BAY AND HARBOUR OF RIO-JANEIRO ON THE COAST OF BRAZIL.

BY MR. PIRES, improved from the Observations of Mr. SAMPSON HALL, Chief Mate of the Royal Rebecca. From the Plan of S. SEBASTIA PINHEIRO.

Published June 1794 by LAURIE & WHITTLE, 53 Fleet Street, London.

Scale of great French Toises

Mr. SAMPSON HALL's Observations in 1785

DIRECTIONS for RIO-JANEIRO from the Westward in 1785.

A SURVEY OF THE TIGRIS, FROM CANTON TO THE ISLAND OF LANKEET.

To WILLIAM HUNTER PIGOT Esq.r
First Supercargo for the Affairs
of the Honourable East India Company

THIS SURVEY IS INSCRIBED
by his most obedient
humble Servant
J. Huddart.

DIRECTIONS

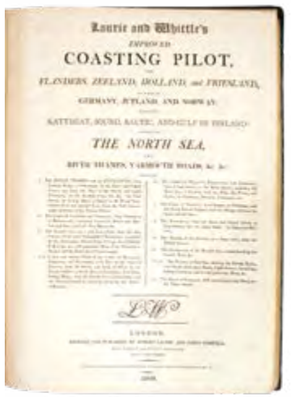
The second known example

224 LAURIE, Robert; and James WHITTLE

Laurie and Whittle's Improved Coasting Pilot.

Publication
London, Printed and published by Robert Laurie and James Whittle ... No. 53, Fleet Street, 1809 [but c.1813].

Description
Folio (540 by 390mm). Eleven engraved charts on 13 sheets all numbered by ink stencil, of which ten folding and three double-paged, the charts of British waters with the lighthouses picked out in yellow original hand-colouring, a fine clean copy with only chart two just trimmed into top outer border, charts three, four, and five with very small repairs to creasefolds, this just obscuring some engraved areas on charts four and five, occasional faint offsetting and browning, chart nine fractionally more affected; contemporary half calf over marbled-paper covered boards, expertly rebacked and recornered to style, extremities faintly rubbed.


Laurie and Whittle's
IMPROVED
COASTING PILOT,
FOR
FLANDERS, ZEELAND, HOLLAND, and FRIESLAND,
GERMANY, JUTLAND AND NORWAY.
KATTEGAT, SOUND, BALTIC, AND GULF OF FINLAND.
THE NORTH SEA,
WITH THE
RIVER THAMES, CHANNEL, &c. &c.

The publication of 'Laurie and Whittle's Improved Coasting Pilot' represents a significant milestone in British maritime cartography, coinciding with a transformative period in the regulation of coastal navigation. Prior to 1809, the practice of pilotage remained largely unregulated. Any seafarer could offer pilotage services to approaching vessels, regardless of their qualifications or knowledge of local waters. This system relied predominantly on reputation rather than verified competence, creating considerable risk for maritime commerce.

The hazards of this arrangement became increasingly apparent as maritime trade expanded. George Rose, Vice-President of the Board of Trade, stated in February 1808 that, "Not less than five East Indiamen had been lost within these few years... owing entirely to the negligence of Pilots" (reported by the 'Kentish Weekly Post or Canterbury Journal', 1 March 1808). The economic and human costs of these disasters prompted growing concern, and after several failed legislative attempts, Parliament finally enacted new regulations in 1809 that established a formal licensing system for pilots.

This stimulated a growing demand for detailed navigational charts for coastal waters, and despite the present work giving the date of 1809 on the title-page, the first three charts, covering British waters and the North Sea, are later, more up-to-date editions of 1812-1813.

This particular atlas would have also been in demand for British naval activities, since the period of 1809-1813 saw the Royal Navy sustain their presence in the Baltic Sea maintaining vital supply lines, supporting allied nations against Napoleonic influence, and countering the effects of the Continental System. The Baltic Fleet, also known as the Baltic Squadron, represented one of the Royal Navy's key operational formations during the Napoleonic era. Napoleon's Continental System, established following the Treaty of Tilsit between Napoleon and Tsar Alexander in 1807, specifically aimed to exclude all British merchantmen and warships from European ports, with Russia taking responsibility for enforcing Britain's exclusion from the Baltic.

However, the Baltic held tremendous importance for Britain's naval and economic interests. It served as Britain's primary source of essential naval stores, including hemp, flax, and timber – materials absolutely crucial for maintaining the Royal Navy's numerical and qualitative advantages over its rivals. Since Britain's naval dominance was its main bulwark against Napoleonic France, it was strategically imperative for the Royal Navy to maintain open sea lanes to the Baltic. Although the Admiralty produced their own charts, it seems likely that this atlas would have been of naval use too.

Extremely rare: we have only been able to trace one institutional example, held by the British Library.

A rare Baltic pilot

225 LAURIE, Robert; and James WHITTLE

A New and Enlarged Baltic Pilot.

Publication
London, Published by Robert Laurie and James Whittle ... No. 53, Fleet Street, 1809 [but c.1819].

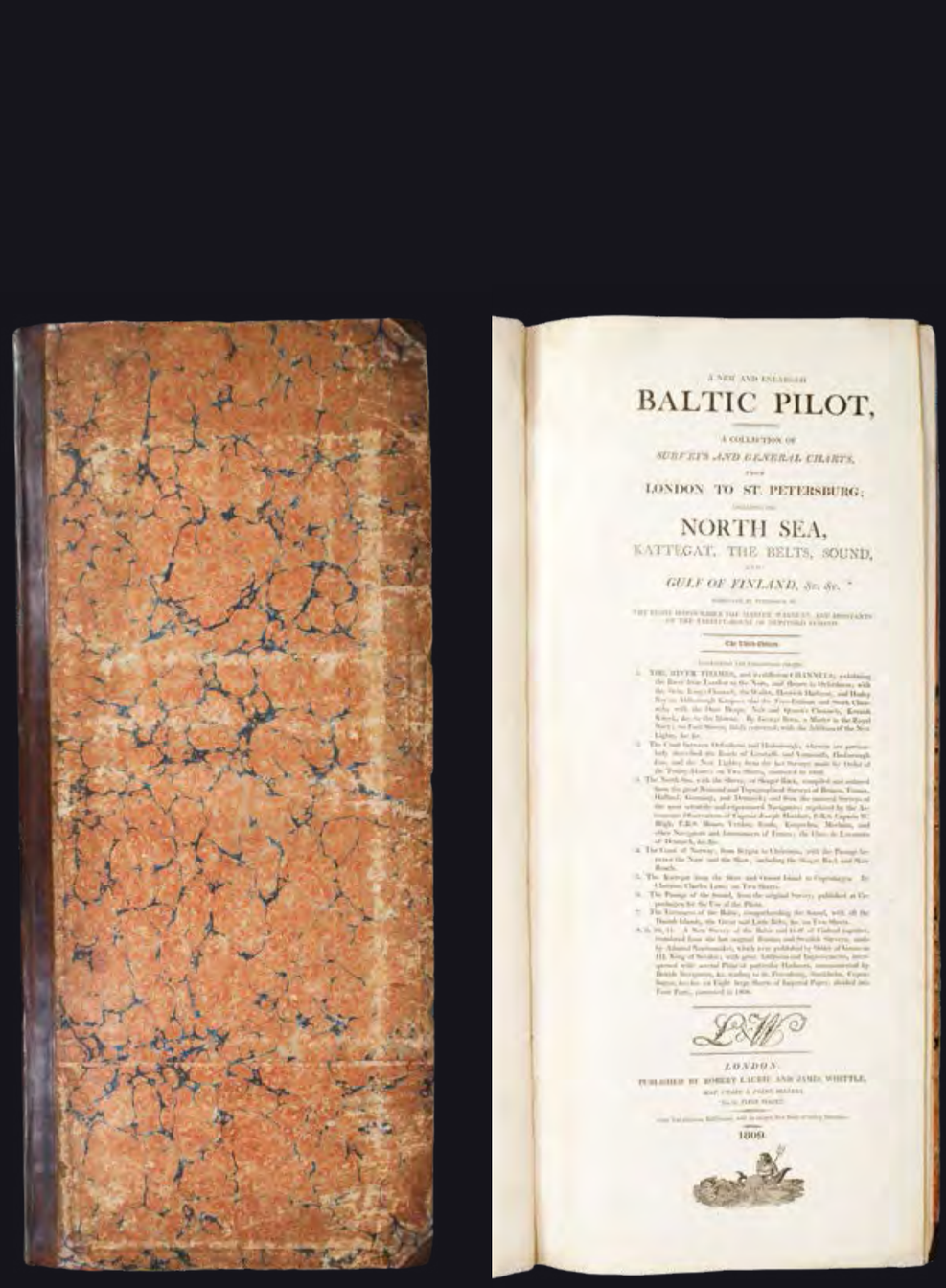
Description
Tall, narrow folio (740 by 305mm). 8 engraved charts on 11 sheets, 9 folding and 2 double-paged, some faint browning and offsetting; contemporary half calf over original marbled-paper covered boards, rebacked and recornered to style, extremities fractionally rubbed.

'The Baltic Pilot' was first published by Robert Sayer in about 1790, and then republished in 1802 by his successors Robert Laurie and James Whittle with the contents entirely revised or re-engraved. This went through further iterations, including Laurie and Whittle's 'Improved Coasting Pilot' (1809-1813) (see items 224), with this final third edition appearing in 1809. However, like so many other Laurie and Whittle publications, although the present atlas shares six charts with the 'Improved Coasting Pilot', the third chart of the North Sea – one of John Purdy's first publications for Laurie and Whittle – is thoroughly revised with the imprint, "Published Augt. 2nd 1819, by Richard Holmes Laurie".

Richard Laurie had taken over the running of the firm upon James Whittle's death in December 1818, so this indicates that this atlas was one of Richard Laurie's first publications and that he intended to continue the tradition of nautical publishing – a decision that Fisher suggests was heavily influenced by John Purdy's skill and experience (p.65).

The final chart, 'A New Hydrographic Survey of the Baltic or East Sea' is extremely large, being bound as four sheets each of two joined sheets. The extremely large title cartouche – impressively surrounded by towering mountains, pine forests and dolphins – states that it was "made by order of Gustavus III. King of Sweden, under the direction of Vice Admiral Nordenankar, and published at Stockholm in the years 1788 and 1789 … republished by Laurie & Whittle … with several additions, from the draughts, journals &ca. of British Navigators to 1809".

Rare: we have only been able to trace one institutional example, held by the British Library.



A NEW
HYDROGRAPHIC SURVEY
OF THE
BALTIC OR EAST SEA,
WITH
THE GULF OF FINLAND.
Made by Order
of GUSTAVUS III. KING OF SWEDEN.
Taken the Directions of ERIC ADOLF NORDENSKIOLD
and Published 1794 MDCCXCIV. made from 1788 to 1792.

LONDON
Engraved for Laurie & Whittle, Fleet Street
and SETHARD SCOTTIN
Print Seller to the Royal Family
and ALEXIS NORDEN
1794

GULF OF BOTHNIA

SWEDEN

NORTH ENTRANCE OF THE GULF OF FINLAND

GULF OF FINLAND

ESTLAND or ESTONIA

INGERMANLAND or INGERMANIA
INGRIA

GULF OF LIVONIA

BLEKINGE

SKANE

GULF OF RIGA

PRUSSIAN POMERANIA

To the Right Honourable the
MASTER WARDENS AND ASSISTANTS
of the Corporation of the Trinity House
of Deptford Strond
THIS CHART OF THE BALTIC
Gulf of Finland

226 LAURIE, Robert; and James WHITTLE

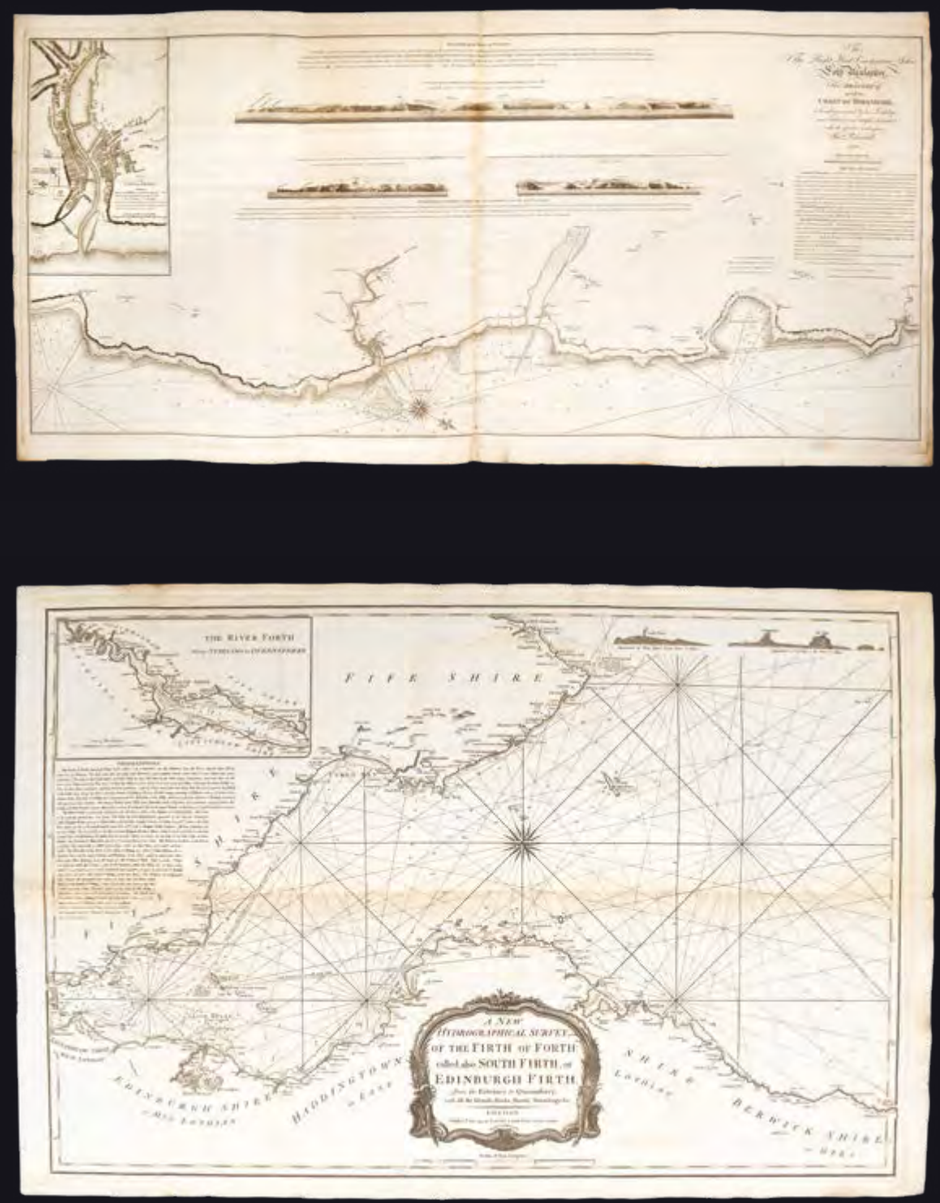
Laurie and Whittle's Pilot for the Eastern Coasts of Great Britain.

Publication
London, printed for Robert Laurie and James Whittle, chart-sellers to the Admiralty, &c. &c. No. 53, Fleet Street, 1810.

Description
Tall narrow folio (735 by 275mm). Six large folding engraved maps, mounted dos-a-dos, final chart with engraved inset map of the Pentland Frith [sic] pasted to north-east corner, a number of repairs along creasefolds, final map with short split along central creasefold, without loss, browned and offset throughout; original publishers paper-backed blue wrappers, large letterpress paper label on upper cover with price altered in ink manuscript from £1/5/- to £1/11/6, light uneven soiling to covers.

A classic example of Laurie and Whittle's publishing practice inherited from Robert Sayer, whereby they reissued old titles with new charts. In this case, although chart four is dated 1794, and the final chart 1806, the others are either 1809 or 1810, bringing it right up-to-date.

Assuming the label with the original price of £1/5/- dates to 1794, then the manuscript change in price suggests that Laurie and Whittle's prices may have fallen relative to inflation over time. Between 1794 and 1810, Britain suffered some substantial price fluctuations and overall inflationary trends due to the Napoleonic Wars. In 1794, the inflation rate was 8.97%, with the highest inflation rate during this period occurring in 1800, reaching an astounding 36.36%. There was volatility, with 1797 seeing deflation of some 10%. However, the overall cumulative effect was that over this 16 year period, Britain saw a total inflationary increase of about 69.41%. The manuscript price of £1/11/6 suggests a 26% price increase, well below the national average for the period, so it might be said that Laurie and Whittle's atlases were effectively becoming cheaper over time.



The Atlantic Pilot

227 LAURIE, Robert; and James WHITTLE

The Atlantic Pilot.

Publication
London, Printed and published by Robert Laurie and James Whittle, chart-sellers to the Admiralty, &c. &c. No. 53, Fleet Street, 1810 [but 1811].

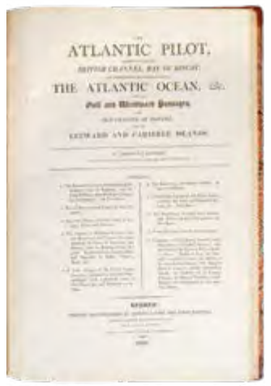
Description
Folio (545 by 380mm). Ten engraved charts, of which six folding, three double-page and one single-page, all numbered by ink stencil, a fine clean copy with only occasional faint offsetting and light finger-soiling confined to margins, contemporary half calf over marbled-paper covered boards, expertly rebacked to style, extremities faintly rubbed.

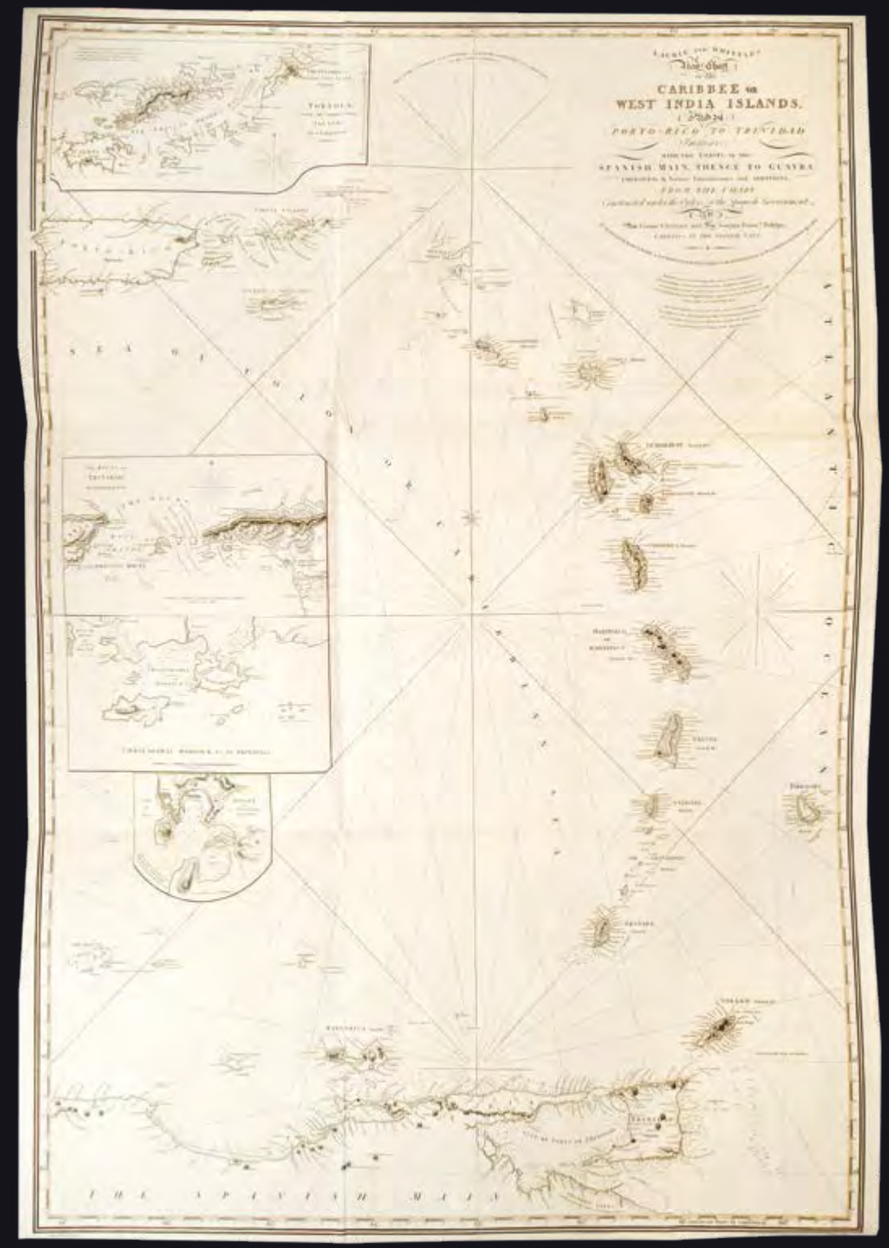
A fine, clean example of this extremely rare pilot. Unlike 'A Pilot for the Greenland Whale Fishery' (1802), this pilot contains much more up-to-date and accurate charts. After an apprenticeship under the nautical publisher David Steel, John Purdy (1773-1843) was recruited by Laurie into the firm in 1805. Among his first signed charts was a large, detailed chart of the North Sea (1806), and from this he was to become responsible for the vast majority of Laurie and Whittle's hydrographic output for almost 40 years.

This volume includes two large and beautifully executed charts by Purdy that replaced older variants, namely the fifth chart, 'New Chart of the Cape Verde Islands' (1809), and the tenth, 'New Chart of the Caribbee or West India Islands' (1810). Also updated in this volume are chart four, the folding 'New Chart of the Azores', originally dated 12 June 1807, but now the "Second edition, with additions 1811", while the sixth chart of Bermuda, based on a survey by Lempriere, is now labelled "A new edition, considerably improved" and dated 1 January 1810.

The large general folding 'A New General Chart of the West Indies from the several surveys, made and regulated by Captn. N. Holland, Captn. B. Romans, &c. &c. … improved to 1 January 1802' is bound seventh. This very fine chart also appears as the first general chart in 'A Collection of Accurate Hydrogaphic [sic] Plans' (1810), and is a late iteration of previous Robert Sayer charts. The Floridian peninsula is here extensively remodelled, and the Bahamas completely revised.

We have only been able to trace one institutional example, held by the British Library.


ATLANTIC PILOT,
THE ATLANTIC OCEAN, &c.



A NEW GENERAL CHART of the WEST INDIES

From the several Surveys made and regulated

BY CAPT.N HOLLAND, CAPT.N B. ROMANS, &c. &c.

And Corrected from the Spanish Surveys of THE ANTILLAS, &c.

LOUISIANA WEST FLORIDA

NEW LEON

GULF OF MEXICO

EAST FLORIDA

NEW PROVIDENCE

BAHAMA OR LUCAYOS ISLANDS

ISLE OF CUBA

JAMAICA

HISPANIOLA or S.DOMINGO

MEXICO OR NEW SPAIN

GUANACA

TABASCO

BAY OF HONDURAS

HONDURAS

SPANISH MAIN

NICARAGUA

THE GREAT SOUTH SEA OR PACIFIC OCEAN

COSTA RICA

TERRAVA

DARIEN

BAY OF PANAMA

CARTHAGENA

S.MARTHA

VENEZUELA or CARACCAS

CUMANA

BARCELONA

MARACAYBO OR TERRA FIRMA

NEW ANDALUSIA

GUYANA

CARIBBEAN SEA

LEEWARD CARIBBEE ISLANDS

MARGARITA

ATLANTIC OCEAN

Degrees of Longitude West from the Meridian of Ferro

Degrees of Longitude West from the Meridian of London

228 LAURIE, Robert; and James WHITTLE

A Collection of Accurate Hydrographic [sic] Plans, on a large scale, of the principal ports, bays, roads, and harbours, in the West-Indies.

Publication
London, Printed and published by Robert Laurie and James Whittle, map, chart, and print, sellers, no. 53, Fleet Street, 1810 [but c.1816].

Description
Folio (530 by 370mm). Two unsigned letterpress leaves comprising title and contents, large folding engraved general chart, 40 plans on 20 sheets, faint damp stain to upper corners, mostly in blank corners, occasionally encroaching on images, offsetting to general chart and blank versos, original publishers paper-backed blue wrappers, large letterpress paper label to upper cover, decorative border, rebacked, preserving portions of original backstrip, small repair to lower cover.

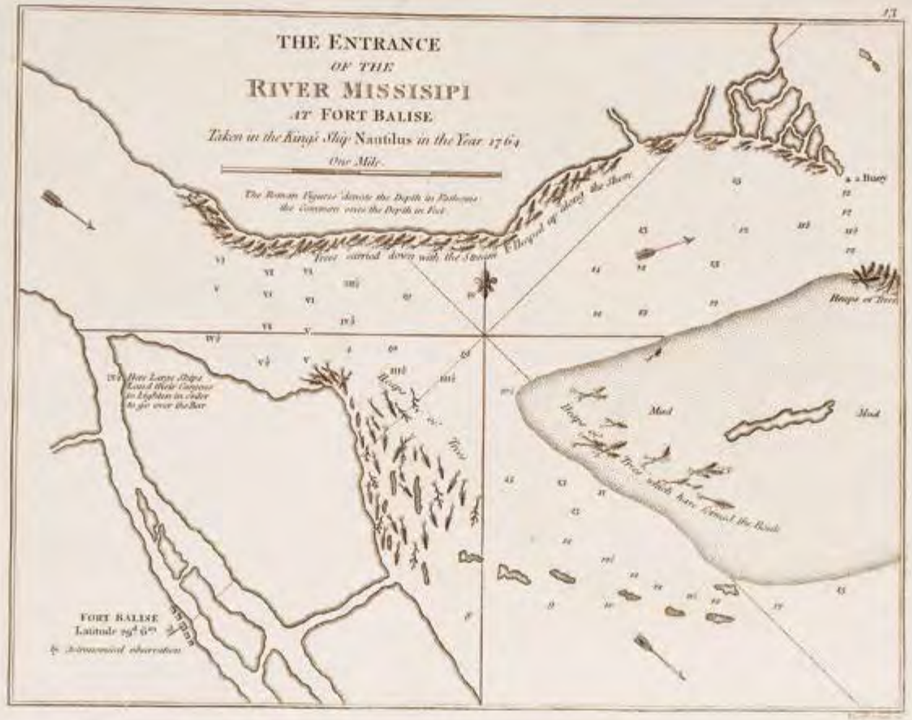
References
Cf. Phillips [Atlases], 2702-2703.

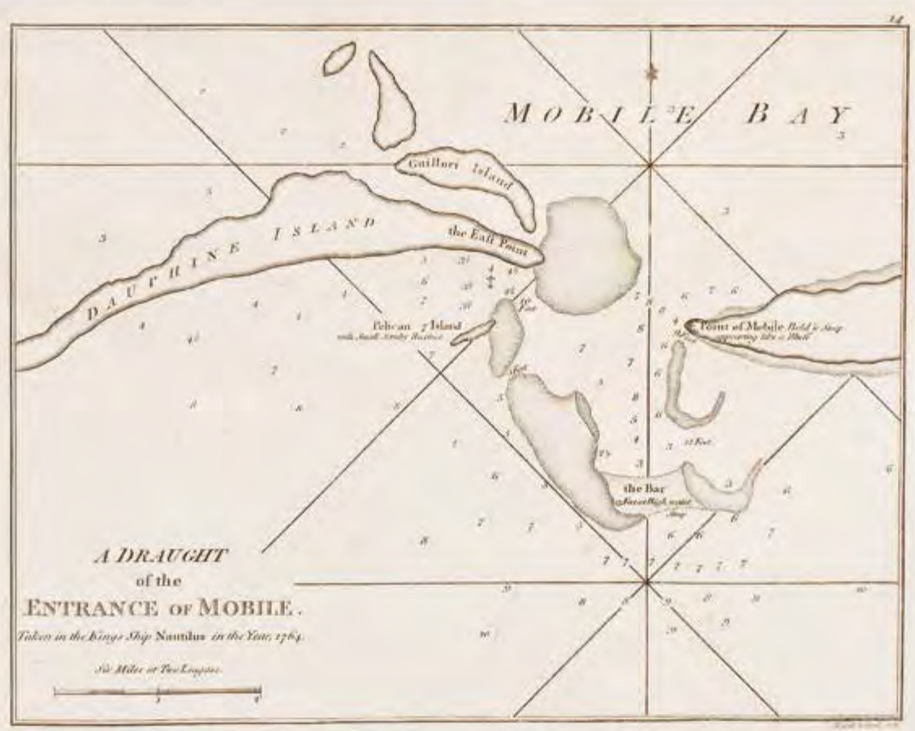
Extremely rare atlas of charts of bays, harbours, and ports published at the height of the Napoleonic Wars reflecting the demand of British commercial interests - particularly in sugar, coffee, and enslaved labour – for accurate and reliable charts for safe passage to ports such as Kingston, Havana, and Port Royal.

The large general folding chart bound in at the beginning of the atlas is 'A New General Chart of the West Indies from the several surveys, made and regulated by Captn. N. Holland, Captn. B. Romans, &c. &c. and corrected from the Spanish survey of the Antillas, publish'd in 1799 … improved to 1 January 1802'. This very fine chart also appears as the seventh chart in 'The Atlantic Pilot' (1811 - see item 227) and is a late iteration of previous Robert Sayer charts. The Floridian peninsula is here extensively remodelled, and the Bahamas completely revised.

Bernard Romans (c.1720-1784) was a cartographer, naturalist, revolutionary, and explorer. Romans's legacy rests on his groundbreaking 'A Concise Natural History of East and West Florida' (1775) and his meticulously detailed coastal charts, which redefined navigation and territorial claims in the contested landscapes of the colonial South. Born in Delft c.1720, Romans migrated first to Great Britain and then to British North America, arriving around 1757 during the tumult of the Seven Years' War. His early career oscillated between merchant shipping and privateering, exposing him to the Caribbean's treacherous waters. A pivotal moment came in the 1760s when he lost both his ship and fortune to Florida's coral reefs - a disaster that forced his transition from seafaring to surveying. In 1766, he was appointed deputy surveyor of Georgia, and began systematic surveys of the southeastern coastline. His 1769-1771 expeditions along East Florida's littoral - from St. Augustine to Pensacola - produced the first accurate charts of Mobile Bay and the Florida Keys, and engravings of his 'A plan of Mobile Bar' and 'Plan of the Harbour of Pensacola' appear as plates 15 and 16 respectively in the current work.

Extremely rare: we have only been able to trace two institutional examples, held by the British Library and the Huntington, and we have not been able to trace a single example to have appeared at auction. Both the BL and Huntington examples appear to collate the same as the present work, although Sabin 14369 calls for 21 maps. All give the publication date as 1810 as per the title imprint, but two plates of the Cuban 'Plan of Guantanamo' and 'The Harbour of St. Yago' (29 and 30 respectively) are dated 12 August 1816. The spelling mistake on the title does not seem to have been repeated in the library or bibliography entries.





229 HUDDART, Joseph

A Coasting Pilot for the western seas of Great Britain.

Publication
London, Robert Laurie and James Whittle, 1811 [but 1813].

Description
Tall narrow folio (825 by 310mm). Five engraved folding maps, including two with extension flaps, engraved portrait of Captain Joseph Huddart by John Stow after John Hoppner loosely inserted, final map with short tear at fore-edge just into borders, occasional faint soiling and offsetting, but otherwise a fine, crisp unsophisticated copy, original publisher's paper-backed blue wrappers, large letterpress paper label to upper cover, very short splits at head and tail of spine, extremities faintly rubbed.

A comparison between this atlas and the one under the same title, but with the earlier date of 1802 (see item 220), reveals that the two works are very nearly the same age, despite the proclaimed nine-years difference.

This "New and Improved Edition" has the first chart corrected to 1812, whereas that in "1802" edition is dated 1809, and the fourth chart is the same in both editions, being dated 1810. This "1811" edition has the second chart in an edition dated 1813. However, this edition does not have a fifth chart of the Faroe, Shetland, and Orkney Islands that appears in the slightly earlier edition. This latter is dated 1797, and presumably there was no updated chart – or at least none available – that could be added to this atlas.

This seems to have been expediency on the part of the publishers, who continued to maintain a publishing policy inherited from Robert Sayer, by which atlases of bound up charts, but without text, could be economically and speedily brought to market with great flexibility.

230 WILSON, Charles (1807-1882, senior)

The Country Trade, or Free Mariners' Pilot.

Publication
London, Printed for, and published by, Charles Wilson, (Late J. W. Norie & Wilson,) Chartseller to the Admiralty, The Honourable East India Company, and Corporation of Trinity House, at his Navigation Warehouse and Naval Academy, No. 157, Leadenhall Street, Near The Royal Exchange, 1841.

Description
Elephant folio (680 by 460mm). Two unsigned leaves of letterpress text comprising title-page and contents, 24 engraved charts on 35 sheets (only, of 28, lacking the chart of Cape of Good Hope to Madagascar, chart of the Red Sea, one chart of the three-chart 'A New Chart of the China Sea and East India Archipelago', and the chart of the Straits of Malacca and Singapore), all but one folding, first chart trimmed close, just touching a few numerals, and mounted on linen, one chart with large tear into image, without loss, a few minor tears, some light soiling and offsetting, contemporary half russia over cloth-covered boards.

Extremely rare, seemingly unrecorded in the cartobibliographies and institutional holdings.

William Heather's cartographic publishing business was acquired by John Norie and George Wilson in June 1813, with Norie supplying one-quarter of the capital, and Wilson three-quarters. Wilson never exercised his right to add his name to the business, and to all intents and purposes, left the running of the firm to Norie under the name of John William Norie and Co. The end of the Napoleonic Wars saw a surge in merchant shipping, and Norie took advantage to supply this growing market. In turn, this success made Norie and Wilson look for other business opportunities, one of which was the formerly prestigious chart publishers Steel and Goddard.

David Steel founded his business in the 1780s, but after his death in 1799, there were frequent changes in management and his former success started to tail off. Steel, under the direction of Stanley Goddard, had sought to stave off its misfortunes by publishing a new 'East India Pilot' which included charts by the East India Company hydrographer James Horsburgh, and also "Goddard tried to maintain the firm's image by claiming to still be 'chart sellers to the Admiralty'" (Fisher, p.89). This latter would probably have resulted in a law suit if Goddard hadn't been declared bankrupt in 1819, which provided the opportunity for Norie to acquire the remains of the firm. Fisher notes that Norie continued to bring out new editions of many of the charts using Steel's plates (p.91), and the present work, although a production from the 1840s, reuses old charts in a similar manner to Steel.

By the time the present work was published J.W. Norie and Co. had passed to Charles Wilson senior (1807-1882), with Fisher noting that Charles Wilson was "extremely conservative, reputedly making no changes at all in the business during the thirty-five years he was in charge" (p.99). It therefore makes sense that this atlas contains five charts by other publishers, including two Admiralty charts (numbers 16 and 17), and three charts published by James Horsburgh (numbers 19, 22, and 23) in a similar style to that of Steel's output.

NORTH AMERICA

EUROPE

RUSSIA

PERSIA

CHINA

SOUTH AMERICA

NEW HOLLAND

A
NEW and CORRECT OUTLINE CHART
Intended for the USE of the STUDENT in the
ROYAL NAVY and MERCHANT'S SERVICE.
SHEWING the CURRENTS &c.
As drawn & corrected by Experience Deduced
from the Journals of Ships in all Parts of the World
J.W. NORIE, Hydrographer &c.

To the
Honorable the
COURT OF DIRECTORS
of the United Company of Merchants
trading to the East Indies
STEEL'S NEW CHART
OF THE
INDIAN AND PACIFIC OCEANS;
FROM THE CAPE OF GOOD HOPE
TO CANTON AND NEW ZEELAND
Shewing all the
PASSAGES TO INDIA AND CHINA
Drawn from the most Recent Observations and Surveys
This Chart is by their most obedient servant
J. W. NORIE, Hydrographer &c.
LONDON
Published by the Author, Crown Passage,
Near the Royal Exchange, Cornhill, & Sold by Mess.rs Laurie & Whittle, 53 Fleet Street.

THE Gulf of Persia

DRAWN FROM

Actual Observations by J. WILLIAMS, Esq.

ENTRANCES TO THE EUPHRATES

PERSIA

GULF OF PERSIA

BUSHEER or BUSHIRE

KARAK OR CARRACK OR KAREDSH ISLAND

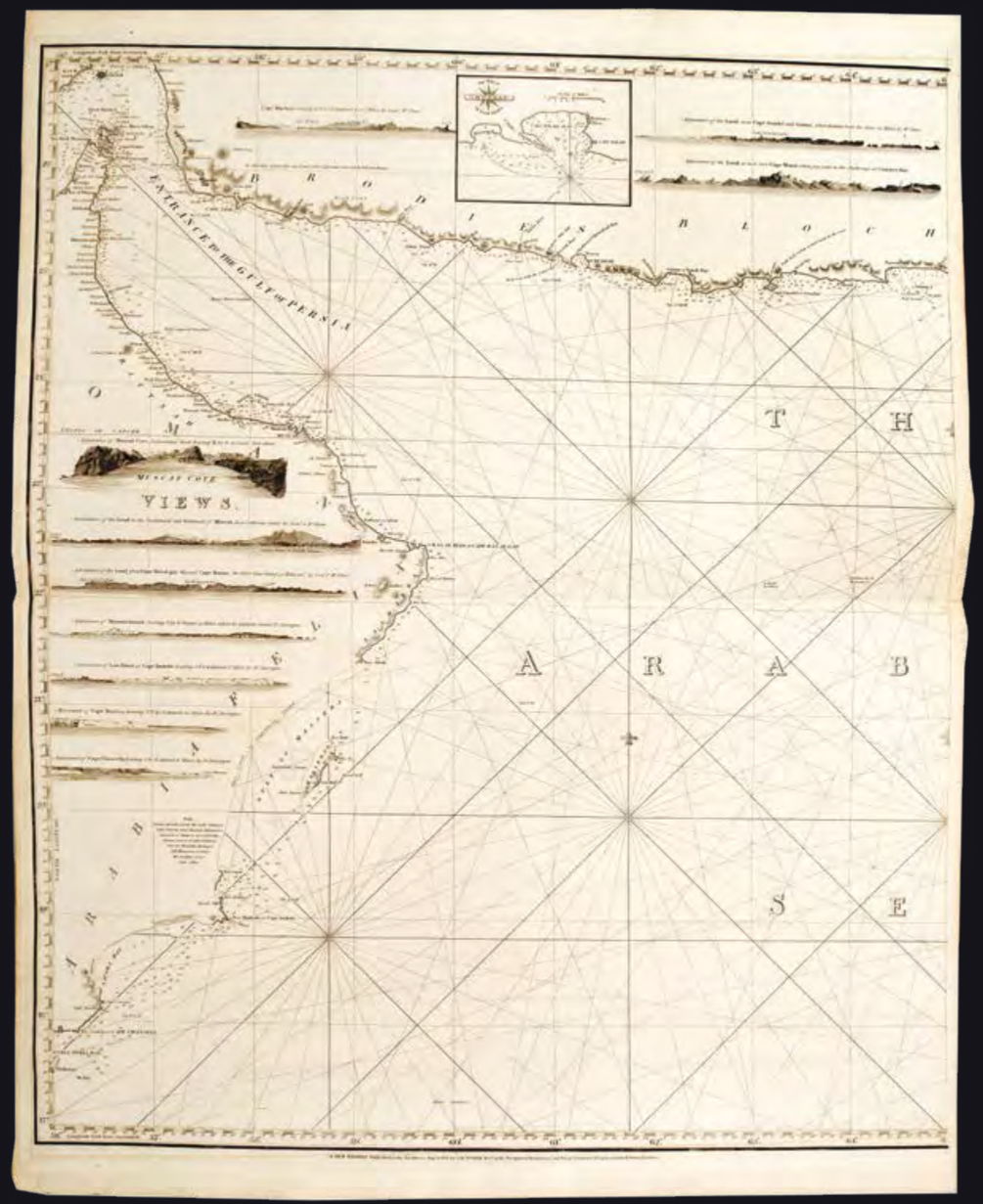
ENTRANCES TO THE EUPHRATES

MUSCAT and MUTRAH.

OMAN

ENTRANCE TO THE GULF OF PERSIA

A NEW EDITION, London, Published as the Act directs June 30th 1835 by J.W. NORIE & C.o at the Navigation Warehouse and Naval Academy, No 157, Leadenhall Street


ENTRANCE to the GULF of PERSIA
BROACH
ISLES
BALOCH
VIEWS
MUSCAT COVE
T H
A R A B
S E

A NEW CHART
of the
Bombay
Gulf of Persia
from the latest Surveys
by J. WINORIE Hydrographer
GUZURAT
DIU ISLAND
MAHRATTAS
I A N
A

A NEW CHART
of the
Coast of China
From
PEDRA BRANCA to S.t JOHN'S ISLAND
Exhibiting
THE ENTRANCES TO AND COURSE OF
THE RIVER TIGRIS.
By
J.W. NORIE.

THE
RIVER TIGRIS,
OR CHOO KEANG, FROM
LINSEET ISLE TO CANTON
FROM
The best Authorities.

CHINA SEA

CANTON

TIGRIS ISLAND

MACAO ROADS

LANTAU

EASTERN or LEMA CHANNEL

THE LEMA ISLANDS

SCALE OF MILES

NORTH LANTAU

SOUTH LANTAU

THE ISLAND OF MAURITIUS
PLAN OF PORT LOUIS
A
NEW CORRECTED
Island of France
MAURITIUS
AND
DEPENDENCIES

SINGAPORE
DURIAN AND RHIO

A
NEW AND ACCURATE CHART
OF
Bombay Harbor
FROM THE LATEST AUTHORITIES
A NEW EDITION
William Heather
THE CONTINENT
SALSETTE ISLAND
BOMBAY ISLAND

SINGAPORE
DURIAN AND RHIO

A Mediterranean pilot

231 IMRAY & SON, James

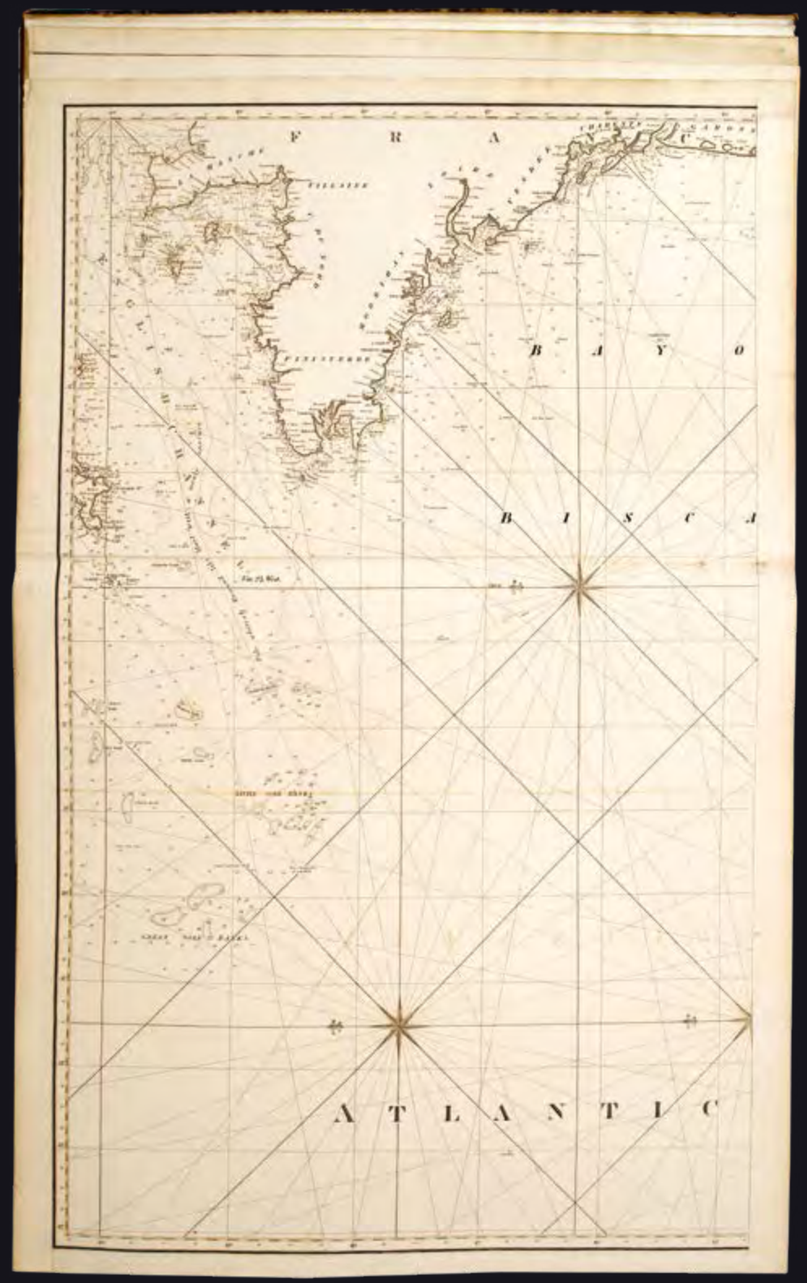
Mediterranean Pilot [thus titled on spine] – Charts showing the Navigation from England to the Black Sea [thus titled on front cover label].

Publication
London, James Imray and Son, [c.1846, but possibly 1866 or later].

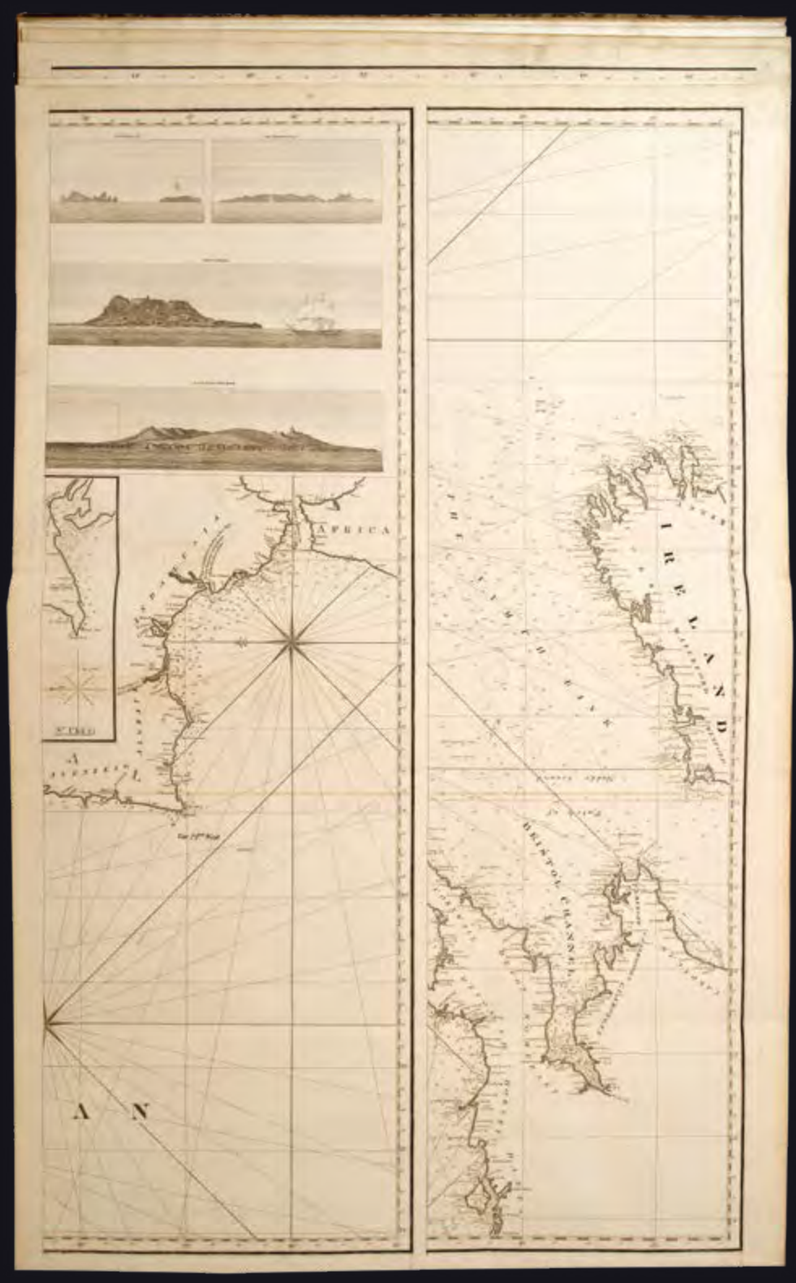
Description
Elephant folio (675 by 455mm). 7 engraved charts on 14 sheets (only, of 17, lacking 2 sheets of the English Channel and the western sheet of the Mediterranean; perhaps also lacking a title?) of which nine are folding and four double-page, some occasional light soiling, spotting, and offsetting, contemporary half-calf over marbled paper-covered boards, letterpress paper label to upper cover, with description of charts in ink manuscript, flat spine ruled in gilt in six compartments, the second lettered "Mediterranean Pilot" in gilt.

The label to upper cover reads: "Exhibition of Navigational Instruments used during the Victorian Era and Earlier. James Imray & Son, 89, Minories, London. [Established 1763.] Class I. – Sect. A", to which is added in ink manuscript below: "Charts showing the Navigation from England to the Black Sea. Published [this printed] 1835 & corrected to 1846".

The charts in the volume are dated to 1846, and it is possible that the atlas was then bound. If so, the label is a later addition: a terminus post quem can be determined by the label's claim that James Imray and Son was "Established 1763" which Fisher states was first used by the firm in 1866 (p.43). However, it may be even later, since the label is suggestive that the atlas was shown at the Victorian Era Exhibition of 1897. This was a celebration of the sixtieth anniversary of Queen Victoria's accession to the throne in the style of the Great Exhibition held 47 years earlier in 1851. However, scrutiny of the exhibition programmes does not reveal there to have been a display of navigational instruments. That said, such instruments were certainly on display within the science section, so although no cartographic publishers are listed in the schedule, it is possible that James Imray and Son did present this atlas at this event. The fact that the label is printed suggests other such atlases and charts were on display too, but again sadly no evidence has survived to indicate to what extent the publishers were exhibiting their works.


F R A
B A Y O
B I S C A
A T L A N T I C

NEW CHART
of the Coasts of
France Spain and Portugal
from Cape Clear to Gibraltar
INCLUDING THE PRINCIPAL HARBOURS,
Drawn from the best Surveys
CADIZ
O R - W E S T E R N O C E


AFRICA
BRISTOL CHANNEL
A N

East-India Pilot

232 IMRAY, James
(1803-1870, senior)

The New and Complete East-India Pilot.

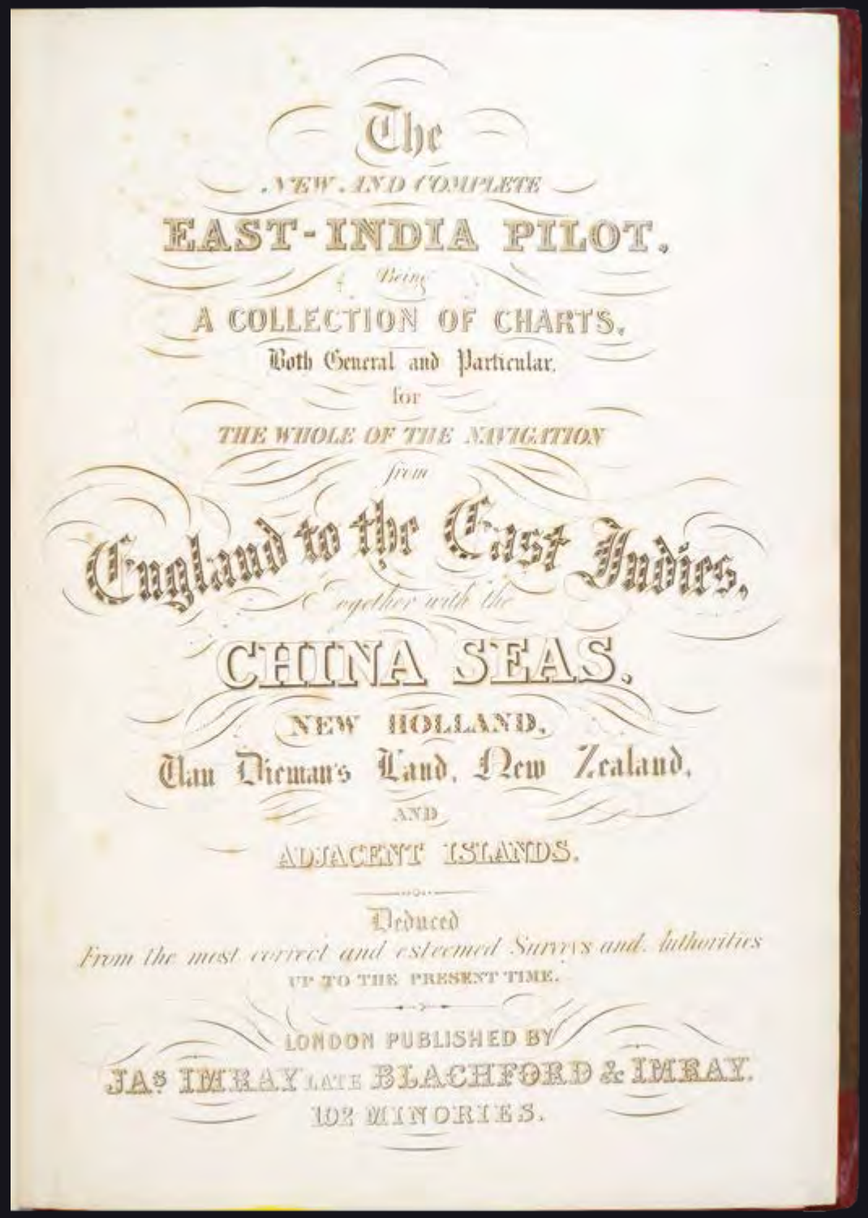
Publication
London, Published by Jas. Imray late Blachford & Imray, 102 Minories, [c.1857].

Description
Elephant folio (680 by 445mm). Large letterpress contents leaf with price of £6/10/0 mounted on front paste-down, engraved title-page, 18 engraved charts on 27 sheets, of which 20 folding and 5 double-paged, office copy of chart 21 mounted on linen, with large areas annotated with grid in pencil and red ink, two longitude and latitude numerals added in red ink, a few old repaired tears without loss, trimmed at southern edge with loss of border, occasional faint scattered spotting throughout, heavier to title-page and sheet 27, some offsetting, a few nicks and tears, all edges yellow, contemporary red half-roan over cloth-covered boards, expertly rebacked to style, corner repaired.

This atlas is illustrative of the type of publishing practices that existed in the nineteenth century. The title-page, although undated, can be pinned down to between 1850, when James Imray moved the firm to 102 Minories, and 1854 when the firm's trading name changed to James Imray & Son when Imray's son, James Frederick Imray, was promoted to a partnership in the book and instruments side of the business. However, six of the charts sport dates between 1855-1857, indicating that Imray was reusing old title-pages that were conveniently undated. The atlas itself is also composite, containing Admiralty charts, as well as those by James Horsburgh of the East India Company.

This is probably the office copy, with the chart, 'A trigonometrical survey of the entrance to the Red Sea', by S.B. Haines, and dated 1835, linen-backed, and with a pencil and red ink grid added. Its composite nature is suggestive of the greatly increased demand for charts of the eastern shipping routes at this time.

From the mid-1830s, when the East India Company lost its monopoly, and during the subsequent decades when the Company's commercial and political powers waned, British merchant shipping to the east boomed. The Opium Wars (1839-1842, 1856-1860) and the opening of Chinese ports under the Treaty of Nanking (1842) intensified commercial traffic, while the discovery of tea, silk, and spice markets necessitated safer and more efficient navigation through treacherous waters. Accurate charts were indispensable, and by the time the Admiralty took over the East India Company's chart publications in 1860, James Imray had become the main supplier of charts for merchant ships on eastern routes.



General Chart
of the
SOUTH ATLANTIC
or
ETHIOPIC OCEAN
From the Equator to 40° South Latitude
according to the latest Surveys & Observations

SOUTH PACIFIC OCEAN

BRAZIL

ATLANTIC

OCEAN

SOUTH

ATLANTIC

OCEAN

FALSE BAY
TABLE BAY
SIMONS BAY
C A P E
C O L O N Y
I
N

Chart
MALDEEVE.
MALDIVA ISLANDS.

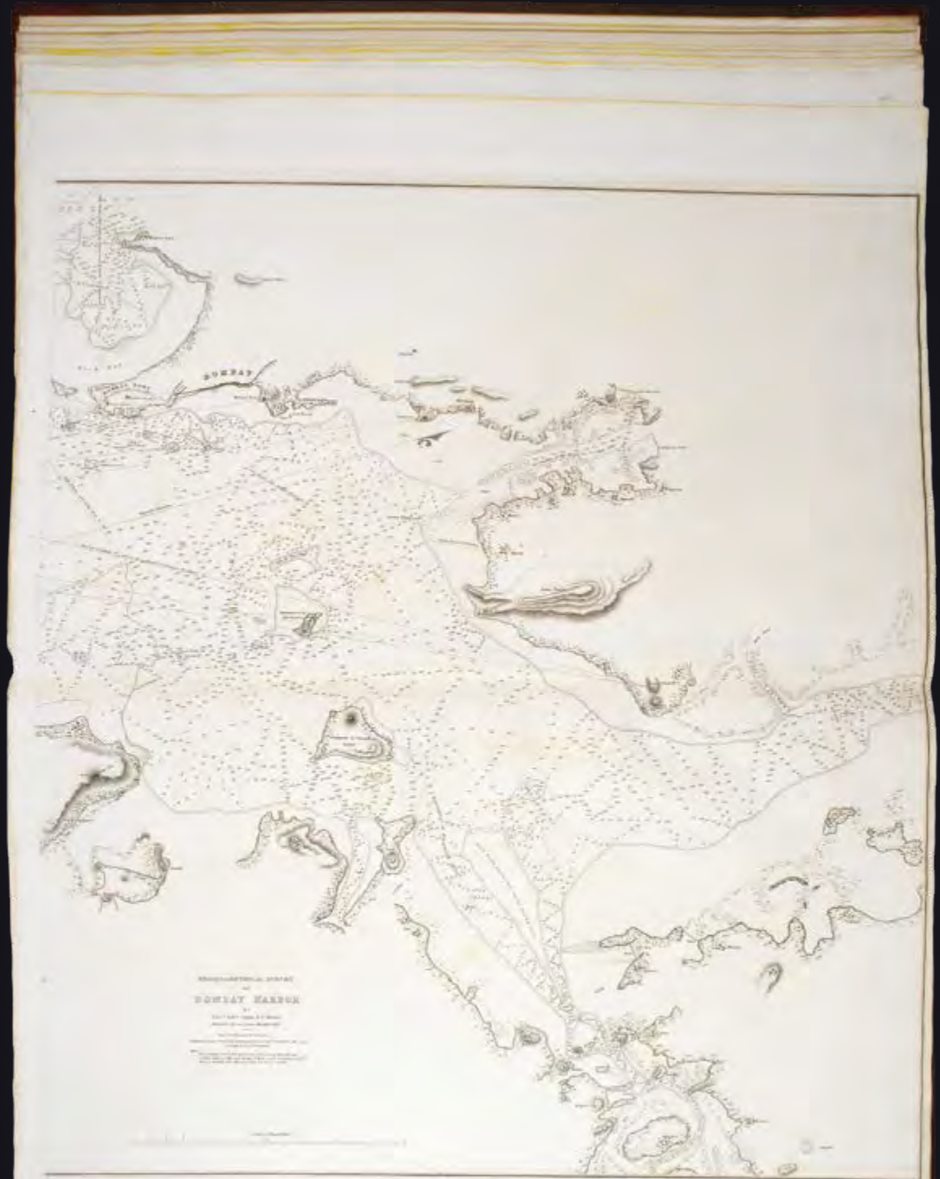


CHART OF

THE GULF OF PERSIA.

Made by Order of
THE HON.ble THE COURT of DIRECTORS of the
UNITED ENGLISH EAST INDIA COMPANY
by their most obedient Servant
GEORGE BARNES BRUCE.

1830.

233 IMRAY, LAURIE, NORIE & WILSON, LTD.

Index Plans of Charts.

Publication
[c1920].

Description
Folio (460 by 355mm). 15 engraved charts, chart eight with pencil annotations, chart nine with ink spot in blank area; later limp blue cloth.

Inter-war atlas of index maps with individual chart numbers cross-referencing charts in the firm's catalogue.

The firm of Imray, Laurie, Norie & Wilson, Ltd. came into existence at the turn of the century. In 1899 Norie & Wilson joined James Imray & Son, and in 1903 this firm combined with R. H. Laurie to form the present business. Their premises were at 156, Minories, previously the premises of Norie & Wilson, until 1924 when they moved to 123 Minories, where they continued until the Second World War. Since then the firm's offices have been at Wych House, St. Ives, Huntingdon.

INDEX PLANS
OF
CHARTS

PUBLISHED BY
IMRAY, LAURIE, NORIE & WILSON, LTD.
23, NORIE'S

234 MULLER, Robert

[Portrait of John Hamilton Moore].

Publication
[c.1793].

Description
Oil on canvas.

Dimensions
1350 by 1120mm (53.25 by 44 inches).

A striking portrait of the chartmaker and publisher, John Hamilton Moore, by the English painter Robert Muller.

Moore sits at his desk with his head turned towards the viewer; his right arm rests on 'A Chart of the British Channel', one of his most successful works. Moore claimed to have sold upwards of 5,000 copies. With his left hand he touches a globe. To the table is a book, most likely 'The Practical Navigator', which went through some 18 editions between 1772 and the early-nineteenth century, together with several American editions.

Muller's painting would be issued as print, engraved by Joseph Baker (1765-1853), and used as the frontispiece for later editions of 'The Practical Navigator'.

Robert Muller (1773-c.1800) was an English portrait painter. His sitters included George Washington (after John Trumbull), Elizabeth Baldwin (wife of Thomas Baldwin, surveyor to the city of Bath), and Prince Edward, Duke of Kent.

Master Norie the Draughtsman

235 [ANONYMOUS]

[Portrait of John William Norie].

Publication
[c.1805].

Description
Oil on canvas, unsigned.

Dimensions
(frame) 1150 by 950mm (45.25 by 37.5 inches); (canvas) 920 by 750mm (36.25 by 29.5 inches).

A portrait of the hydrographer and chartmaker, John William Norie, as a young man.

Norie is seated with his left arm resting on a blueback chart of South America. In his right hand is a silver propelling pencil, the tool of the chartmaker and draughtsman, a position he had occupied under William Heather from 1795.

Mister Norie the Publisher

236 [ANONYMOUS]

Portrait of John William Norie].

Publication
[c.1820].

Description
Oil on canvas, unsigned.

Dimensions
(frame) 900 by 775mm (35.5 by 30.5 inches); (canvas) 755 by 625mm (29.75 by 24.5 inches).

Fine portrait of John William Norie.

Norie is seated, his right arm resting on his desk; in his left hand he holds a manuscript of 'A Complete Epitome of Practical Navigation', first published in 1805, and among his most famous, and popular works.

237 [WALKER, George, attributed]

[A Map Printer's Factory].

Publication
[c.1814].

Description
Pencil and watercolour.

Dimensions
292 by 390mm (11.5 by 15.25 inches).

The image depicts map printers working two eighteenth-century geared roller copper plate printing presses, with printed charts arrayed over drying racks above.

Nelson's favourite chair

238 [ANONYMOUS]

[Comb-back Windsor chair].

Publication
[c.1784].

Description
?Elm seat and oak back, engraved brass plate, together with blue morocco label, lettered in gilt, repeating the words on the brass plate.

Dimensions
970 by 630 by 500mm (38 by 24.75 by 19.75 inches).

Lord Nelson's favourite chair, from his time as captain of HMS 'Boreas'.

The text to the brass plate reads:
"This was Nelson's favour Chair when he was Captain of the Boreas Frigate, presented by his Master James Jamieson to W. Heather, being part of the property purchased by J. W. Norie and Wilson, in Leadenhall St., London".

HMS 'Boreas' was a 28-gun frigate, first commissioned in 1775, and under the command of Lord Nelson between 1784 and 1787. Nelson sailed her to the West Indies, tasked with enforcing the Navigation Acts, which, in theory, prohibited trade between the US and the West Indies, and, in practice, were frequently circumvented. The success of Nelson's voyage would be mixed: while it was during this time that he met the woman who would become his wife, Frances Nisbet, the tenacity with which he approached the application of the Navigation Acts made him few friends, and morale on the ship was frequently low, with almost half the men on board flogged for mutinous behaviour and attempts to desert.

The chair passed from James Jamieson (also known as "Old Jemmy Jamieson"), who had been the sailing master of the 'Boreas', to William Heather, a close friend of Jamieson, whose maritime expertise served as a valuable source for Heather's charts, and then to John Norie and George Wilson, who, in 1814, bought the chair from Heather's executors.

A trade card to inspire Dickens

239 NORIE, J[ohn] W[illiam]

I.W. Nories & Co (Sucessors to the late Wm. Heather) Chart and Map Sellers to the Admiralty & the Honble. East India Compy... Sextants, quadrants, telescopes & all kinds of nautical instruments, stationary &c. Wholesale & Retail. Instruments cleaned & repaired.

Publication
London, at the Navigation Warehouse and Naval Academy, 157 Leadenhall Street, [1824-1840].

Description
Engraved trade card, mounted on card.

Dimensions
150 by 680mm (6 by 26.75 inches).

References
Kemp, 'Some Notes on the Ward of Aldgate and Its Ancient & Modern History', (Eden Fisher, 1904); Worms, Baynton-Williams, 'British Map Engravers', (London Rare Book Society, 2011); Robinson, 'The artistic trade cards of the nautical instrument makers', (The Mariner's Mirror, 1911).

John Norie (1772-1843) took over the Navigation Warehouse and Naval Academy in Leadenhall Street in 1813, having previously compiled and published 'A New and Complete Epitome of Practical Navigation'. This volume was dedicated to the Court of Directors at the East India Company, an act of flattery that paid off when he became an official chartseller to the Company in 1824. Alongside a great number of maps and charts, Norie sold a wide range of nautical instruments, including "sextants, quadrants [and] telescopes", as stated on his trade card. Worms notes that globes were also available at the Navigation Warehouse, as well as sets of nautical tables, and that Norie operated from an additional property at 70 Cornhill from 1829. Furthermore, the 1834 electoral registers show that, besides these shops, he also had property by Regent's Park, and in Edinburgh. The present trade card was in circulation from the beginning of Norie's contract with the East India Company until his retirement in 1840.

In the era before reliable street numbers or any widespread advertising media, the trade card had been a crucial means of publicizing the name and location of one's business. Even after the development of more sophisticated systems, they continued to be a popular way of communicating with potential customers, and most merchants or shop-owners of the eighteenth century had some form of trading card. The map and navigation industry was no exception, and Robinson notes that "in the case of nautical instrument makers, [the cards] were fixed in the boxes containing quadrants, compasses or other articles sold by the firm". He goes on to explain that the same design "frequently appeared as a bill-head on invoices, delivery notes, and similar documents" and that "in those days, every merchant's shop had its distinctive sign, and this was naturally a prominent feature in the trade card". Although Robinson uses Norie as a direct example of this iconography, there is no distinctive sign or symbol to be found on the present card, perhaps suggesting that he may have had another in circulation.

The specific sign Robinson assigns to Norie is that of the 'Little Midshipman', which is also referenced by Kemp and Worms. This small figure had adorned the doorway of 157 Leadenhall Street throughout Norie's occupancy, and was immortalized by Charles Dickens in his 1846 novel, 'Dombey & Son'. The work centres around the eponymous shipping firm, and features a nautical instrument maker, Mr Soloman Hills, who operates "under the sign of the Little Midshipman". In his characteristic style, Dickens satirizes Norie's Navigation Warehouse, describing its sign as one of the "little timber midshipmen in obsolete naval uniforms, eternally employed outside the shopdoors of nautical instrument-makers in taking observations of the hackney coaches".

Although commonplace at the time, the nature of Norie's trade card meant that it was frequently handled, and therefore often damaged or lost, making the present example a rare survival.

“Publisher of Charts & Nautical Works, Map & Bookseller, Stationer &c.”

240 WILSON, Charles Bot of Charles Wilson

Late J.W. Norie & Wilson, Publisher of Charts & Nautical Works Map & Bookseller, Stationer &c. To the Admiralty: The Hon. East India Company: & Corporation of the Trinity House, at the Navigation Warehouse, no. 157 Leadenhall Street.

Publication
London, 157 Leadenhall Street, [c.1850].

Description
Engraved trade card.

Dimensions
120 by 210mm (4.75 by 8.25 inches).

Trade card for Charles Wilson, who took over J.W. Norie & Co in the late-1830s.

Wilson advertises himself as a “Publisher of Charts & Nautical Works, Map & Bookseller, Stationer &c. To the Admiralty: The Hon. East India Company: & Corporation of the Trinity House”. His breadth of stock is such as to meet all one’s nautical needs: from “Sextants, Quadrants, Telescopes & Nautical Instruments”, to “all the Publications of Steel & Co. late of Cornhill” and “Works on Ship Building, Sail Making, Rigging, Seamanship and Naval Tactics”.

Top-left is a vignette of a sailor, looking out to sea through a quadrant, a representation of the famous ‘Little Wooden Midshipman’ shop sign, which stood outside the 157 Leadenhall Street premises (also referred to as the “Naval Academy” and the “Navigation Warehouse”), and which is traditionally thought to have served as Charles Dickens’s inspiration for the shop sign that appears outside the premises of Sol Gill’s chart shop, in ‘Dombey & Son’.

Bottom-left is an elaborate cartouche, surrounded by a telescope, a globe, a ship, and an anchor, which notes that Wilson’s stock was “supplied on the most reasonable terms”, both “wholesale & retail” to a varied clientele (“Captains of Ships”, “Merchants for Exportation”, and “Shop Keepers to sell again”).

Wilson refers to his business as “Charles Wilson. Late J.W. Norie & Wilson”, something of a misnomer, given that Norie and George Wilson (both senior and junior), from whom Wilson had inherited the business, only ever traded as “J.W. Norie & Co”. It serves, however, as a shrewd attempt to establish Wilson’s credentials.

J.W. Norie's Copy

241 MOORE, John Hamilton

The new Practical Navigator: being an epitome of navigation; The thirteenth edition, constructed on a new plan, and illustrated with copper-plates.

Publication
London, Printed for and sold by B. Law ... G.G. and J. Robinson, and the author, 1789.

Description
Octavo-in-4s (210 by 125mm). Engraved frontispiece and eight plates, lacking leaf 2C4, staining, soiling and dogearing throughout, contemporary calf.

Dimensions
210 by 125mm (8.25 by 5 inches).

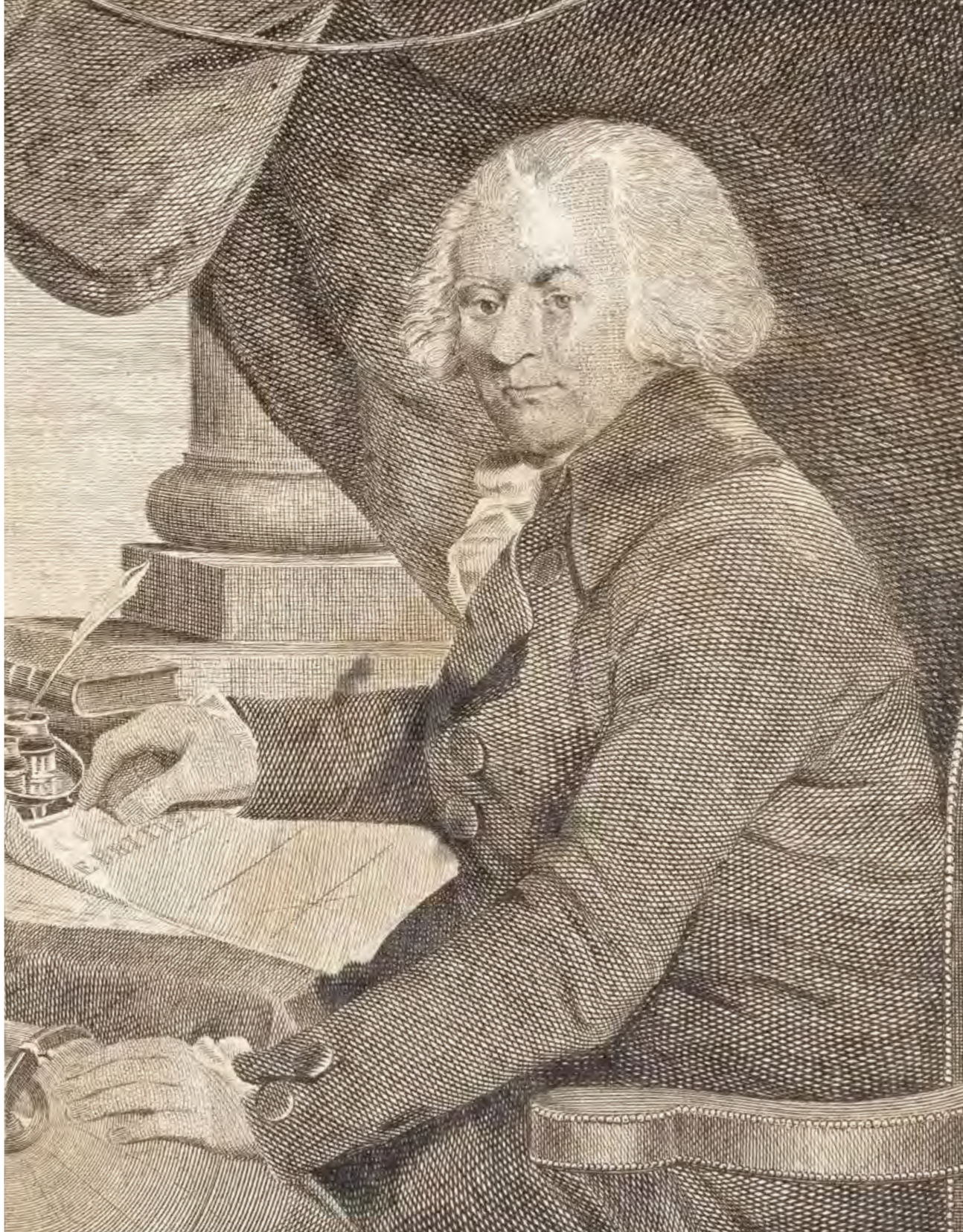
References
Alexander, Isabella, 'Sayer v. Moore (1785)', in Jose Bellido, Ed., 'Landmark Cases in Intellectual Property Law, Ch 3', Hart Publishing, 2017; Skelton, R.A., 'Copyright and Piracy in Eighteenth Century Chart Publication', 1960, in 46 The Mariner's Mirror 207; Alexander et al, 'Copyright and Cartography', https://www.copyrightcartography.org/cases/steel-v-moore-heather-v-moore/ (accessed 1 March 2025).

Includes a two-page report of Moore's successful court cases with Sayer & Bennett in 1785 and with Steel in 1789.

John Hamilton Moore (1738-1807) Scottish teacher of navigation, publisher of blueback charts, and founder of the firm that would become Imray, Laurie, Norie, and Wilson, had to defend himself on three occasions against accusations of plagiarism.

Sayer vs Moore (1785)
Moore's "first venture into chart publishing produced an immediate response from Robert Sayer and John Bennett, the leading chart publishers of the day, who sued him for £10,000 for his 1784 Chart of North America which they claimed infringed their copyright" (Fisher). They claimed that Moore had simply combined their charts into a single, larger map. At the King's Bench before "a 'special jury' consisting of merchants with expertise in navigational charts and maps, witnesses for Sayer testified that he had expended considerable labour and expense in producing his charts. One witness for Sayer even gave evidence that he had been commissioned by Moore to make copies of Sayer's charts. On the other hand, Moore was able to produce expert evidence that his maps were a significant improvement on Sayer's and of greater utility to marine navigators. In other words, where Sayer had focussed on the physical act of copying as evidence of copyright infringement, Moore argued that the content of his map was a marked improvement on Sayer's charts" (Alexander et al). Moore, who was evidently well-regarded as a chartmaker, brought eminent authorities to argue his case in the form of Captain John Stephenson, Admiral Campbell FRS, Governor of Newfoundland, and William Wales FRS, an astronomer who had sailed with Captain Cook. They all gave evidence that Sayer's maps were both erroneous and dangerous and that Moore's were a considerable improvement over them. The judge, Lord Mansfield, ultimately agreed with Moore and held that he had not unlawfully copied Sayer's charts. In his judgement, Lord Mansfield made the following well-known observation:

"In deciding we must take care to guard against two extremes equally prejudicial; the one, that men of ability, who have employed their time for the service of the community, may not be deprived of their just merits, and the reward of their ingenuity and labour; the other, that the world may not be deprived of improvements, nor the progress of the arts be retarded".



Steel vs Moore (1789)
Another rival chartmaker, David Steel, brought a further action in the King's Bench in 1789 accusing Moore of copying two charts Steel had published in 1782. Again, Moore brought the authority of Captain John Stephenson and other expert witnesses to bear on the case, and Steel's lawyer agreed to withdraw the action and pay Moore's costs.

Provenance: 1. With the ink ownership inscription of J. Wood on title in a contemporary hand; 2. Very faint pencil ownership inscription of J.W. Norie on title that appears to match that in the sixteenth edition; 3. Some pencilled annotation throughout.

THE NEW

PRACTICAL NAVIGATOR;

BEING AN

EPITOME OF NAVIGATION;

CONTAINING THE DIFFERENT METHODS OF WORKING THE

LUNAR OBSERVATIONS,

AND ALL

THE REQUISITE TABLES

USED WITH THE

NAUTICAL ALMANAC,

IN DETERMINING THE

LATITUDE AND LONGITUDE,

AND

KEEPING A COMPLETE RECKONING AT SEA:

ILLUSTRATED BY

PROPER RULES AND EXAMPLES;

THE WHOLE EXEMPLIFIED IN A

JOURNAL,

KEPT FROM

ENGLAND TO THE ISLAND OF TENERIFFE:

ALSO,

The Substance of that EXAMINATION, every CANDIDATE for a COMMISSION in the ROYAL NAVY, and OFFICER in the HONOURABLE EAST INDIA COMPANY'S SERVICE, must pass through, previous to their being appointed: This, with the SEA TERMS, are particularly recommended to the ATTENTION of all YOUNG GENTLEMEN designed for, or belonging to the SEA.

So that THIS BOOK, and the NAUTICAL ALMANAC, will be found fully sufficient for the SEAMAN and TEACHER'S USE, and is rendered easy to any common Capacity.

THE THIRTEENTH EDITION, ENLARGED,

CONSTRUCTED ON A NEW PLAN,

242 [MOORE, John Hamilton]

Whereas John Hamilton Moore of Tower-Hill, The pretended hydrographer to the Duke of Clarence, was seen Between the Hours of 3 and 5 last Sunday Morning, Sticking Bills about the Streets!!!

[together with:] Trial of John Hamilton Moore for pirating a chart.

Publication
May 31st, 1794... [and, London], Plummer, Printer, [1798].

Description
Broadside (280 by 220mm), 1p [BOUND WITH:] Octavo (207 by 130mm), 8pp, modern marbled boards.

References
Alexander, Isabella, 'Sayer v. Moore (1785)', in Jose Bellido, Ed., 'Landmark Cases in Intellectual Property Law, Ch 3', Hart Publishing, 2017; Skelton, R.A., 'Copyright and Piracy in Eighteenth Century Chart Publication', 1960, in 46 The Mariner's Mirror 207; Alexander et al, 'Copyright and Cartography', https://www.copyrightcartography.org/cases/steel-v-moore-heather-v-moore/ (accessed 1 March 2025).

Apparently the only known surviving example of an anonymous, and malicious, broadside attacking the probity of John Hamilton Moore, together with a report of the case between Heather & Co. and Moore in 1801, which Moore lost.

John Hamilton Moore (1738-1807) Scottish teacher of navigation, publisher of blueback charts, and founder of the firm that would become Imray, Laurie, Norie, and Wilson, had to defend himself on three occasions against accusations of plagiarism. The trial report here relates to his third, final, and unsuccessful defence against charges brought by his former assistant, William Heather. Prior to this Moore successfully defended himself against similar accusations from the chartmakers Robert Sayer, in 1785, and David Steel, in 1789. Taken together the three cases demonstrate how: "copyright law and the determination of copyright cases formed a part of Enlightenment epistemology. This is particularly related to scientific method and approaches to the collecting, organising and storing of data, but also links to economic advancement through trade and commerce" (Alexander).

Heather vs Moore (1797)
In the third copyright infringement action against John Hamilton Moore, his former assistant, William Heather, "claimed that Moore had pirated a chart called 'A New and Correct Chart of the Coasts of France Spain & Portugal drawn from the latest observations & surveys by William Heather'. The copyright suit followed what seems to be a falling out between Moore and Heather, as after Heather had left Moore to start his own business, Moore commenced proceedings against him alleging that Heather owed him a sum of money

... This time however, Heather (perhaps having learnt more than just the publishing trade from his former employer) produced the expert witnesses, including Captain Stephenson, who had previously appeared as a witness for Moore in the earlier cases (NB Heather subsequently published Captain Stephenson's book, The New British Channel Pilot, in 1799). Heather argued that Moore had unlawfully copied one of his charts. Moore responded by arguing that it Heather's map was the unlawful copy, pirated from an earlier publication released by Moore. Like Moore's witnesses in the previous two cases, Heather's witnesses persuaded the jury that Moore's map contained a series of crucial errors and omissions, and that Heather's map was far more superior and of greater utility to the navigational industry. As such, Lord Kenyon found that Moore had pirated Heather's chart" (Alexander et al).

Moore's enmity with his colleagues and competitors evidently spilled out beyond the courtroom as the present broadside, published in 1794 - a full nine years after his case with Sayer, and five years after his case with Steel, mentions both, and accuses Moore of "Sticking Bills

WHEREAS
JOHN HAMILTON MOORE,
OF TOWER-HILL,
The *PRETENDED* HYDROGRAPHER to the Duke of CLARENCE,
WAS SEEN,
Between the Hours of 3 and 5 laſt Sunday Morning,
Sticking Bills about the Streets!!!

In order, *as he terms it*, "To vindicate his Character" *to the Public*, againſt the "falſe, ſcandalous, malicious, and libellous Aſſertions made in ſome *private Letters* he has received: *but about which, the Public, AS YET, know not a Syllable*——

THIS is to *Anſwer* the ſaid John Hamilton Moore, as well as to *inform the Public* in general, that, although the Letters alluded to, *directly charge him* with *ROBBING* and *HIRING OTHERS TO ROB* the late Mr. Robert Sayer, of Fleet Street, his former *Friend* and *Benefactor*:——Altho' they accuſe him with *DEBAUCHING HIS SERVANT*, and afterwards offering to *BRIBE* a *VILLAIN* to *SWEAR* a *FALSE DEBT* againſt her, and *throw her into Priſon for Life*:——Altho' they ſhew in what Manner he *Cheated* an Individual, with whom he had engaged in a *Bond* of £1000 Penalty, *and which Penalty he has notoriouſly FORFEITED*:——In ſhort, altho' they relate the various Methods he has purſued for Years, in *plundering the Property* of his Neighbour, Mr. Steel, and others; with *innumerable Inſtances* of *BASENESS, DISSIMULATION*, and *FRAUD*:——Yet the *aforeſaid Letters* contain *NO ONE ASSERTION* which is not STRICTLY TRUE; *NO ONE TRANSACTION* which their AUTHOR does not *pledge himſelf* (AT A PROPER TIME AND PLACE) to *bring forward* to the Public Eye; *eſtabliſhing EACH* by the moſt clear and indiſputable Evidence, to THEIR SATISFACTION; and to the

UTTER CONFUSION
Of the ſaid
JOHN HAMILTON MOORE,
And his preſent Adherents.

May 31ſt, 1794.

Note. The above Letters are now in the Preſs, and will be circulated for the Inſpection of the Public in England, Scotland, and Ireland, in July next.

about the Streets", "Debauching a Servant", bribery and "innumerable instances of baseness, dissimulation, and fraud". Sadly, the convoluted sequences of succession and merger in London's chartmaking trade in the nineteenth century mean that it is unclear whether the survival of these two documents in the archives of Imray, Laurie, Norie and Wilson is as a result of them being retained as souvenirs of Moore's side of the arguments or that of Sayer, or Steel, or Heather, or even, another!

Rarity

We are not aware of any other example of the broadside. Indeed, the few mentions of its existence that we have been able find all seem to refer to the present, Imray, Laurie, Norie, and Wilson example.

OCLC locates six examples of the trial report: Alberta, Boston Public Library, Georgetown, Harvard Law School, New York Public, Pennsylvania State. To this we can add a further example at the Society of the Cincinnati.

TRIAL OF JOHN HAMILTON MOORE

FOR

Pirating a Chart.

SITTINGS after Term, before LORD KENYON and a SPECIAL JURY of MERCHANTS.

GUILDHALL, LONDON.

HEATHER *and* CO. *v.* JOHN HAMILTON MOORE.

MR. ERSKINE, Counſel for the Plaintiffs, began by obſerving this was a caſe of great importance with reſpect to Literary Property; but the obſervations he had to make to the Gentlemen of the Jury would be very few, as it lay within a narrow compaſs.

It was an action brought by the Plaintiffs, HEATHER & Co. of *Leadenhall-ſtreet*, who claimed a right under an Act of Parliament to the ſole and excluſive privilege of printing and publiſhing "*A New* "*and Correct Chart of the Coaſts of France, Spain, and Portugal, drawn* "*from the lateſt Obſervations and Surveys, by William Heather,*" which the Defendant, John Hamilton Moore, of *King-ſtreet, Little Tower-Hill*, was charged with having copied.

He ſhould ſtate the principle on which this action could be maintained, and ſhould appeal to his Lordſhip's authority that the principle which appeared to him, not only applicable to this particular caſe, but to all others of a ſimilar nature, was the cleareſt, the wiſeſt, and moſt conformable to the ſpirit of the Law. It was for the encouragement of learned and ingenious men, various Acts of Parliament had been made, granting monopolies for a limited time, which the rules of common law did not allow; they conferred Copy-rights on Authors, and protected the labours of ingenious men from the encroachment of ſervile imitators—among others, they conveyed a property in Sea Charts. If theſe monopolies were invaded, theſe Statutes gave an

24 lashes for “Uncleanliness”

243 [LOG BOOK] CAMPBELL, William

A Journal of the Proceedings in HM Ship Sceptre... H.M.S. St. Fiorenzo... [and] H.M.S. Wilhelmina.

Publication
1803-1805.

Description
Folio (385 by 425mm), 230pp, incorporating 81 pen and ink mapsheets, and 29 watercolour coastal profiles, calf boards, rebacked.

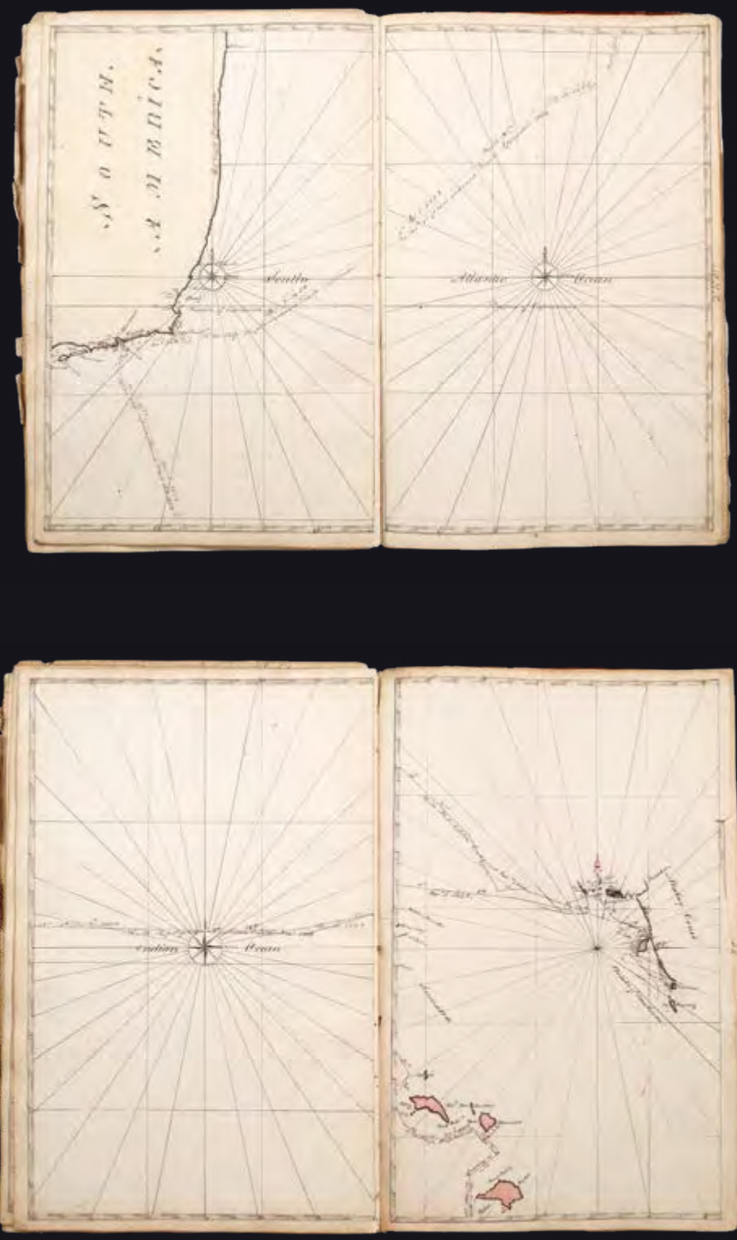
The ship’s log kept by William Campbell, master’s mate, to Sumatra and back, 1803-1805, in HMS ‘Sceptre’, HMS ‘St. Fiorenzo’, and HMS ‘Wilhelmina’ with track charts and remarks.

The log gives an (often grim) insight into a sailor’s life: HMS ‘Sceptre’ lost eight souls in as many weeks at the start of the journal; seven are recorded as having“departed this life” due to “disease”, whereas poor John Wilson “fell overboard” and “all efforts to save proved ineffectual”. The dead could be expected to be “committed to the deep” within 24 hours of their passing and their “diseased artefacts sold” (November 27th 1804) the day after. For the living, however, the selling of “his cloathes” meant two dozen lashes for Argus Gurr (May 16th 1804), and one dozen for John Lyne for purchasing them. “Drunkedness” earned a relatively standard 24 lashes, as did “Uncleanliness”, and “Spoiling provisions”. Further colour is provided figuratively by the charts - the vast majority of which are blank save the slow progress of the vessels over expanse of the Indian Ocean - and literally in the form of the coastal profiles. The land masses that appear on the charts are St. Helena, South America (Rio de Janeiro), The Cape of Good Hope, Madras, The Bay of Bengal, the Nicobar Islands, and the Malay coast. The coastal profiles depict St. Helena (11, including one folding); Madras (five); Pulicat Hills (six, one folding); Tenasserin (six, including one folding); and the Cocos Islands (one).

HMS ‘Sceptre’ was a 74-gun ship of the line built by Dudman of Deptford after a design by Sir William Rule, and launched in December 1802 at Deptford. She would serve for five years in the East Indies.

HMS ‘St. Fiorenzo’ (originally ‘Minerve’) was a 40-gun frigate of the French Navy, captured by the British in 1794, and recommissioned as a 38-gun fifth rate HMS ‘St. Fiorenzo’.

HMS ‘Wilhelmina’, originally a 36-gun Dutch States Navy frigate launched at Vlissingen in 1787, was taken first, by the French, in 1795, and then the British, three years later, when she was repurposed as a 21-gun troopship assigned to escort a small convoy of East Indiamen.



View Appearance of the N.W. Coast of St. Helena taken on H.M. Ships Scipio &c by W. Campbell Mas. Stand by to the Lead July 5th 1805.

a The East end of the Island when at Anchor 6 Fms. b The NW Extremity When at Anchor. c The NW Pt. d. The Needle Rock opening with the NW. end of the Island. NE & E. In Standing to the Westward

2nd Appearance at 5 P.M.

e The East Extremity f The NW Point g The Needle Passage h The Rock

Bearings { of b. N.E. / of h. E.N.E. 9 miles } Mer. departure 1st Sat. 16-10 d. Long 06-06 W.

Thursday	5	5 00	05	17-12	17-23	6-36			Dist. run 5.51 Lat. 16.24 N.
Friday	6	Stays till	10	19-21	16-22	5-23			D. 4.56 W. Dist. 15.23 M.

Remarks H. M. Ship Scipio

a Opp. The NW end of the Island of St Helena taken on H.M. Ships Scipio July 5th 1805. Standing to the Westward. c the East Extremity on N.N.E. the Guard Ship Britannia. d The Needle Rock Opening from the NW. end of the Island Bearing South 5/8 E. b Opp. the NW. of the Island, and the Needle Passage. H.M. Ships Scipio &c. separated. e the East Ends at 5 P.M. Bearings N.E. by E. Bearings about 9 or 10 Miles. W. the Needle Passage. D. Lat by Observation 16.10 S. Long. 6.06 W of Greenwich. W.C.

e Opp. The East Ends at 5 P.M. Bearings N.E. by E. Bearings about 9 or 10 Miles. W. the Needle Passage. D. Lat by Observation 16.10 S. Long. 6.06 W of Greenwich. W.C.

a Opp. The NW end of the Island of St Helena taken on H.M. Ships Scipio July 5th 1805. Standing to the Westward. c the East Extremity on N.N.E. the Guard Ship Britannia. d The Needle Rock Opening from the NW. end of the Island Bearing South 5/8 E. b Opp. the NW. of the Island, and the Needle Passage. H.M. Ships Scipio &c. separated. e the East Ends at 5 P.M. Bearings N.E. by E. Bearings about 9 or 10 Miles. W. the Needle Passage. D. Lat by Observation 16.10 S. Long. 6.06 W of Greenwich. W.C.

Set to Repair the Sails employ'd variously all the Day

and Night the Sail employ'd variously all the Day

at 11 30 Obs. of the Sun D. 4 W. Shortened

sail at 12 Hard Gales and Clear

Norie's own copy

244 MOORE, John Hamilton

The new Practical Navigator: being an epitome of navigation; The sixteenth edition, greatly enlarged and improved.

Publication
London, Printed for G. and J. Robinson, and Longman & Rees ... C. Law ... J. and J. Hardy and Sons ... and the author, and R. Blachford, 1804.

Description
Octavo-in-4s (210 by 125mm). Engraved frontispiece, ten plates and two folding planispheres bound in at end, leaves 2B2, 2H4 (tables) and 2U2 trimmed into final line with textual loss, very small chip to fore-edge of 2I1 (Tables) with some loss; contemporary sheep.

Norie's own copy of his great rival's navigation guide is peppered with acerbic comments in red pencil and ink throughout. It starts on the first page, where he comments on Moore's "simple and accurate rule for finding the time of the Moon's rising and setting": "This boasted Rule neither new nor accurate – see the same in the former Edition after Table XX and copied in this with many blunders – so much for improvement –". Norie notes errors to "Wrong tables", comments about "A stupid rule rendering an easy one complex", and states "Complete nonsense" among other comments. In total there are 25 annotated pages, while there are quite a few crossings out to the tables, with Table XVI crossed out over four leaves with the note "No such table", as well as further crossings out of Tables XXII and XXVIII.

Provenance: with the ownership inscription of J.W. Norie in red pencil on front pastedown with place of "Naval Academy Leadenhall Street"; further annotations in red ink.

Chart Planning

245 HOBBS, J[ohn] S[tratton, and another hand]

Notebook with proposals for new charts for the firm of Norie and Wilson.

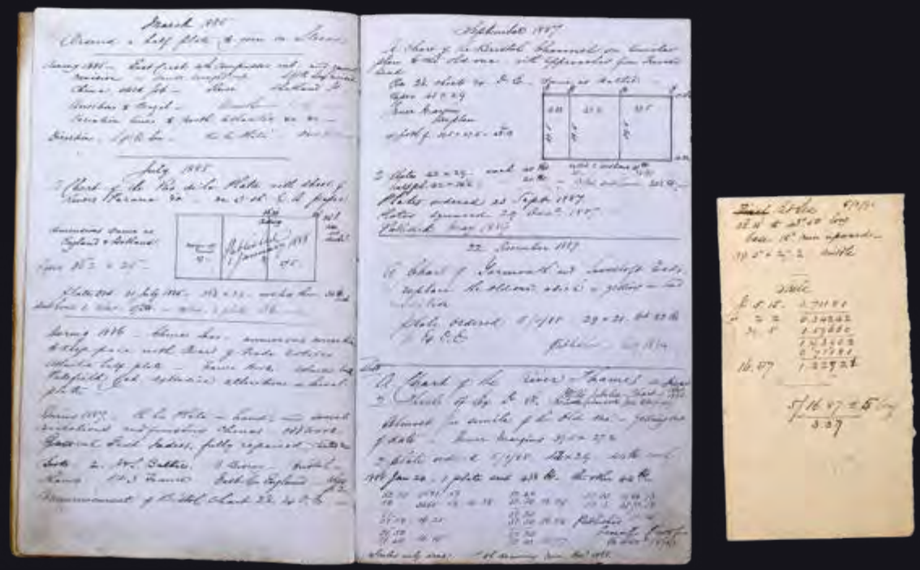
Publication
1846-1897.

Description
Folio (320 by 200mm), 63pp., folio, stab bound.

A marvellous survival: proposals for over 100 charts, including notes on whether or not they were accepted, date, area to be covered, paper size, margin width, meridional parts, plates ordered, and later period publication.

A manuscript proposal for a chart of the Channel pasted at the front is inscribed "Planned for Norie" and signed "J.S. Hobbs", dated "1838-39" in pencil. This, and the majority of entries, are in the hand of Hobbs, until May 20th 1874 (Hobbs died in December that year), after which another, anonymous, hand takes over.

John Stratton Hobbs (1813-1874) was the son of William Henry Hobbs, ship broker of Globe Street, St. George in the East. Hobbs compiled charts and engraved for Norie until Norie's death in 1843, after which he became head of the hydrographic department of the successor firm, Noire and Wilson. He was elected to the Royal Geographical Society in November 1846.



Meridional parts

246 [HOBBS, John Statton]

List of meridional parts 0 - 60 degrees.

Publication
[c.1850].

Description
Folio (330 by 200mm), 6pp., pen and ink manuscript.

A curious piece of cartographic ephemera.

The meridional parts for any latitude is the length of meridian on a chart on the Mercator Projection between the Equator and that latitude measured in units of longitude scale. The meridional parts are tabulated in nautical tables (as here). Meridional parts do not represent distance on the Mercator chart.

John Stratton Hobbs (1813-1874) was the son of William Henry Hobbs, ship broker of Globe Street, St. George in the East. Hobbs compiled charts and engraved for Norie until Norie's death in 1843, after which he became head of the hydrographic department of the successor firm, Norie and Wilson. He was elected to the Royal Geographical Society in November 1846.

Turning copper into gold

247 [WILSON, Charles]

[Draft valuation of copper plates].

Publication
1865.

Description
Folio (390 by 245mm), 5 pp., pen and ink.

A list of 122 copper plates, engraved with maps, with total value of £11,263, with notes on condition, whether steeled or not, and whether in need of correction.

A fascinating record of the value of engraved copper plates. The map titles broadly align with those in Wilson's 1861 catalogue.

“Printing very faint in places”... “Recut, done”

248 [IMRAY, LAURIE, NORIE & WILSON LTD.]

[Log of alterations to chart plates, together with:] Notice to Mariners.

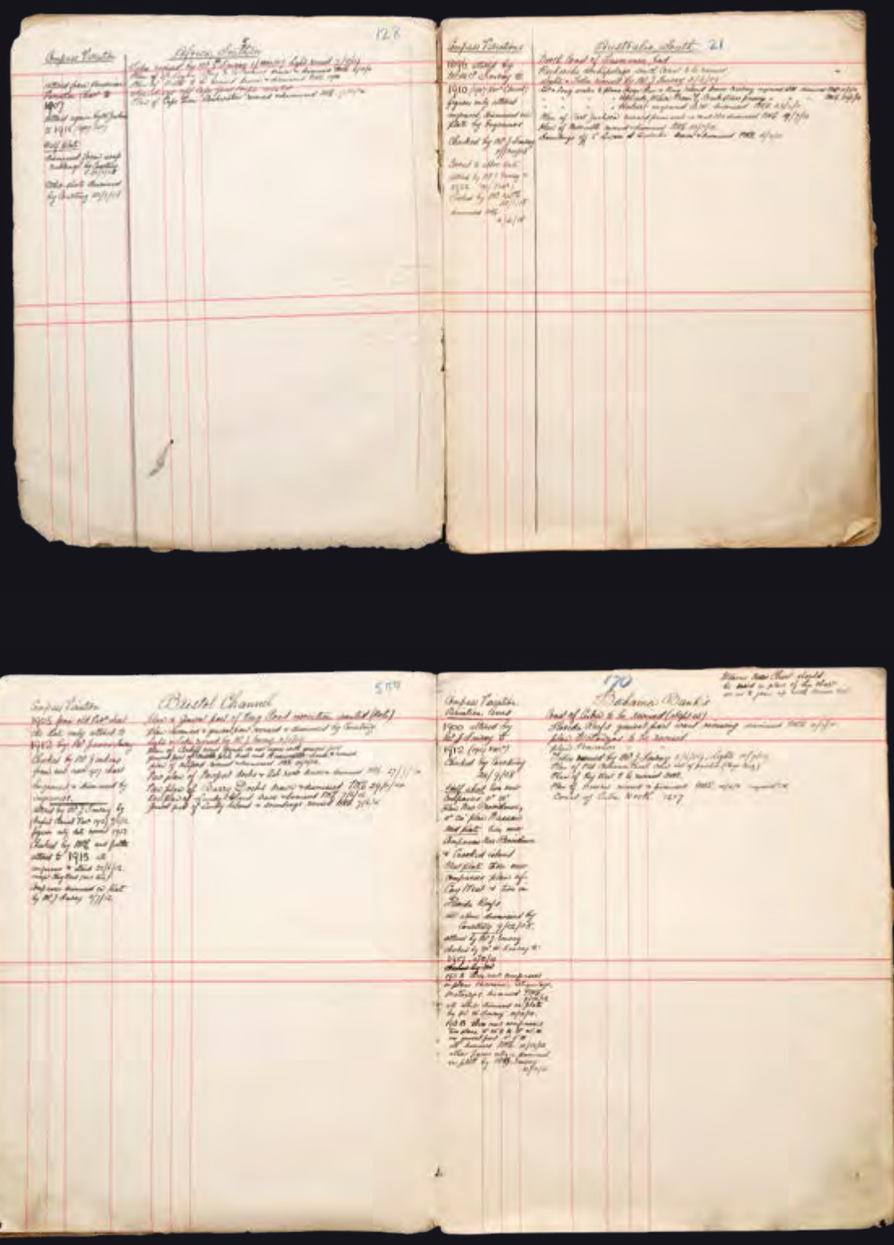
Publication
1905-1924.

Description
Folio (235 by 310mm). Printed ship’s log book, 182pp, with broadsheet ‘Notice to Mariners’ tipped in at rear, final two leaves torn, blue paper boards, restored.

A remarkable piece of mapmaking ephemera and an insight into the work required to keep the chart production of the firm of Imray, Laurie, Norie & Wilson up-to-date. The log, mostly in the hand of William Wilson, extends nearly 20 years, includes over 1000 amendments to over 200 charts, and is arranged alphabetically by chart title, with a note of revisions made with name of reviser and date.

Loosely inserted to the volume are two typed signed letters from W. Wilson to W. R. Courtney, dated February 7th and June 14th 1924 regarding his duties: “You appear to be under the impression that the Directors have given you over the unfettered direction of the Chart Department, but this is not the case”.

There is also a ‘Notice to Mariners’, listing amendments and updates to Admiralty charts by number and name, with manuscript notes providing the affected chart numbers in the inventory of Imray, Laurie, Norie & Wilson.



Draw a blank

249 **Imray, Norie, Norie & Wilson, Ltd.**

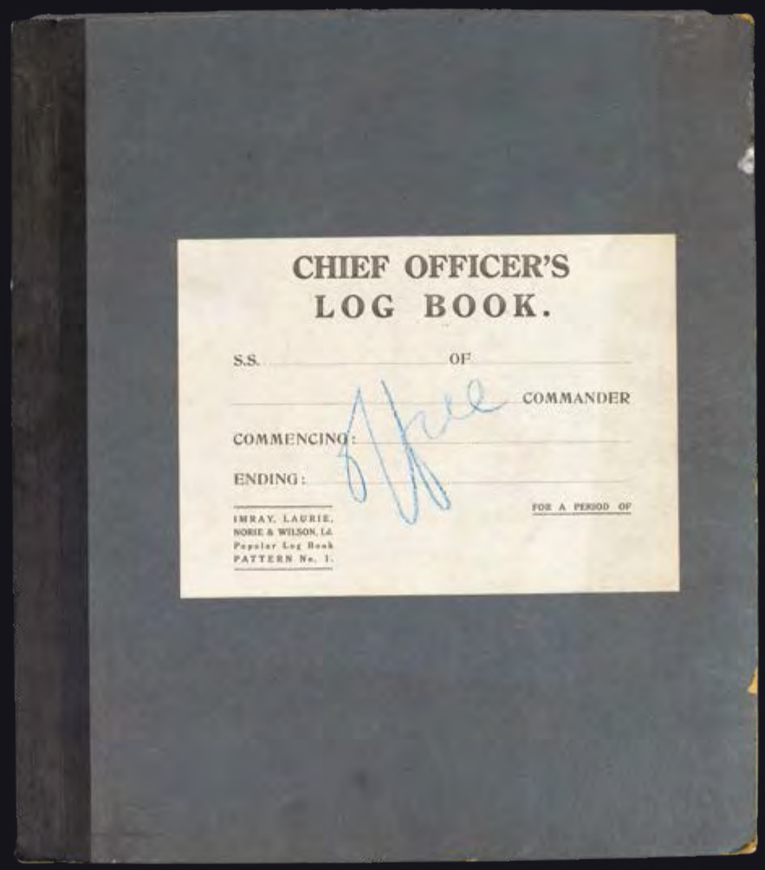
Chief Officer's Log Book.

Publication
London, Imray, Norie, Norie & Wilson, Ltd., [c.1926].

Description
Very large quarto (360 by 290mm). "Beaufort's Notation" pasted onto front pastedown, 18 leaves of unfilled log book, occasional light finger-soiling; original cloth-back boards, printed paper label on front cover, extremities rubbed, head- and tail of spine fractionally more heavily.

The firm's office copy of the blank log book used by senior officers on board ship: "May be had from all nautical booksellers & ship chandlers."

Provenance: "Office" written in blue chinagraph pencil on upper cover.



Sayer's Office Copy of his catalogues of prints, charts and maps

250 SAYER, Robert

[Three catalogues of prints, charts, and maps].

Publication
1786-1788.

Description
Octavo (210 by 135mm), three catalogues bound in one, interleaved, trompe l'oeuil engraved title, manuscript corrections to 1795, half calf over paper boards.

The three catalogues are:
[1] Robert Sayer's Catalogue of New and Interesting Prints... 1786. 94 pp
[2] Robert Sayer's Catalogue of Pilots, Neptunes, and Charts... 1787. 49 pp
[3] Robert Sayer's Atlases, both ancient and modern, Books of Maps, Surveys, and Catalogue of Single Maps... 1788. 52 pp.

Three catalogues of Robert Sayer's offerings from 1786 to 1788, with prints divided in to various sections such as "Fine Engraved Landscapes... Large Sea Pieces, &c... Theatrical, fine Mezzotintos...".

The 'Catalogue of Pilots, Neptunes, and Charts' includes (and lists the contents of):
1. The East India Pilot; or, Oriental Navigator - two volumes (111 charts)
2. The East India Pilot; or, Oriental Navigator - one volume (100 charts)
3. The Oriental Pilot;, or East-India Directory
4. The New East-India Pilot (five charts)
5. A Complete Pilot for the Northern Part of the Bay of Bengal
6. A New Edition of the Channel Pilot (25 charts)
7. The Three-Channel Pilot (seven charts)
8. A Coasting Pilot for Great Britain and Ireland (22 charts)
9. The North-About Navigator (13 charts)
10. The Irish Coasting Pilot (six charts)
11. The Coasting Pilot for Flanders, Holland, Friesland... (14 charts)
12. A Pilot for the North Sea, Baltic, Cattegat Passage of the Sound and Gulf of Finland... (seven charts - with manuscript updates to both title and contents in iron gall ink)
13. The New Mediterranean Pilot (eight charts)
14. The Straits Pilot (four charts)
15. The Guinea-Coast Pilot (seven charts)
16. The Western Neptune; or Pilot for America (ten charts)
17. The Atlantic Pilot (13 charts)
18. The Complete West-India Pilot (26 charts)
19. A Pilot for the West Indies (13 charts)
20. A small Pilot for the West-Indies (seven charts)
21. A Pilot for the Gulph of Florida, and Windward Passage (four charts)
22. Captain Bishop's Charts of the Gulph and Windward Passages and Old Straits of Bahama.
23. Forty Accurate Draughts of the Principal Bays and Harbours on the Continent, and Islands in the West Indies (40 charts)
24. The First Part of the North-American Pilot (22 charts)
25. The Second Part of the North-American (13 charts)
And 123 separately-published charts.

1787.

ROBERT SAYER's

CATALOGUE OF PILOTS, *NEPTUNES*, AND CHARTS,

BOTH

GENERAL AND PARTICULAR,

FOR THE

NAVIGATION

OF

ALL THE SEAS AND COASTS

OF THE

UNIVERSE.

Sold Wholesale and Retail, at his MAP, CHART, and PRINT WAREHOUSE, No. 53, FLEET-STREET, LONDON.

☞ *Correspondents are requested to send the principal Head of each Article, the Number and Page in the Catalogue, which will prevent Mistakes.——The whole Title is unnecessary.*

GEOGRAPHY AND COSMOGRAPHY.

1788.

ROBERT SAYER's

ATLASES,

BOTH ANCIENT AND MODERN,

BOOKS OF MAPS,

SURVEYS,

AND CATALOGUE OF

SINGLE MAPS,

OF ALL THE

EMPIRES, KINGDOMS, STATES, &c.

IN THE

UNIVERSE.

Printed for, and Sold by ROBERT SAYER, No. 53, FLEET-STREET, LONDON.

☞ *Correspondents are requested to send the principal Head of each Article, with the Number and Page in the Catalogue, which will prevent Mistakes.——The whole Title is unnecessary.*

Laurie & Whittle's Office Copy of their General Catalogue of Maps, Charts, and Prints

251 LAURIE & WHITTLE

A General Catalogue of Maps, Charts, and Prints &c. &c. &c. &c.

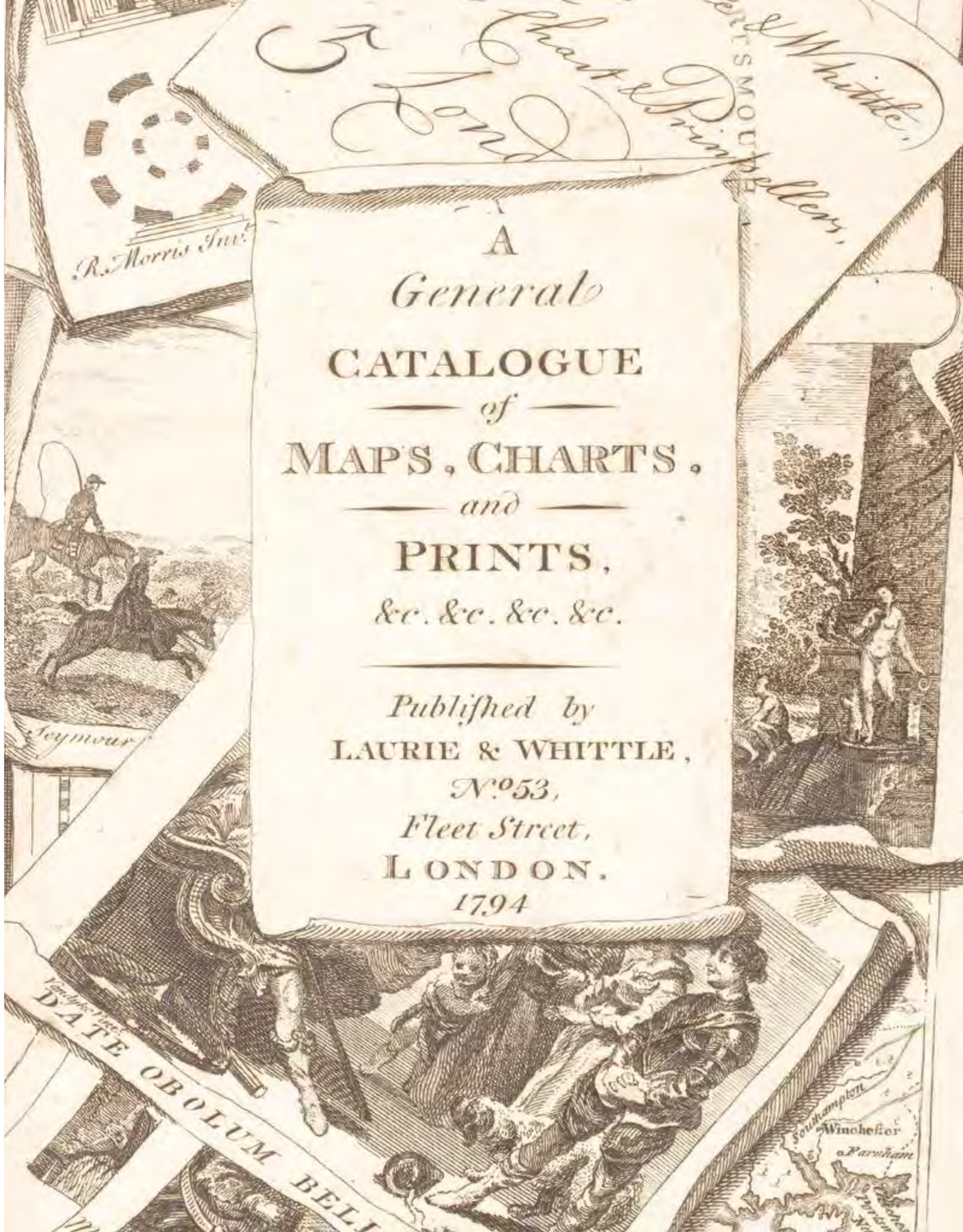
Publication
London, Laurie & Whittle, 1795-1800.

Description
Octavo (225 by 142mm), Engraved trompe l'oeuil general title, and three catalogues bound in one, manuscript corrections and amendments throughout, modern half calf.

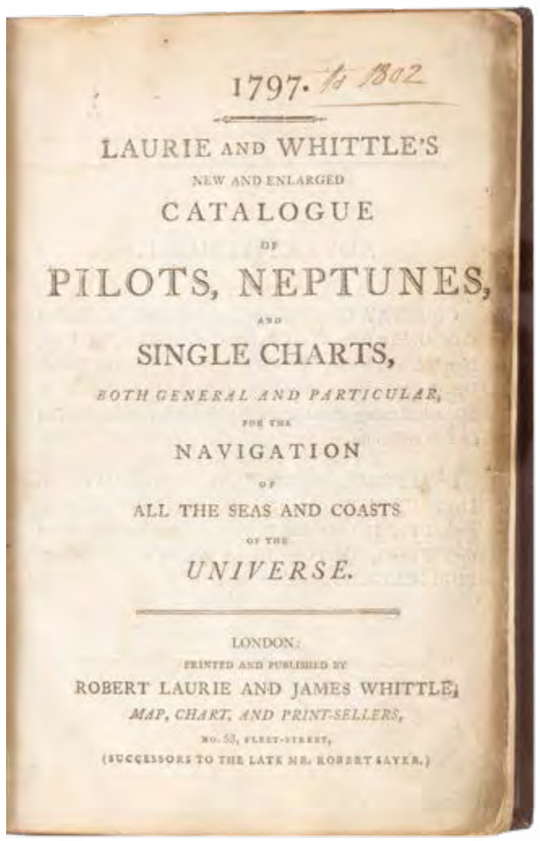
The three catalogues are:
[1] Laurie and Whittle's New and Enlarged Catalogue of Pilots, Neptunes, and Single Charts... 1797, amended in manuscript to 1802. 76 pp.
[2] Laurie and Whittle's Catalogue of new and interesting Prints... 1795, with manuscript amendments. iv, 132 pp.
[3] Laurie and Whittle's New and Enlarged Catalogue of Atlases, Surveys and Single Maps... 1800. iv, 74 pp.

Robert Laurie and James Whittle worked with Robert Sayer and on his death in 1794 took over the business. The partnership continued until Laurie's retirement in 1812.

The catalogue of pilots lists the following titles:
1. East India Pilot (113 charts)
2. East India Pilot (102 charts)
3. The Country Trade East-India Pilot (82 charts)
4. The Oriental Pilot (41 charts)
5. New and complete Pilot, from the mouth of the Thames to the Cape of Good Hope (24 charts)
6. Pilot of the Eastern Passage (ten charts)
7. East-India Pilot (five charts)
8. A Complete Pilot for the Northern Part of the Bay of Bengal (five charts)
9. A New East-India Directory
10. The Channel Pilot
11. Three Channel Pilot
12. The Coasting Pilot for the Western Seas of Great Britain (five charts)
13. A New Pilot for the East Coast of New England (nine charts)
14. A Large Coasting Pilot of Great Britain and Ireland (23 charts)
15. The North-about Navigator (13 charts)
16. The Irish Coasting Pilot (six charts)
17. The Coasting Pilot (15 charts)
18. A New and Enlarged Baltic Pilot (12 charts)
19. The Baltic Pilot (nine charts)
20. A new Mediterranean Pilot (eight charts)
21. The Straits Pilot (four charts)
22. The African Pilot (14 charts)
23. The Guinea Coast Pilot (six charts)
24. The West India Atlas (62 charts)
25. The Complete West India Pilot (27 charts)
26. A Pilot for the West-Indies (13 charts)
27. A small West India Pilot (eight charts)
28. Roman's Gulf and Windward Pilot (five charts)
29. Captain Bishop's Original Charts of the Gulf and Windward Islands (three charts)



30. Forty Accurate Plans and Draughts of the principal Ports, Bays, Roads, and Harbours, in the West Indies (40 charts)
31. The Atlantic Pilot (13 charts)
32. The First Part of the North American Pilot (five charts)
33. The Second Part of the North American Pilot (20 charts)
34. The Coasting Pilot, for North America (seven charts)
35. The Western Neptune (ten charts) and 169 separately-issued charts.


1797.

LAURIE AND WHITTLE'S
NEW AND ENLARGED
CATALOGUE
OF
PILOTS, NEPTUNES,
AND
SINGLE CHARTS,
BOTH GENERAL AND PARTICULAR,
FOR THE
NAVIGATION
OF
ALL THE SEAS AND COASTS
OF THE
UNIVERSE.

LONDON:
PRINTED AND PUBLISHED BY
ROBERT LAURIE AND JAMES WHITTLE,
MAP, CHART, AND PRINT-SELLERS,
No. 53, FLEET-STREET,
(SUCCESSORS TO THE LATE MR. ROBERT SAYER.)

SURVEYS.

No. 6.
ROQUE'S
SURVEY OF THE ENVIRONS
OF
LONDON.

No. 7.

No. 8.

No. 9.
COUNTY OF NORFOLK.

No. 10.
BOWEN'S
LARGE MAP OF SOUTH WALES.

LARGE MAPS,
OF ENGLISH SIZE.

No. 11.
DE LA MORINIERE'S
MAP OF ENGLAND AND WALES.

No. 12.
BOWEN'S
ENGLAND AND WALES.

No. 13.
SENEX'S
ENGLAND, SCOTLAND AND IRELAND.

No. 14.
SENEX'S
ENGLAND, SCOTLAND AND IRELAND.

BEST FOUR-SHEET MAPS.

No. 26.
PENSILVANIA.

No. 27.
VIRGINIA.

No. 28.
NORTH AND SOUTH CAROLINA,
WITH THEIR INDIAN FRONTIERS.

No. 29.
COURSE OF THE RIVER MISSISSIPPI.

ONE-SHEET MAPS,
PRINTED ON FINE IMPERIAL.

No. 1.
ROADS OF ENGLAND AND SCOTLAND,
WITH PART OF FRANCE TO PARIS,

No. 2.
DUNN AND JEFFERY'S
MAP OF ENGLAND AND WALES,

No. 3.
ENQUE'S
ENTIRE NEW MAP OF ENGLAND AND WALES,

No. 4.
KITCHIN'S
GENERAL MAP OF ENGLAND AND WALES,

No. 5.
ROQUE'S
POST ROADS OF ENGLAND AND WALES,

Whittle & Richard Holmes Laurie

252 WHITTLE & LAURIE

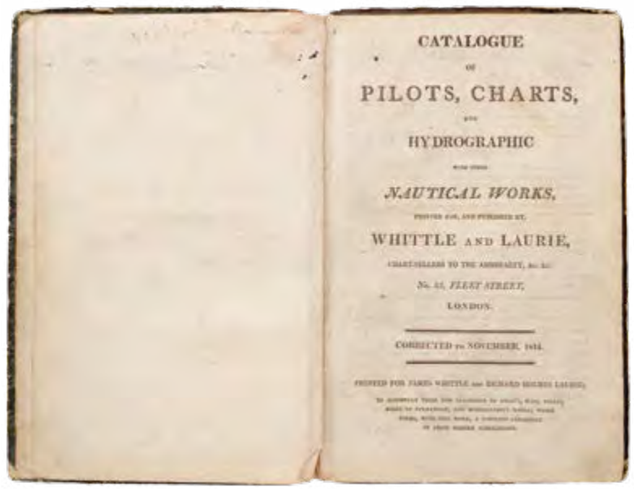
[Three catalogues].

Publication
London, James Whittle and Richard Holmes Laurie 1813-1814.

Description
Octavo (235mm by 150mm), half calf marbled boards.

The three catalogues are:
[1] Catalogue of Pilots, Charts, and hydrographic with other Nautical Works... Corrected to November, 1814. 21 pp., with prices and other corrections in manuscript.
[2] [Catalogue], 6 leaves with 2 pp. ms.
[3] Catalogue of the Atlas's, maps, prints, books of Penmanship, and miscellaneous works excepting sea-charts and hydrographic publications... Corrected to February, 1813. 26 pp., with prices and corrections in manuscript. 199 maps

Robert Laurie, who was James Whittle's original partner in Laurie and Whittle, retired in 1812 and was succeeded by his son, Richard Holmes Laurie. The firm was then known as Whittle and Laurie until Whittle's death in 1818.


CATALOGUE
OF
PILOTS, CHARTS,
AND
HYDROGRAPHIC
WITH SOME
NAUTICAL WORKS,
PRINTED FOR, AND PUBLISHED BY,
WHITTLE AND LAURIE,
CHART-SELLERS TO THE ADMIRALTY, &c. &c.
No. 53, FLEET STREET,
LONDON.
CORRECTED to NOVEMBER, 1814.
PRINTED FOR JAMES WHITTLE and RICHARD HOLMES LAURIE;

R.H. Laurie's Office Copy of their Catalogues of 1821-1825

253 LAURIE, R.H.

[Five catalogues of charts and maps].

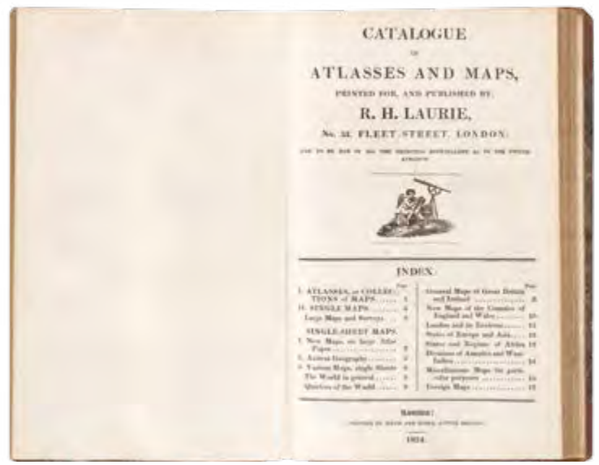
Publication
1821-1825.

Description
Octavo (210 by 132mm), half calf, marbled boards, interleaved, with manuscript notes.

The catalogues are:
[1] Catalogue of the Pilots, Charts, and other nautical works... 1825. 16 pp. 351 products
[2] Catalogue of Pilots, Charts, and other nautical works... 1821. [2, advert] 19 pp. (383 products)
[3] Catalogue of Atlasses[sic] and Maps... 1824. 17 pp. (291)
[4] Catalogue of Atlasses[sic] and Maps... 1822. 17 pp. (289)
[5] Catalogue of Perspective Views, coloured for the shew glass, or diagonal mirror. 1824. 8 pp. (166)

Richard Holmes Laurie, son of Robert Laurie, was taken into partnership by James Whittle in 1812 when Robert Laurie retired, and the firm became Whittle and Laurie until Whittle's death in 1818. After Whittle's death Laurie traded on his own as R.H. Laurie. When he died in 1868 the business continued under the same name until it amalgamated with Norie & Wilson and Imrays in 1903.

"The copperplates as enumerated in the Nautical Catalogue of 1821 are in the Copper Cellar (next to the front kitchen) also in the Counting House, and in the Cellar".


CATALOGUE
OF
ATLASSES AND MAPS,
PRINTED FOR, AND PUBLISHED BY,
R. H. LAURIE,
No. 53, FLEET-STREET, LONDON.
INDEX.
1824.

Charles Wilson's 1861 catalogue

254 WILSON, Charles

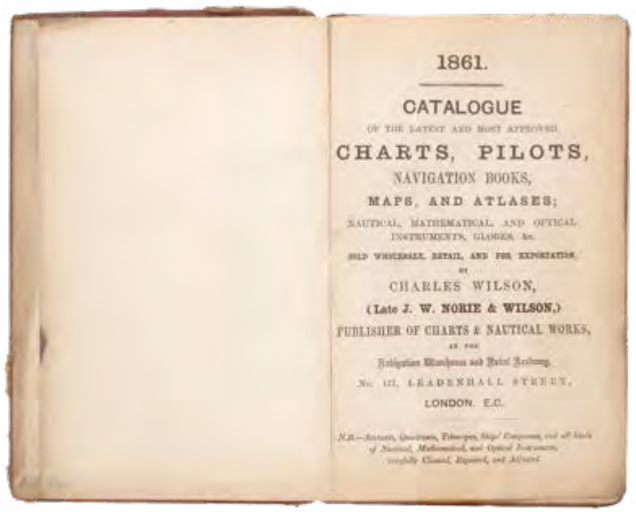
Catalogue of the latest and most approved charts, pilots, navigation books, maps, and atlases; nautical, mathematical, and optical instruments, globes, &c. sold wholesale, retail, and for exportation, by Charles Wilson.

Publication
1861.

Description
Octavo (165 by 105mm), xv, 79, [1]pp, lettered "J.A. Catalogue 1861" in gilt on upper cover, full red calf.

391 "products" - charts (180), pilots (39), sailing directions (57), "works... of interest to the mariner" (115), followed by six pages of scientific instruments and works by others available from the publisher.

Charles Wilson bought Norie's share of J. W. Norie & Co., on Norie's retirement in 1839. He traded under his own name until the 1870's after this the firm became Norie & Wilson again until it amalgamated with James Imray & Son in 1899.


1861.

CATALOGUE

OF THE LATEST AND MOST APPROVED

CHARTS, PILOTS,

NAVIGATION BOOKS,

MAPS, AND ATLASES;

NAUTICAL, MATHEMATICAL, AND OPTICAL INSTRUMENTS, GLOBES, &c.

SOLD WHOLESALE, RETAIL, AND FOR EXPORTATION,

BY

CHARLES WILSON,

(Late J. W. NORIE & WILSON,)

PUBLISHER OF CHARTS & NAUTICAL WORKS,

AT THE

Nautical Warehouse and Model Academy,

No. 157, LEADENHALL STREET,

LONDON. E.C.

N.B.—Sextants, Quadrants, Telescopes, Ship's Compasses, and all kinds of Nautical, Mathematical, and Optical Instruments, carefully Cleaned, Repaired, and Adjusted.

George Wilson's copy

255 WILSON, Charles

Catalogue of the latest and most approved charts, pilots, navigation books, maps, and atlases; nautical, mathematical, and optical instruments, globes, &c. sold wholesale, retail, and for exportation, by Charles Wilson.

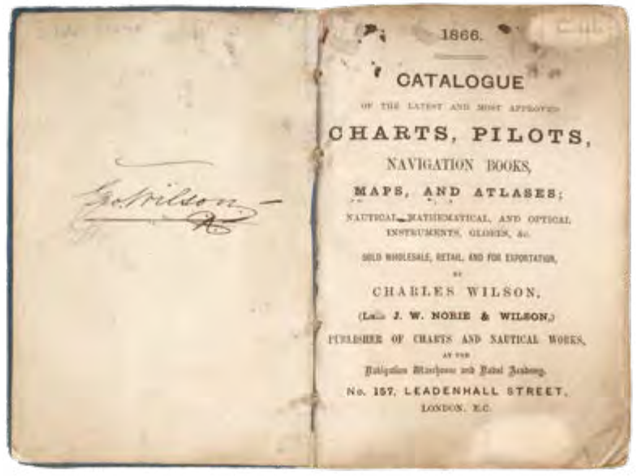
Publication
1866.

Description
Octavo (160 by 115mm), xv, [6 blanks], supplement leaf, 72pp, blue paper boards.

Printed catalogue with red ink prices added in manuscript throughout. Inserted after the preliminary leaves is a "Supplement to catalogue..." listing six additional charts (Koll Point; The West Coast of Italy; The Bay of Honduras; San Domingo; The Island of Trinidad; and Part of the China and Java Seas).

Charles Wilson bought Norie's share of J. W. Norie & Co., on Norie's retirement in 1839. He traded under his own name until the 1870s after this the firm became Norie & Wilson again until it amalgamated with James Imray & Son in 1899. George Wilson, junior, the son of George Wilson who joined Norie in 1813, continued to work in the firm.

Provenance
Inscribed "Geo. Wilson - his catalogue" to upper board, and signed "Geo. Wilson" to front pastedown endpaper.


1866.

CATALOGUE

OF THE LATEST AND MOST APPROVED

CHARTS, PILOTS,

NAVIGATION BOOKS,

MAPS, AND ATLASES;

NAUTICAL, MATHEMATICAL, AND OPTICAL INSTRUMENTS, GLOBES, &c.

SOLD WHOLESALE, RETAIL, AND FOR EXPORTATION,

BY

CHARLES WILSON,

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PUBLISHER OF CHARTS AND NAUTICAL WORKS,

AT THE

Nautical Warehouse and Model Academy,

No. 157, LEADENHALL STREET,

LONDON. E.C.

One can never have enough James's in a family...

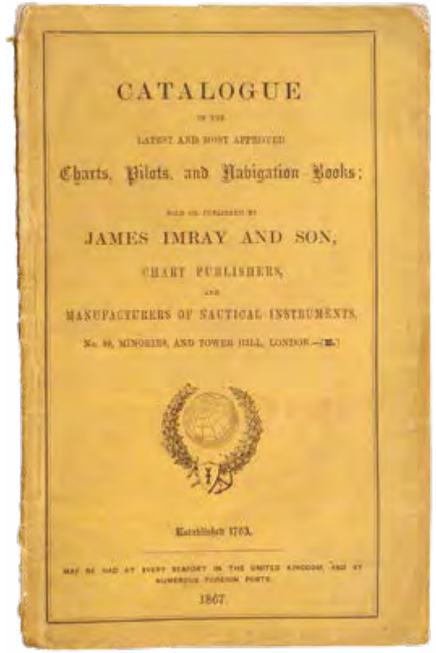
256 JAMES IMRAY AND SON

Catalogue of the latest and most approved Charts, Pilots, and Navigation Books; sold or published by James Imray and son, chart publishers and manufacturers of nautical instruments.

Publication
London, No. 89 Minories, and Tower Hill, 1867.

Description
Octavo (213 by 135mm), 48pp, printed yellow paper wrappers.

The Imray firm became known as James Imray & Son in 1854 when James Imray took his son, James F. Imray, into partnership. James Imray senior died in 1870, and his son in 1871, but the business continued under the same name under James F. Imray's sons, James Cutbill Imray and Herbert P. Imray. It amalgamated with Norie & Wilson in 1899.


CATALOGUE

OF THE

LATEST AND MOST APPROVED

Charts, Pilots, and Navigation Books;

SOLD OR PUBLISHED BY

JAMES IMRAY AND SON,

CHART PUBLISHERS,

AND

MANUFACTURERS OF NAUTICAL INSTRUMENTS,

No. 89, MINORIES, AND TOWER HILL, LONDON.—[E.]

Established 1763.

MAY BE HAD AT EVERY SEAPORT IN THE UNITED KINGDOM, AND AT NUMEROUS FOREIGN PORTS.

1867.

R.H. Laurie's 1886 catalogue

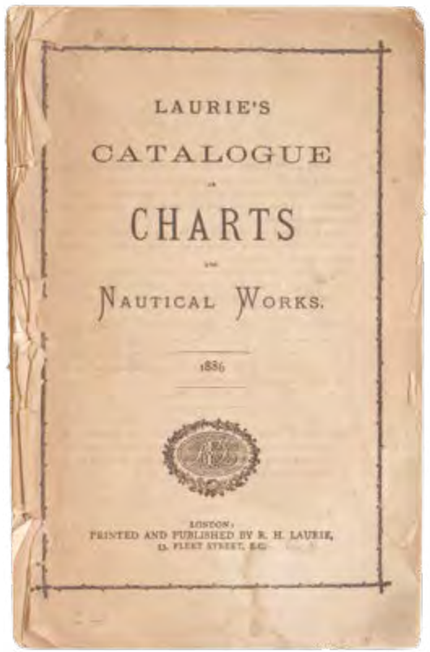
257 LAURIE, R.H.

Laurie's Catalogue of Charts and Nautical Works.

Publication
1886.

Description
Octavo (210 by 130mm), unbound. 47pp, 5 index charts. 341 products, buff printed wrappers.

Richard Holmes Laurie, son of Robert Laurie, was taken into partnership by James Whittle in 1812 when Robert Laurie retired, and the firm became Whittle and Laurie until Whittle's death in 1818. After Whittle's death Laurie traded on his own as R.H. Laurie. When he died in 1868 the business continued under the same name until it amalgamated with Norie & Wilson and Imray in 1903.


LAURIE'S

CATALOGUE

OF

CHARTS

AND

NAUTICAL WORKS.

1886

LONDON:
PRINTED AND PUBLISHED BY R. H. LAURIE,
53, FLEET STREET, E.C.

Norie & Wilson

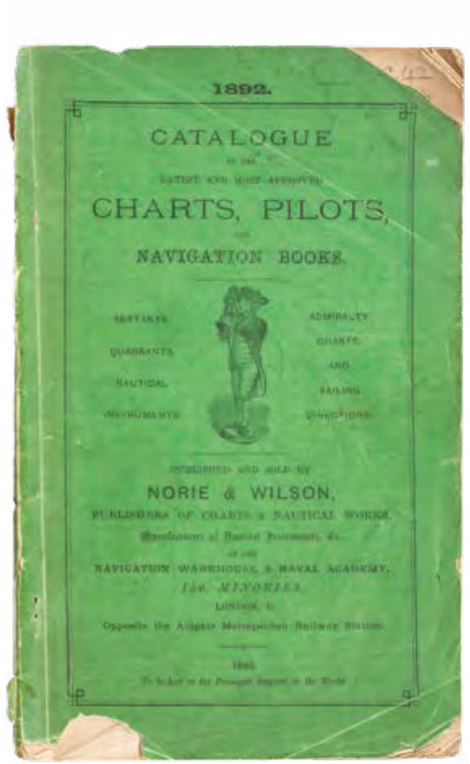
258 NORIE & WILSON

Catalogue of the latest and most approved charts, pilots, and navigation books.

Publication
[1892].

Description
Octavo (215 by 135mm), printed green wrappers. [4], 62pp, 11 index charts. 694 products Advertisements for Patent Chart Holder and instruments.

J. W. Norie worked with William Heather, and took over his business from him in 1812. In 1813 he was joined by George Wilson, a naval officer, and later by Wilson's son, George Wilson junior. During this time the firm was known as J. W. Norie & Wilson, or Norie & Co. Norie retired in 1839, selling his share of the business to George Wilson junior's cousin, Charles Wilson. Charles Wilson traded first under his own name and later as Norie & Wilson again. After Charles Wilson's death in 1884 the firm continued as Norie & Wilson under his three sons, George, Charles and William until it amalgamated with James Imray & Son in 1899.


1892.

CATALOGUE

CHARTS, PILOTS,

NAVIGATION BOOKS.

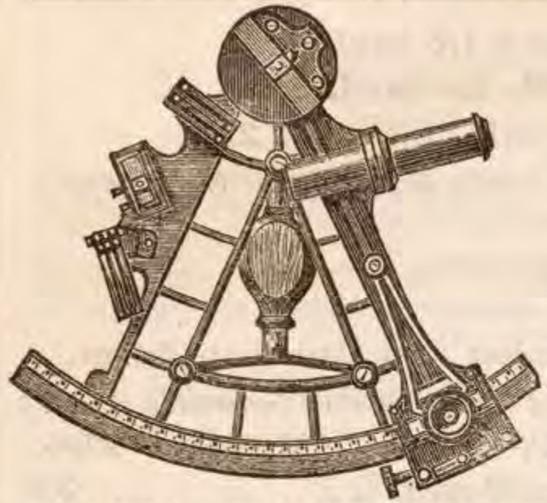
NORIE & WILSON,

PUBLISHERS OF CHARTS & NAUTICAL WORKS.

NAVIGATION WAREHOUSE & NAVAL ACADEMY,

156, MINORIES,

LONDON, E.



"NORIE & WILSON" SEXTANTS AND QUADRANTS.

The Best Sextants and Quadrants only are branded "NORIE & WILSON, LONDON," and every care is taken to maintain the reputation these Instruments have gained for so many years.

"NORIE & WILSON" SEXTANTS, of the Best Quality only.

Lessons given in the Use of the Sextant to Yachtsmen and Travellers.

Flat-Faced Sextant, bronzed, divided on Silver to 10 sec., with Telescopes, &c., packed in strong case, complete £5 10 0

3-Circle Flat-Faced Sextant, bronzed, divided on Silver to 10 sec., packed in strong case, with Telescopes, &c., complete 6 6 0

* Triangular Pattern Edge Bar Sextant, bronzed, with three Telescopes, Reflector, &c., complete, divided on Silver to 10 sec., packed in best lined case, with name plate 7 10 0

* *The above Sextant is recommended by Mr. Martin, Teacher of Navigation, Norie's Nautical Academy, as a thoroughly good, useful Instrument.*

Best Triangular Edge Bar Sextant, improved Bridge to Handle, Round Glass or Swing Reflector fixed on open arm, Neutral-tinted Shades, Star and extra power Telescope, divided on Silver to 10 sec., Swing Horizon, Adjustments capped, with all modern improvements, in best lined case, with flush handle and name plate 9 9 0

Or with Platina Arc and Gold Vernier 12 12 0

Pillar Sextant, with Swing Reflector, best Neutral-tinted Shades, Star and extra power Telescope, &c., &c., in best lined case, with Platina Arc and Gold Vernier 14 14 0

Improved Star Telescopes for Sextants, 16s. each.

Binocular Star Telescopes, fitted to Sextants, 25s. each.

Yachting, Cadet, or Traveller's Sextant, 4½ inch, very small, neat, and complete Instrument, divided on Silver to 10 sec., with Telescopes, complete, in best case 6 6 0

To TRAVELLERS.—This Sextant, fitted with an Artificial Horizon in the lid of the Case, forms a compact and useful little Instrument, price from £7 7s.

QUADRANTS AND HALF-SEXTANTS.

Prices quoted for any special pattern or make of Metal or Ebony Wood Instruments on full description being forwarded.

A sammelband of nine sailing directions

259 HEATHER, William, and NORIE, J. W.

[Sailing Directions].

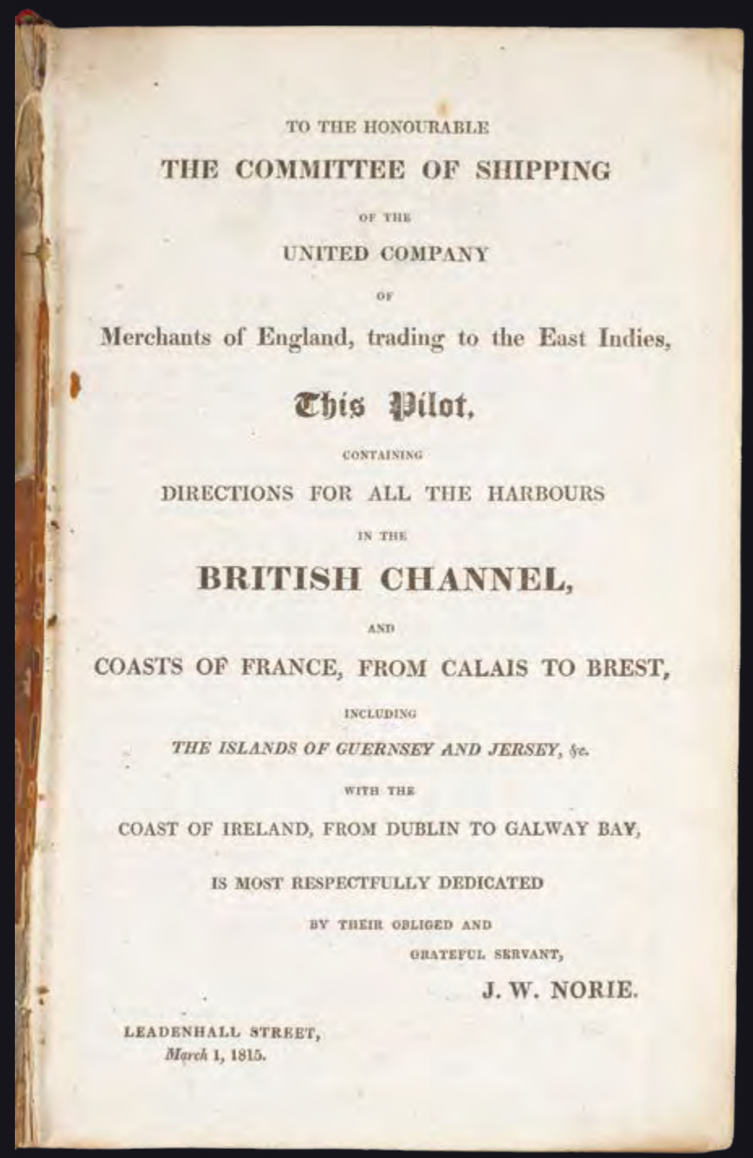
Publication
London, W. Heather and J.W. Norie, 1808-1815.

Dimensions
Nine works in one volume. Octavo (210 by 130mm), contemporary half calf over marbled paper-covered boards.

Office copy of these rare sailing directions published to accompany the pilots.

The sammelband comprises:
[1] Heather, William. The New British Channel Pilot containing Sailing Directions from London and Yarmouth to Liverpool, and from Calais to Brest … Fifth edition. Newly arranged, and considerably improved... by J. W. Norie. London: J. W. Norie and Co. 1815. vi, 124 pp.
[2] – A New and Complete Pilot, for The East Coast of England and Scotland... London: William Heather. 1812. [2] 60 pp.
[3] – The New North Sea Pilot, containing Sailing Directions from London to the Shetland Islands … Fifth edition. London: W. Heather. 1811. [2] 76 pp.; [4] Norie, John William. A New Pilot for the Cattegat, Baltic, and Gulf of Finland … Chiefly compiled from the Danish, Swedish, and Russian Surveys made by Lovenorn, Lous, Klint,and others... London: J.W. Norie and Co. 1815. 40 pp.
[5] Heather, W. A New and Complete Pilot for St. George's or Irish Channel... Compiled from the late surveys made by Mackenzie, Lewis Morris, Captain Huddart &c. Second edition. London: W. Heather. 1809. ii, 91 pp.
[6] – A New and Complete Pilot; containing Sailing Directions for the Bay of Biscay... compiled from the French, Spanish and Italian surveys of Michelot, Bremond, Tofino and Ayrouard... London: W. Heather. 1808. 122 pp
[7] Norie, J.W. Directions for Navigating the North Coast of Spain... the whole compiled, abstracted, and abridged from the Spanish Pilot and surveys of Brigadier Don Vicente Tofino de San Miguel... London: J. W. Norie and Co. 1814. 32 pp.
[8] Heather, W. Sailing Directions for the River St. Lawrence;... now first arranged, compiled, and published, from recent publications by order of the American Government; and from the remarks of Captain J. Lambley... London: W. Heather. 1811. 16 pp.
[9] – The New West India Pilot; containing Sailing for the Gulf of Florida, Bahamas, Windward Islands, Spanish Main, and Bay of Honduras;...compiled from the surveys and observations of Captains Bishop, Roman, Vancouver, Fisher, Leard, Downie, Gauld... Third edition. London: W. Heather. 1810. 54, [2] pp.
[10] – The Pilot for the Brazils, containing Sailing Directions from England to South America... taken from the Surveys of Lieutenant D. E. Bartholemew, Mr. Brown, Master of His Majesty's Ship Diadem, and those made by order of the Spanish and Portuguese governments. London: W. Heather. 1811. 22 pp. Interleaved, first title with short tear at head but without loss.

Provenance: Notes dated July 1815 in ink manuscript by a contemporary hand on front free endpaper indicating position of new lights at Yarmouth, Isle of Man and St. Johns, Newfoundland.


TO THE HONOURABLE
THE COMMITTEE OF SHIPPING
OF THE
UNITED COMPANY
OF
Merchants of England, trading to the East Indies,
This Pilot,
CONTAINING
DIRECTIONS FOR ALL THE HARBOURS
IN THE
BRITISH CHANNEL,
AND
COASTS OF FRANCE, FROM CALAIS TO BREST,
INCLUDING
THE ISLANDS OF GUERNSEY AND JERSEY, &c.
WITH THE
COAST OF IRELAND, FROM DUBLIN TO GALWAY BAY,
IS MOST RESPECTFULLY DEDICATED
BY THEIR OBLIGED AND
GRATEFUL SERVANT,
J. W. NORIE.
LEADENHALL STREET,
March 1, 1815.

260 LANDT, Rev. G.

A Description of the Feroe Islands.

Sailing directions for the Feroe Islands

London, for Longman, Hurst, Rees, and Orme, 1810.

Octavo (230 by 140mm). Folding chart and two plates, publisher's catalogue of Willis, Covent Garden, at beginning; contemporary half calf over marbled boards.

261 BLACHFORD, William

Sailing Directions for the English Channel.

Sailing directions for the English Channel

London, R. & W. Blachford, [c.1830].

Two works in one volume. Octavo (200 by 130mm). 1: iv, [2, addenda 1830], 92 pp.; 2: [4, addenda 1830], 96 pp; contemporary half calf over marbled boards, manuscript label to front cover.

Provenance: with the ownership inscription of William Ward, dated April 6th 1832 on title-page.

262 BLACHFORD, William

Sailing Directions for the coast of Colombia and eastern mosquito shore.

Sailing directions for Columbia and the Mosquito Coast

London, Printed by J. Philipson of Tynemouth for Blachford and Imray, 1842.

Octavo-in-4s (210 by 125mm). Original publisher's buff paper wrappers with printed paper label on front cover.

263 NORIE, John William

West India Directory.

Sailing directions for the West Indies

London, Charles Wilson, 1842-1845.

Four parts in one volume. Octavo (225 by 140mm). Original publisher's printed paper-covered boards with printed label.

264 BLACHFORD, Michael

Sailing Directions for the Coast and Harbours of North America...

Sailing directions for North America

London, Blachford and Imray, [c.1845].

Octavo (200 by 130mm). Title-page and leaves at end dust-soiled with final leaf skilfully repaired tear; original publisher's buff paper wrappers with printed paper label on upper cover.

265 KLINT, Gustav af

Views in the Baltic to accompany Klint's Sailing Directions.

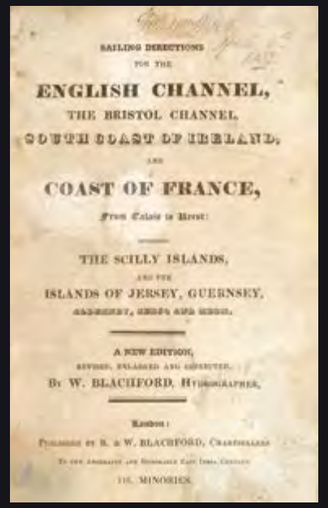
Rare set of Baltic coastal profiles

London, Hydrographic Office, Admiralty, 1854.

Octavo (225 by 145mm). Eight folding engraved plates of coastal profiles, some dust-soiling to extremities; original publisher's printed blue paper wrappers.

Very rare set of coastal profiles published to accompany the English translation of the original Swedish 'Sailing Directions for the Baltic Sea and the Gulf of Finland' by Admiral Klint.

260



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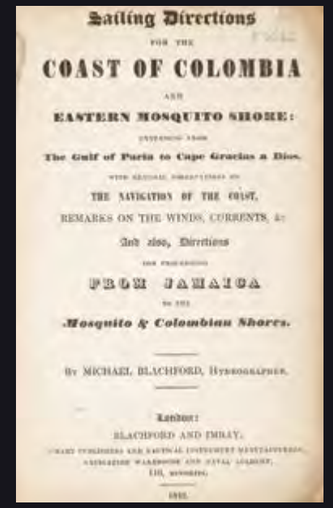

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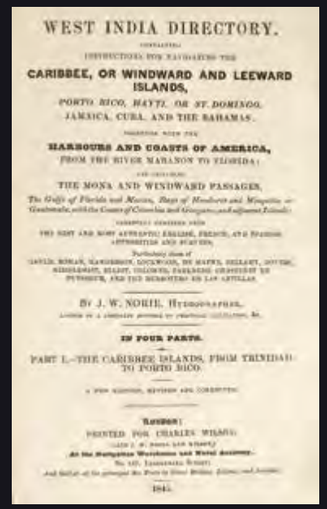

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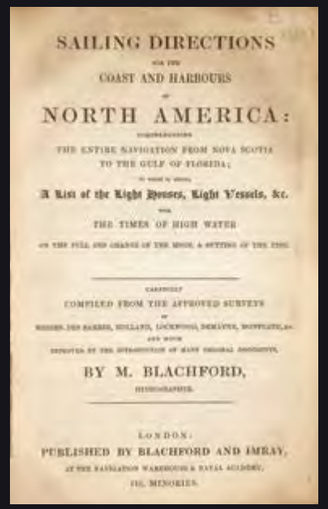


264

265

266 IMRAY, James

The Atlantic Navigator.

The Atlantic Navigator

London, James Imray and Son, 1855.

Octavo (225 by 145mm). 12 folding charts, 32pp, publisher's catalogue at end; original publisher's purple cloth, stamped in gilt on upper cover, printed paper label to front cover.

*The label to front cover reads: "Exhibition of Navigational Instruments used during the Victorian Era and Earlier. James Imray & Son, 89, Minories, London. [Established 1763.] Class I. – Sect. A", to which is added in manuscript below: "The Atlantic Navigator (Fourth edition) Published in [this printed] 1855". See notes to the atlas 'The Mediterranean Pilot' (*item 231*) which has a similar label on the front cover.*

267 FINDLAY, Alexander George

A Sailing Directory for the Mediterranean Sea.

Sailing directions for the Mediterranean

London, Richard Holmes Laurie, 1868.

Octavo (215 by 140mm). Folding chart as frontispiece; original cloth backed paper boards with printed label on front cover, inscribed in manuscript on spine.

268 IMRAY, J. F. & JENKINS, H. D.

Atlantic Ocean Pilot. The Seaman's Guide to the Navigation of the Atlantic Ocean.

Sailing directions for the Atlantic Ocean

London, James Imray & Son, 1884 [supplement to January, 1895].

Octavo (260 by 180mm). 44 charts, 64pp, publisher's catalogue at end dated 1888; original publisher's purple cloth, gilt.

269 PENNEY, Stephen

Concise Navigating Directions for the River Thames... Third edition...

Sailing directions for the River Thames

London, J.D. Potter, 1898.

Octavo (210 by 130mm). 19 lithographic charts, all but one folding, lighthouses picked out in yellow, union flag on title-page and red ensign on dedication leaf printed in colours, 8pp of publisher's advertisement at end, some occasional faint dust-soiling to charts; publisher's red cloth, gilt.

270 COOKE, Francis B.

London to Lowestoft. A cruising guide to the East Coast.

A cruising guide for East Anglia

London, Blachford and Imray, [c.1845].

Octavo (200 by 130mm). Title-page and leaves at end dust-soiled with, final leaf skilfully repaired; original publisher's buff paper wrappers, printed paper label on front cover.

271 IMRAY, J. C. & KETTLE, W. R. [editors]

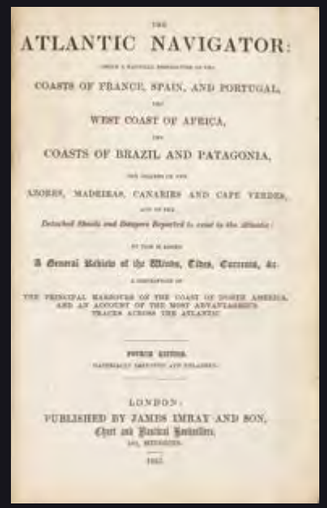
The Pilot's guide for the River Thames and the Strait of Dover.

Estuary accent

London, Imray, Laurie, Norie & Wilson, Ltd., 1905.

Octavo (230 by 140mm). Twelve folding charts, 4pp inserted between pp.xxii-xxiii regarding "New regulations respecting the lights carried by, and the signals made from fishing vessels" dated 1st May 1906, and 22pp "Supplement [to September 1st 1906]" inserted after p. xxiv, some fraying, creasing and dust-soiling to charts; original publisher's green cloth, gilt.

Superceding the 'Handbook for the the River Thames', formerly published by R. H. Laurie.



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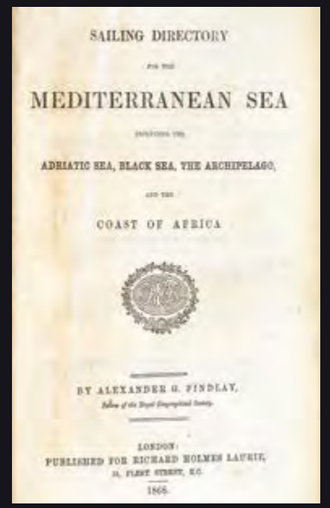

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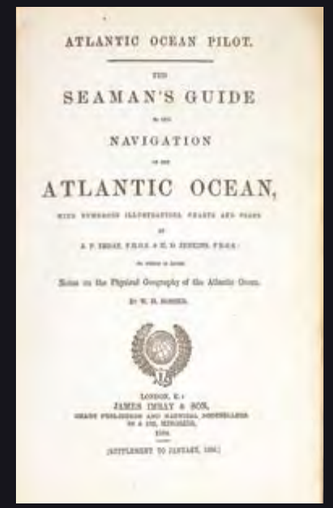

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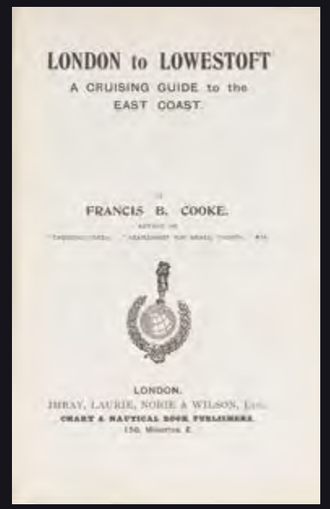
269



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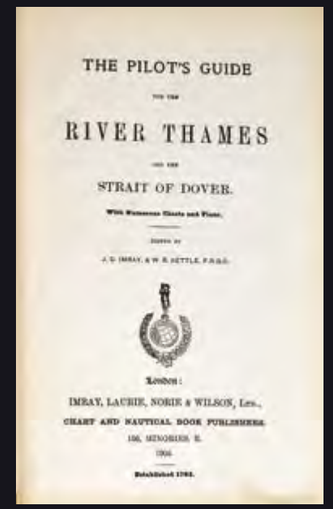


271

272 COATES, W.H.

The 'Old Country Trade' of the East Indies.

Rough trade

London, Imray, Laurie, Norie & Wilson, Ltd., 1911.

Octavo (180 by 115mm). Frontispiece and eight plates, folding chart at end; original publisher's purple cloth, gilt.

273 HASELDEN, Thomas

The Seaman's Daily Assistant.

Haselden's Daily Assistant

London, J. Mount and T. Page, 1775.

Small quarto (195 by 150mm). Diagrams in the text, a few leaves trimmed close with loss of signatures; contemporary sheep.

Provenance: with the ownership inscription of John Gubbs "his Daily Assistant Penzance 25th July 1778" on the front free endpaper; priced 3/6 on the inside front cover.

274 NORIE, John Wilson

A complete set of nautical tables.

First edition of Norie's Nautical tables

London, Printed for the author, and for William Heather, 1803.

Octavo-in-4s (215 by 120mm). Engraved frontispiece of the "Mariner's compass" and "Table of the angles", 4pp. catalogue for W. Heather's publications dated July 12th 1803 at end, remains of old endpaper loosely inserted, inscribed "Norie & Wilson 157 Leadenhall St & 156 Minories London"; modern half, morocco, gilt.

First edition of 'Norie's Nautical tables', "which was to make his name famous among generations of navigators and give the firm a steady income for nearly two hundred years" (Fisher p.88). The loosely inserted paper with the dual address of 157 Leadenhall and 156 Minories is curious, and can only have been written in 1877 or 1878, when the firm moved from Leadenhall St. to Minories, and perhaps for a very short time occupied both premises.

275 LEVER, Darcy

A Young Sea Officer's Sheet Anchor.

Rigging

London, John Richardson, under the Royal Exchange; Black, Parry, and Kingsbury, and William Heather, Leadenhall Street, 1808.

Quarto (260 by 210mm). Ten engraved plates, variable spotting throughout affecting plates; contemporary half russia over cloth.

Provenance: "Moody" on very small printed label in centre of title-page; pencilled notes in a contemporary hand regarding sails and spars on front free endpaper.

276 AMIESON, Alexander

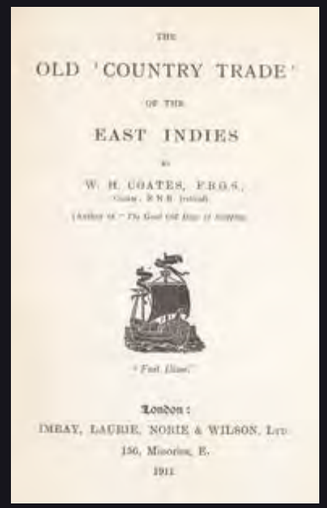
A Treatise on the Construction of Maps...

An important contribution to cartographic literature, owned by James Frederick Imray

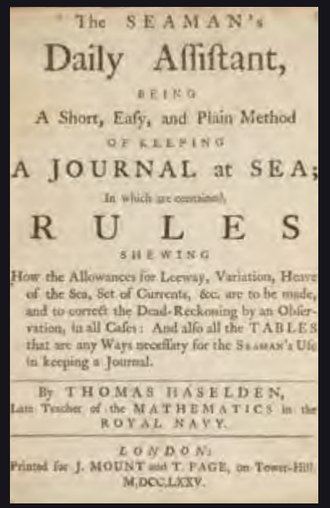
London, Printed by Darton, Harvey, and Co., for For C. Law ... Black, Parry, and Co ... J. M. Richardson ... Darton, Harvey, and Darton ... J. Mawman ... G. Cowie and Co. ... J. Booth ... and W Kent, 1814.

Octavo (215 by 130mm). 20 engraved plates, of which 11 folding, occasional variable spotting and browning, contemporary half calf over marbled paper-covered boards.

An important contribution to cartographic literature, owned by James Frederick Imray. Alexander Jamieson established himself as a prominent Scottish textbook author in the early-nineteenth century. The present work focuses on several essential cartographic techniques, including methods for drawing longitude and latitude lines, how to draw spherical projections on flat paper. Its practical utility in providing clear guidance on established techniques would have made this a useful reference work in the firm of James Imray and Son.
Provenance: Inscribed "James Frederick Imray" on the title-page.


THE
OLD 'COUNTRY TRADE'
OF THE
EAST INDIES
BY
W. H. COATES, F.R.G.S.
"Fast, Elder."
London:
IMRAY, LAURIE, NORIE & WILSON, Ltd.
156, Minories, E.
1911

272


The SEAMAN'S
Daily Assistant,
BEING
A Short, Easy, and Plain Method
OF KEEPING
A JOURNAL at SEA;
In which are contained
RULES
SHEWING
How the Allowances for Leeway, Variation, Heave of the Sea, Set of Currents, &c. are to be made, and to correct the Dead-Reckoning by an Observation, in all Cases: And also all the TABLES that are any Ways necessary for the SEAMAN's Use in keeping a Journal.
By THOMAS HASELDEN,
Late Teacher of the MATHEMATICS in the ROYAL NAVY.
LONDON:
Printed for J. MOUNT and T. PAGE, on Tower-Hill
M,DCC,LXXV.

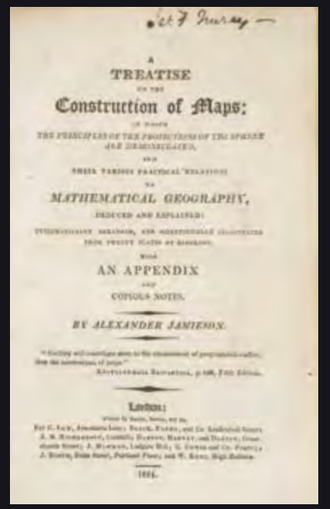
273

A
COMPLETE SET OF
NAUTICAL TABLES,
CONTAINING ALL THAT ARE
Requisite,
AT SEA,
CELESTIAL OBSERVATIONS;
NEW AND IMPROVED TABLES,
Astronomical Problems
LATITUDE
LONGITUDE
BY J. W. NORIE,

274

THE
YOUNG SEA OFFICERS
SHEET ANCHOR;
KEY TO THE LEADING OF RIGGING
PRACTICAL SEAMANSHIP.
BY DARCY LEVER.
LONDON:

275


A
TREATISE
Construction of Maps;
MATHEMATICAL GEOGRAPHY,
AN APPENDIX
COPIOUS NOTES,
BY ALEXANDER JAMIESON.
London:

276

277 NORIE, John William

A new and complete epitome of practical navigation...

Norie's office interleaved copy

London, J. W. Norie and Co., 1822.

Octavo (210 by 125mm). Interleaved, lacking tables at end, some fraying to a few leaves; original publisher's boards, uncut.

This is the Norie office interleaved copy annotated in preparation for the eighth edition in 1825. Notes on the front free endpaper read: "46 – Word Long. mutilated. Table 25. Pag. 15 several letters and words of article XX are not clear", while the title is annotated "New title" with additions to the street number for the imprint.

278 TURNBULL, William

Tables of the Sun's Declination and Equation of Time.

The Sun's Declination and Equation of Time

London, James Imray, 102 Minories, [c.1853].

Octavo (220 by 130mm). 32pp, publisher's catalogue at end, first page of which with large wood-engraved vignette of 102 Minories, James Imray, dogearing and dust-soiling; original publisher's buff paper wrappers with printed label.

279 HILLCOAT, Charles H.

A Handy book upon the stowage of cargoes.

On the stowage of cargo

London, Imray, Laurie, Norie & Wilson Ltd., 1918.

Octavo (210 by 135mm). Two partially coloured folding plates, original publisher's plum cloth, lettered in gilt on front cover and spine.

280 HARRISON, N.

Manual of Lascari-Hindustani with technical terms and phrases.

Office copy with manuscript corrections

London, Imray, Laurie, Norie & Wilson, Ltd., 1922.

Octavo (180 by 120mm). Original publisher's blue cloth, gilt, a little soiled, extremities rubbed.

Although the early-twentieth century had seen the firm move into the yachtman's market, this publication evidently shows that British maritime merchant trade was still significant for Imray, Laurie, Norie & Wilson. Lascars were seamen recruited from the Indian Ocean region, and formed the backbone of British imperial maritime labour. Although sea captains were recruited from culturally diverse port cities in various countries in the region, meaning that Lascars did not come from a single ethnic, religious, cultural, or even linguistic group, they nevertheless developed a form of Hindustani that also drew on Arabic, Persian, Malay, Portuguese, and English that was spoken among the Lascars. It was therefore imperative that such manuals were available for the English-speaking officers to issue orders and understand the men under their command.

The present work is the office copy with manuscript corrections in preparation for a fifth edition in 1928. Annotations on the title-page indicate the change of publisher's address from 156 Minories to 123 Minories, which happened in 1926 when the lease for 156 expired, and the building was demolished for redevelopment (Fisher p.118). The corrections even extend to the front cover which has office amendments in red chinagraph indicating changes to style.

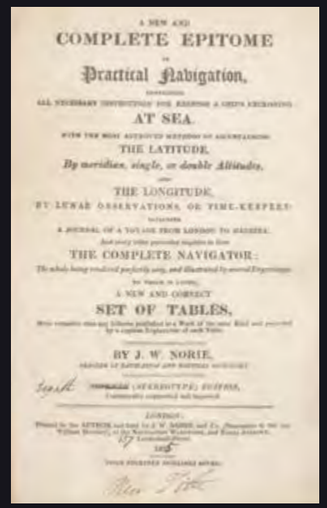
281 [WILSON, Elena]

The Story of the Blue Back Chart.

Company history

London, Imray, Laurie, Norie & Wilson Ltd., [1937].

Quarto (250 by 185mm). Half-title, frontispiece and 12 photographic illustrations, spotting to half-title and few leaves at end, original printed paper wrappers.



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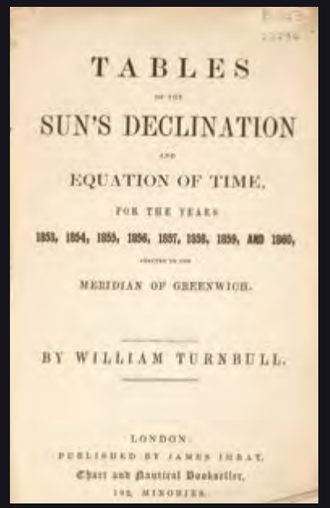

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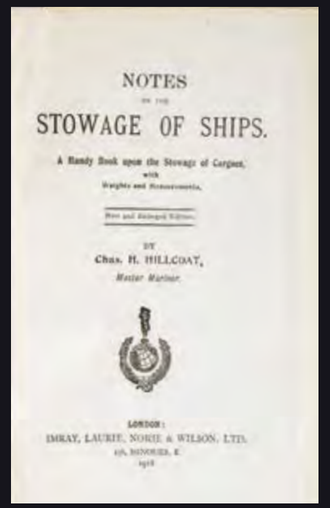

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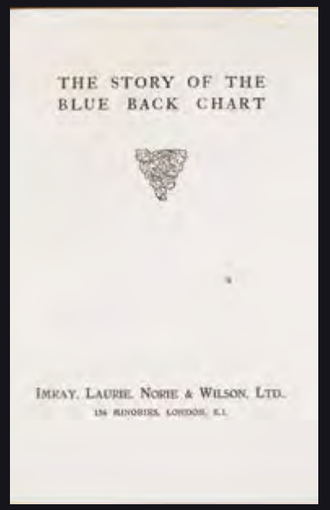

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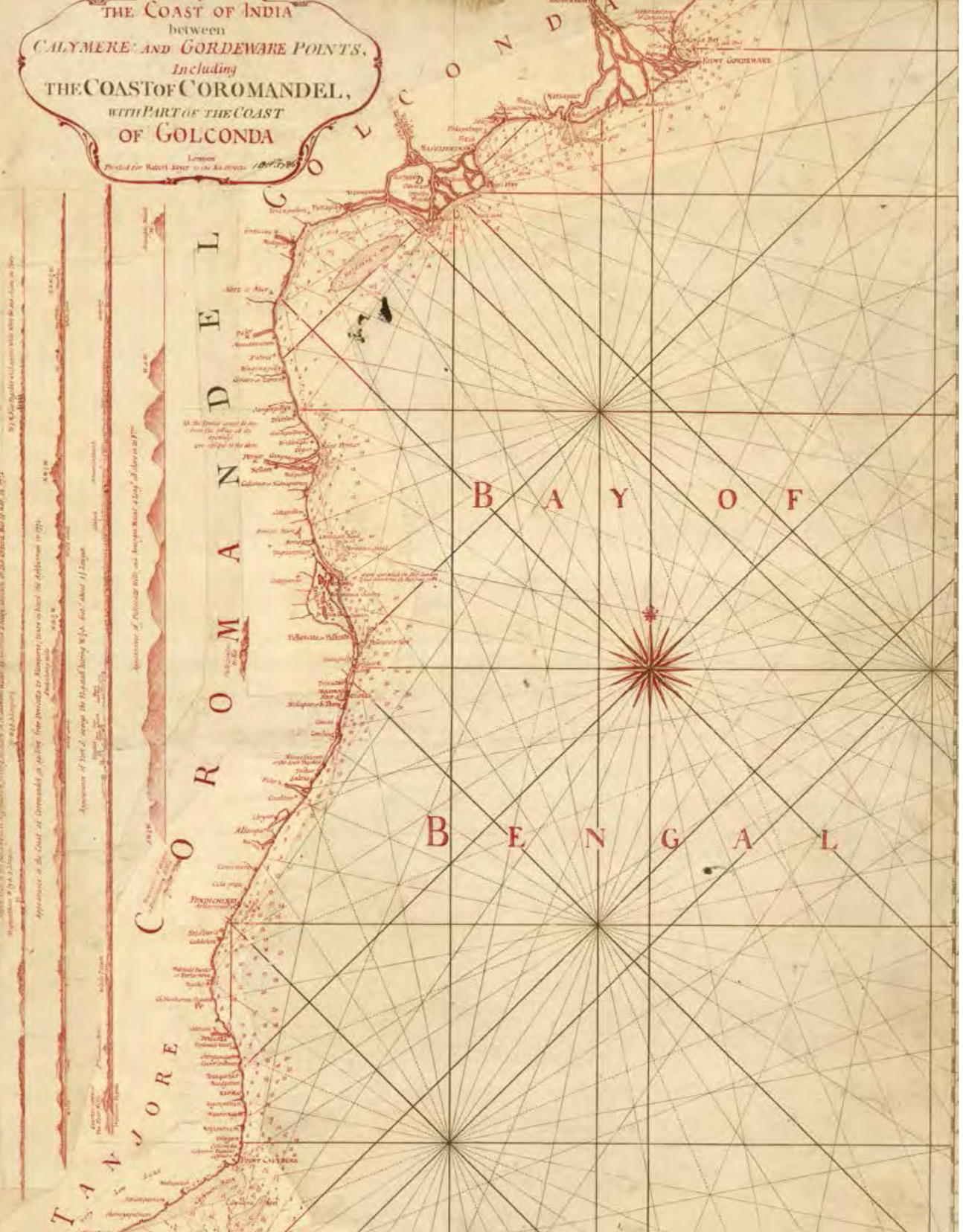


The history of the blueback chart

"The manuscript and printed archive..." of the maritime publisher Imray, Laurie, Norie and Wilson. Charting the firm's birth, rise, and heyday, from the eighteenth to the beginning of the twentieth century.

A "Transit of Venus" happens when Venus is seen in silhouette against the bright face of the Sun. The most recent Transit of Venus occurred on 5th-6th June 2012. No further transits will be visible until 2117. I watched the 2012 transit from a hotel rooftop in New York.

Only four transits, but 243 years, and 88,757 days earlier, in 1769, on Tahiti, Captain James Cook, having witnessed the same phenomenon, reached into his pocket, and retrieved an envelope that he had carried, unopened, for 11 months. Its contents revealed the instructions from the Lords Admiralty for the second, secret, part of his mission:

"You are to proceed to the Southward in order to make discovery of the Continent above-mentioned until you arrive in the latitude of 40º, unless you sooner fall in with it… You will also observe with accuracy the Situation of such Islands as you may discover in the Course of your Voyage that have not hitherto been discover'd by any Europeans and take Possession for His Majesty and make Surveys and Draughts of such of them as may appear to be of Consequence".

The observation of the transit was made for no lesser reason than to calculate the size of the Universe – invaluable information for nautical navigation. The voyage that followed was for the no more modest ambition than the discovery of a whole, new, continent. The Lords Admiralty understood that empire, power, international trade, and the global economy flows from a control of the oceans, and that to master the seas requires a command of cartography.

Sea charts, therefore, demonstrate the mapmaker's art at its most vital; a practical tool to guide the mariner in exploration, trade, and discovery, the accuracy of which may, literally, be a matter of life or death.

The British Chart Trade

The sea chart, both work of art and navigational aid, entered into print relatively late in the British Isles - a fact which is somewhat surprising, given Britain's long seafaring tradition. The first sea atlas in English was Lucas Janszoon Waghenaer's 'The Mariners Mirrour...' of 1588, the second Willem Janszoon Blaeu's 'The Light of Navigation' of 1612, but these were really just translations of Dutch works. Robert Dudley's 'Arcano del Mare', 1646, may well have been the first sea atlas of the world, the first to use Mercator's projection, and the earliest to be compiled by an Englishman, but it was written, engraved, and published abroad in Italy. It was not, therefore, until John Seller became Hydrographer to King Charles II, that the age of English maritime cartography can be said to have begun.

John Seller was a better chart maker than he was a businessman, and his financial woes led him to seek partnerships with various other individuals working in the London print trade at the start of the eighteenth century. The most productive of these partnerships was the one forged between Seller, William Fisher, and John Thornton, self-styled "Chief Hydrographer to the East India Company". From this triumvirate, via Fisher's son-in-law, Richard Mount, and his partner, Thomas Page, emerged the company of Mount and Page, and, for much of the eighteenth century, nautical publishing was dominated by this single firm. Mount and Page largely operated by acquiring copper plates from much older publications, such as those of Seller and Thornton, and republishing them in atlases, perhaps after revision, perhaps not. But, by the end of that century, the firm of Mount and Page (now in the hands of their successors) was unable to meet the increased demand for accurate charts created by the growth of shipping, and, as predominantly publishers of printed books, had missed the boat on a change in the way maps were being used.

Towards the end of the eighteenth century the separately issued chart replaced the atlas map as the principal navigator's tool. This was because widespread use of Mercator's projection, combined with increasingly accurate survey techniques, enabled sailors to plot courses and work-out navigational problems graphically. This led to a preference amongst mariners for loose sheets covering a large area that could be lain flat for viewing. Despite these advances, charting remained both haphazard and inconsistent. Cook – a skilled hydrographic surveyor himself – bemoaned the state of British cartography in the middle of the eighteenth century, writing in his journal in 1770:

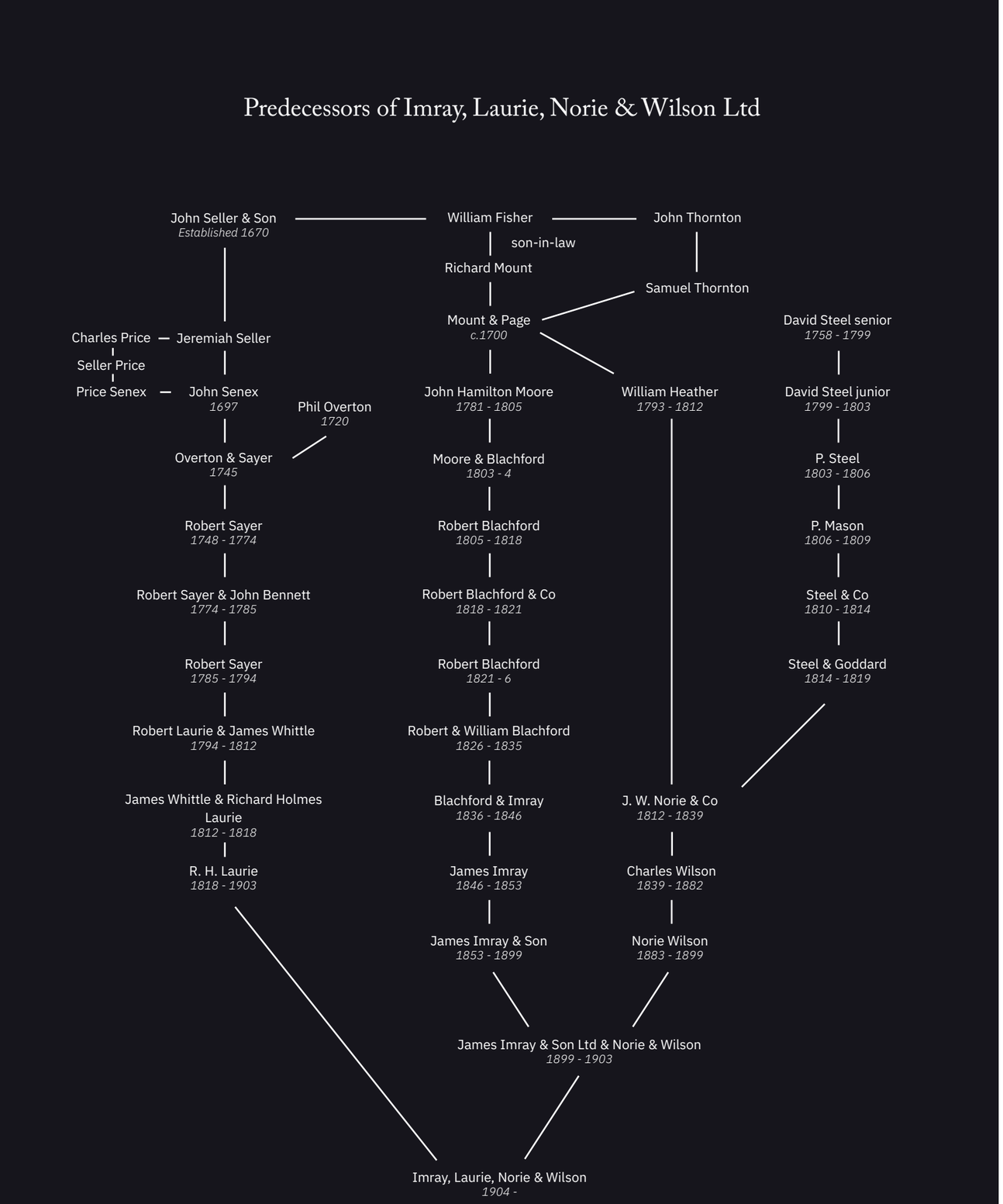
"[I]t is not [previous navigators] that are wholy [sic] to blame for the faultiness of the Charts, but the Compilers and Publishers, who publish to the world the rude Sketches of the Navigator as Accurate surveys, without telling what authority they have for so doing; for were they to do this we should then be as good or better judge than they, and know where to depend upon the Charts, and where not. Neither can I clear Seamen of this fault; among the few I have known who are Capable of drawing a Chart or Sketch of a Sea Coast I have generally, nay, almost always, observed them run into this error. I have known them lay down the line of a Coast they have never seen, and put down Soundings where they never have sounded; and, after all, are so fond of their performances as to pass the whole off as Sterling under the Title of a Survey Plan, etc".

Parliament was also aware of the need to improve navigation. In 1714, the Board of Longitude was established, and a reward of £20,000 was offered for a method which could find longitude to within half a degree (equivalent to two minutes of time) at sea. Two methods of establishing longitude were ultimately found: one being John Harrison's chronometers and the other using lunar tables, which the Board then published annually. After its main role was fulfilled, the Board turned its attention to improving naval charts. In 1795, George III appointed Alexander Dalrymple as the first Hydrographer to the Admiralty and established the Hydrographic Office. Dalrymple was tasked with organizing the manufacture of new charts and the distribution of the Navy's existing stock of charts and pilots. The first charts produced by the Hydrographic Office were published in 1800 and Dalrymple recommended setting up what would become the chart committee in 1808. The committee examined over 1000 charts bought from the various London publishers at a total cost of £168.3.6, and, from a less than satisfactory list, extracted the best 200 for recommendation. Of those charts, about half were gathered from official sources, and half from private publishers.

Blueback charts

Prior to the establishment of the Hydrographic Office, one of the great successes of the Admiralty was in not breaking the link with the commercial sector – they did not insist upon copyright for naval surveys, and so information was freely exchanged between the "official" surveys and mercantile navigators returning to London from overseas. Indeed, privately published charts, or "bluebacks" continued to be "the preferred choice of merchant fleets, while, for most of the [nineteenth] century, Admiralty charts were still regarded as specialist charts for the Royal Navy" (Fisher).

The term "blueback" originated from the strong blue paper used as a protective backing for charts produced by these independent commercial chart sellers. This was to distinguish them from the heavier, more expensive, paper of the new charts being published by the Hydrographic Office of the British Admiralty. That the two were able to exist side-by-side was because the navy was concerned with recording entire coastlines and tended to opt for large-scale detailed charts, whereas the merchant fleet sufficed with fewer charts showing a general depiction of route and detailed pilotage into the major ports. This is the reason for the familiar larger area of coverage of the blueback charts, together with the inset plans of ports and harbours. The story of the sea chart in the nineteenth century is, therefore, the story of both the entrepreneur chart seller and the Admiralty hydrographer. The bluebacks



were almost all published by just four London publishers, and their successors. The quartet were Robert Sayer, David Steel, William Heather, and John Hamilton Moore, and they were the founding fathers of Imray, Laurie, Norie and Wilson Limited.

1. Robert Sayer and his successors

Robert Sayer (c.1725–1794)

Robert Sayer was a leading London print- and chartseller, chartmaker and publisher, active from 1748 to about 1792. He was apprenticed in the Stationers' Company, belatedly made free by redemption on 6th September 1748. In January 1747, his elder brother James had married Mary Overton, widow of the print- and mapseller and publisher Philip Overton. It seems likely his freedom coincided with his joining Mary Overton; by 20th December 1748, he had taken over the firm and continued to run it until his health broke down in about 1792.

The Overton business was principally in good-quality decorative prints, caricatures, portraits, and imported prints, with a few maps. To the existing stock, in a few years, Sayer added items acquired from the stock of John Senex, Henry Overton (II), and John Rocque, and, with William Herbert, from George Willdey. This gave him a substantial stock to which he added selectively, at first working in partnership with other publishers, notably Thomas Bowles (II) and John Bowles, but also William Herbert.

The turning point for Sayer as a map-publisher was in 1768, when he entered into partnership with the established but struggling Thomas Jefferys, to stave off bankruptcy; when the partnership ended, Sayer retained some of Jefferys's more valuable materials, particularly relating to the British Colonies in America. When the Revolutionary War broke out, Sayer was well-placed to respond to the upsurge in demand for maps: in quick succession he published 'The American Atlas: or, a Geographical Description of the Whole Continent of America' (1775), 'The North-American Pilot for Newfoundland, Labradore, the Gulf and River St. Lawrence' (1775), 'The West-India Atlas: or, a Compendious Description of the West-Indies' (1775), and 'The North-American Pilot for New England, New York, Pensilvania, Maryland, and Virginia; also, the two Carolinas, and Florida' (1776).

In 1774 Sayer took a former apprentice, John Bennett on as a partner, on generous terms, and Bennett brought renewed vigour to the firm, perhaps responsible for the firm's increasing output of charts; unfortunately, from about 1781 Bennett displayed increasing mental problems and Sayer was forced to end the partnership around 1785.

1. Sayer's first premises opposite Fetter Lane which he took on from the Overton family.

2. 53 Fleet Street which he moved to in 1760.

3. Bolt Court where he had his 'manufactory'.

The Revolutionary War was a time of financial success for Sayer, he served on the court of the Stationers' Company, but declined the position of Master, and he became very wealthy (sufficiently so, as to purchase a large country house in Richmond in 1776); however, by about 1790 he was suffering from ill-health. In about 1792 he took on Robert Laurie and James Whittle as junior partners and sold them the business, again on favourable terms, with them taking control on 12th May 1794, after Sayer's death.

Laurie & Whittle

A partnership formed of Robert Laurie (1755-1836) and James Whittle (1757-1818).

Laurie was apprenticed to Robert Sayer in 1770 and made free in 1777. He was a skilled artist, who exhibited at the Society of Artists from 1770, winning a silver palette for a drawing in 1770, and he was also an accomplished engraver of mezzotint portraits and produced views and other decorative items. In about 1792 he returned to the Sayer business and took it over from the ailing Sayer in 1794.

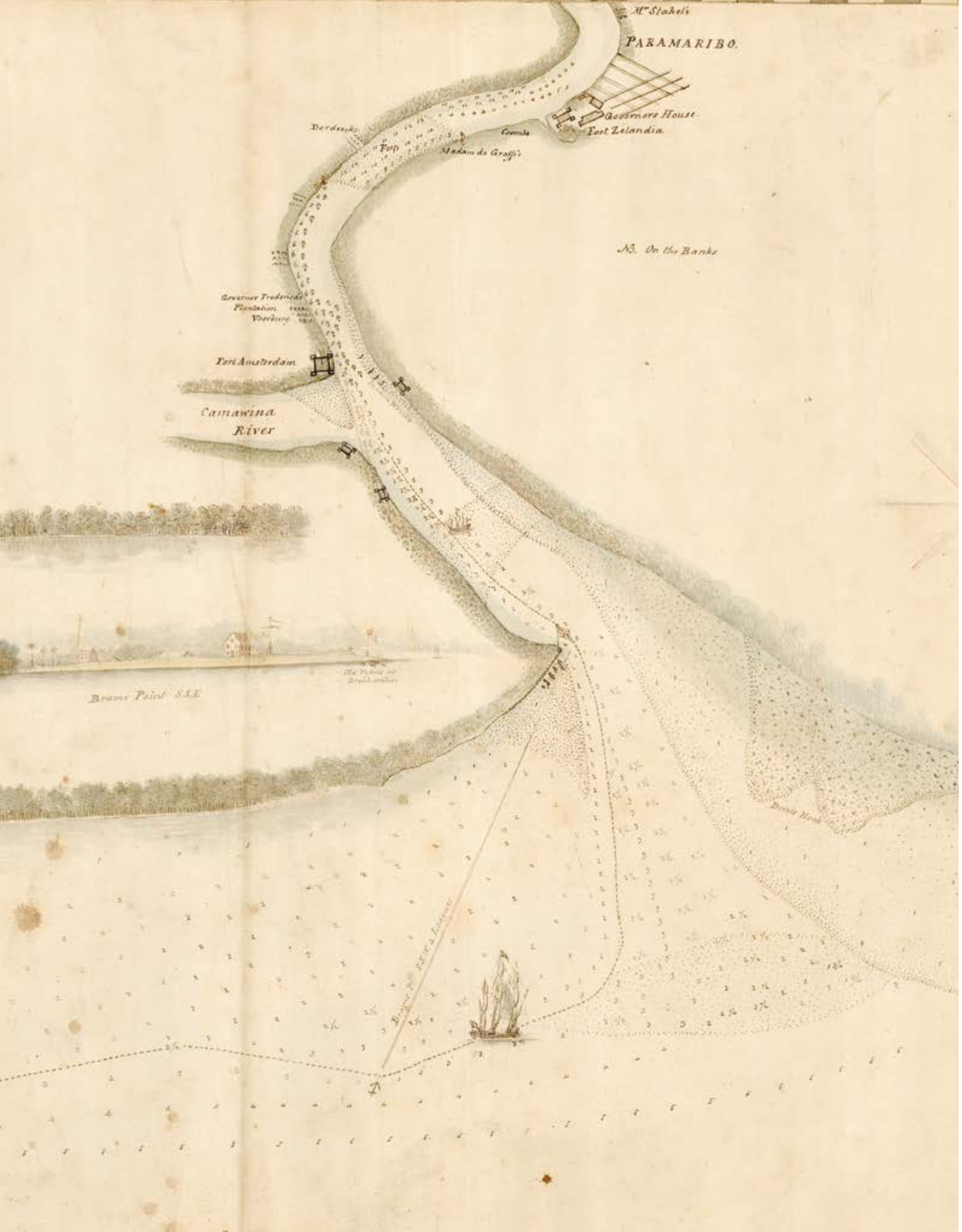
Whittle was apprenticed into the Needlemakers' Company, evidently made free by 1792, and joined with Laurie to take over the Sayer business in 1794.

The foundation of their business was the existing Sayer stock of printing plates, both for maps and atlases and also decorative prints, but they continued to add new material to freshen up the atlases, as well as separately published maps on topical issues, notably events during the Napoleonic Wars.

Laurie retired in 1812. His son Richard Holmes Laurie replaced him in the partnership and, eventually, took over the firm after Whittle's death in 1818. Presumably under the influence of Richard Holmes Laurie, the partnership became noted as chartmakers and publishers, with the business existing to the current day as Imray, Laurie, Norie and Wilson.

2. David Steel and his successors

David Steel, I (1734-1799), British chart publisher, engraver, instrument-seller, bookseller, bookbinder, and vendor of patent medicines, was the son of William Steel, bookbinder. He was apprenticed to James Davidson, later a partner in the firm founded by Richard Mount and Thomas Page, colloquially called Mount and Page, publishers, inter-alia, of the 'English Pilot' and Greenvile Collins's 'Coasting Pilot'. He married Ann Beauchamp in 1776, and began publishing nautical charts in 1782. His business was founded



on the publication of his own technical nautical works and the list of the Royal Navy. The firm owned a navigation warehouse and opened a navigation school in 1799. Steel published a number of valuable charts of British coastal waters, mostly compiled by John Chandler and Stuart Amos Arnold, but he was unable to challenge the dominance of rival firm Robert Sayer, which became Laurie and Whittle in 1794.

Following his father's death, David Steel, II (1763-1803) took over the family business until his own untimely death at the age of 39. David II first began working at the Navy Office, before leaving that position to study law. He worked as a practicing barrister for several years, until the death of his father. David II married Penelope Winde (1768-c.1837) - daughter of Jamaican merchant Scudamore Winde, and Sarah Cox a freed black slave - on May 1st, 1786. They had five children together. An obituary for David II in the Steel publication 'Navy List' states that "of his character it may be said, that his ideas were most enlarged, his mind capacious and richly cultivated; his principles generous and manly; his eloquence nervous and impressive".

David II's widow, Penelope, then took over the family business, and married William Mason in 1806, with whom she continued the business. She moved the firm to 70 Cornhill in 1809 from Union Row, Tower Hill. By 1810 the supply of new charts had ceased, and John Purdy, who had apprenticed with David Steel I, left the firm to work with Laurie and Whittle, the Steels's competitors.

By 1814, Penelope Steel had entered into a business partnership with Stanley Goddard, a younger man, who would become her third husband, and renamed the firm Steel and Goddard. By June 1819, Goddard and the firm were bankrupt, and J. W. Norie and Company acquired their "case fixtures, stock in trade and copper plates" for £4,000.

3. William Heather and his successors

William Heather (c.1766-1812)

William Heather was an English engraver, chartmaker, and publisher, who also operated a retail premises selling charts and nautical and mathematical instruments.

He was apprenticed in the Stationers' Company, and made free in 1789, whereupon he joined the business of John Hamilton Moore, but left to set up his own business in 1793. Between 1796 and 1804 he worked in partnership with William Williams, trading as Heather & Williams. The majority of Heather's output was engraved by John Stephenson. He died on 2nd October 1812, aged 46, leaving legacies to the two "natural or reputed daughters" of John Hamilton Moore (one of whom had married Robert Blachford). The business was purchased by his assistant John Norie (who had also worked for Moore) and George Wilson.

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In 1803, Heather produced 'The new Mediterranean Pilot' and in 1808 'The Mariner's Atlas Or Seaman's Complete Pilot', in numerous issues, with varying contents. But the main thrust of his business was separately published charts of all parts of the world, for example 'A New Plan of Egypt' (1798), arising out of the events from the Napoleonic war in Egypt, 'A New Chart of America with the Harbors of New York, Boston &c' (1799), and 'A New Chart of America with the Harbors of Port Royal, Savannah &c.' (1799), to list but three of his wide-ranging output.

John William Norie (1772-1843)

John William Norie was a hydrographer, chartmaker, and publisher, a writer on navigation, and publisher of nautical manuals, as well as a seller of globes and all manner of nautical instruments. He was agent for the sale of Admiralty charts, and chartseller to the East India Company and Trinity House. He was born in London of Scottish parentage, and apprenticed to William Heather, as a draughtsman, and his first charts appear under the Heather imprint from 1795 onwards.

In 1813 he bought William Heather's business, in partnership with Charles Wilson; the partnership lasted until 1840, when Heather sold his share of the business to Wilson and retired. Wilson continued to trade as Norie and Wilson; the firm merged with J. Imray and Son in 1899.

Norie had a prolific output of charts, reissuing Heather's stock and adding new charts of his own making of all parts of the world. Principal publications include his 'A new and complete epitome of practical navigation' (1805), 'A complete pilot for the south coasts of England and Ireland' (1817), 'The new Mediterranean Pilot, containing sailing directions for the coasts of France, Spain, and Portugal, from Ushant to Gibraltar' (1817), and 'Norie's set of celestial maps for finding the principal stars in the heavens' (1825).

Charles Wilson (1807-1882)

Charles Wilson was the scion of a wealthy Anglo-Indian family who had invested in John Norie's cartographic business in 1813. His first cousin once removed, George Wilson junior, entered into partnership with John Norie that same year, funded by his father, George Wilson senior. The two families became very close. George Wilson senior died in 1831, and his son not long afterwards in 1838, leaving his shares in the business to his sister Ann for her lifetime, after which they devolved to his young cousin Charles. When Norie retired in 1839 he sold his shares to Charles.

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To all intents and purposes Charles was now sole proprietor of a successful cartographic business about which he knew next to nothing. Although, he made a valiant attempt, trading as "Charles Wilson (late J.W. Norie & Wilson)", he had in fact been groomed in the wine business of his uncle Charles Howell, was known as an "eccentric", and "as a young man was always attended by a small black page on his visits to the City. Outside the firm his interest was sport, either shooting grouse on the Yorkshire moors or, above all, the expensive amusement of horse racing. He had a passion for this and was well known in racing circles, a stakeholder at Epsom and once entered a horse in the Derby" (Fisher).

Charles Wilson used J.W. Norie & Co.'s offices at 157 Leadenhall Street as he might his club, and the shop was actually run, as it always had been, by Jeffrey Dennis until 1849, and then by John William Appleton. Dennis and the shop are described in great, and loving, detail by Charles Dickens in his 'Dombey and Son' (1844): "The stock-in-trade of this old gentleman comprised chronometers, barometers' telescopes, compasses, charts, maps, sextants, quadrants, and specimens of every kind of instrument prosecuting of a ship's discoveries. Objects in brass and glass were in his drawers and on his shelves, which none but the initiated could have found the top of, or guessed the use of, or having once examined, could have ever got back again into their mahogany nests without assistance. Everything was jammed into the tightest cases, fitted into the narrowest corners, fenced up behind the most impertinent cushions, and screwed into the acutest angles, to prevent its philosophical composure from being disturbed by the rolling of the sea... the shop itself, partaking of the general infection, seemed almost to become a snug, sea-going, ship-shape concern, wanting only good sea-room, in the event of an unexpected launch, to work its way securely to any desert island in the world".

Until WWII the shop sign, indeed mascot, was a distinctive "Little Wooden Midshipman", that Phiz drew as the intended tailpiece for 'Dombey and Son', although it was never engraved. There are more, many, and wonderful memories of the Norie establishment from the 35-year period of Charles's tenure, as it gently faded from relevance behind unwashed windows, and decades of unreformed traditions, such as using only candlelight, and compulsory three o'clock dinners of boiled mutton.

The firm moved to the Minories in the year that Charles died, 1882.

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4. John Hamilton Moore and his successors

John Hamilton Moore (1738-1807)

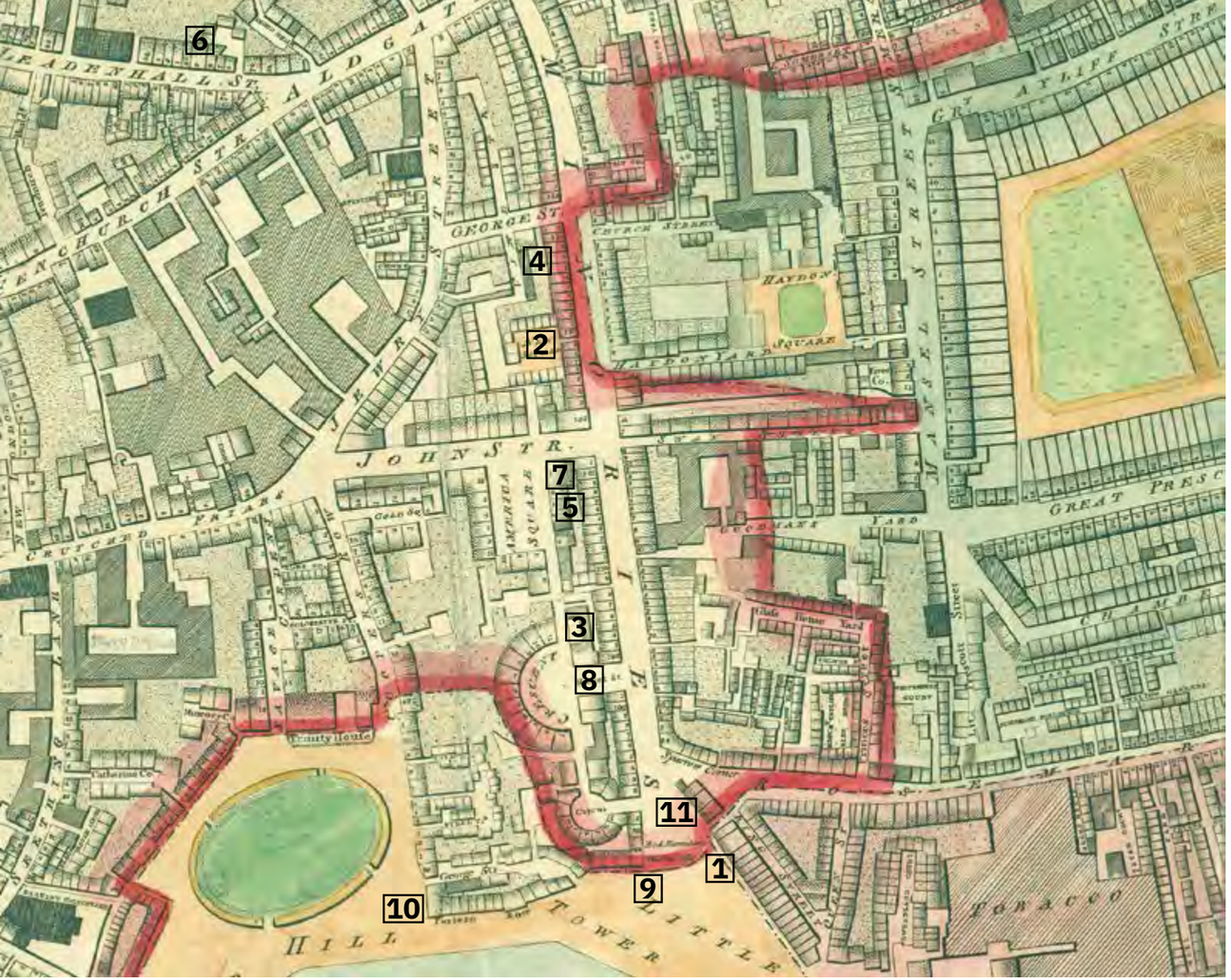
John Hamilton Moore, renowned "blueback" chartseller and hydrographer originally from Scotland, is best known for founding the company that would one day become Imray and Son.

Following a successful career in the Royal Navy, Moore founded a navigational academy near London, and published the fundamental tool for practicing (and student) navigators, 'The New Practical Navigator and Daily Assistant' (1772). The work remained legitimately in print until 1828, more than 20 years after Moore's death, but its fame rests on the fact that it was pirated, verbatim, by Edmund Blunt and Nathaniel Bowditch in America from 1799... who, in a great coup, then sold these coals back to Newcastle, when the third edition was published in London in 1803.

It is not recorded in what fashion Moore responded to this flagrant plagiarism, but he himself seems to have been regarded by his peers as a legitimate target and was often sued. In 1785, he defended himself successfully against Sayer & Bennett, who sued him for infringing their copyright by publishing a chart of North America. In 1789, he was again successful against David Steel, who accused him of pirating a chart of the east coast of England. 1789 turned out to be a fateful year for Moore, as it was when he hired William Heather and John Norie as assistants in his chart making firm, both of whom followed in his footsteps as illustrious publishers of blueback charts. In 1801, Heather brought a suit against Moore, accusing him of copying his chart of the coasts of Spain, Portugal, and France, which Heather won, with help from John Norie's testimony.

Despite all these knocks, or maybe because of them, Moore was prone to self-aggrandizement. In the 1790s, Moore began advertising himself as "Hydrographer and Chartmaker to his Royal Highness the Duke of Clarence", which led to his detractors publishing a broadside declaring Moore a "Pretender". Moore had dropped this particular claim from his charts by 1804.

The firm of Mount and Page had first published a chart lined with blue paper in 1760, but it was Moore, from his new offices in Minories, near Tower Hill, London, who established the norm for non-Admiralty charts to be distributed with distinctive blue paper backing during the 1780s. By 1787, Robert Sayer was also advertising his charts as "strongly lined with blue paper".



The Minories and nearby streets, showing premises occupied by Moore, Blachford, Imray and Steel at various times.

From Richard Horwood's 1799 map of London.

Key

1. 2 King Street	Moore 1780 - 1804
2. 127 Minwories	Moore 1781 - 1783
3. 104 Minories	Moore c. 1783 - 1789
4. 137 Minories	Blachford 1805 - 1806
5. 114 Minories	Blachford 1808 - 1818
6. 79 Leadenhall St	Blachford 1822 - 1827
7. 116 Minories	Blachford, Blachford & Imray, James Imray 1828 - 1850
8. 102 Minories	James Imray 1850 - 1888
9. 89 Minories	James Imray c. 1860 - 1899
10. 1 Postern Row	James Imray c. 1860 -
11. 1 Union Row	David Steel 1766 - 1809

Outwardly Moore's enterprise was a successful one, prompting the 'Gentleman's Magazine' to write of him that "he caused the best Charts to be published that had ever been done by any individual in this or any other nation". However, as the century turned, the business went into decline as Moore's reputation took a dent after his maps were blamed twice for the loss of ships at sea in court martial proceedings. In each case the captain blamed Moore's chart for the wreck of their ships, and were consequently exonerated. He seems to have spent some time in Marshalsea Prison for a debt owed to his shopman George Woulfe. Then he lost his sight following an illness and became embroiled in a dispute with his son-in-law, Robert Blachford. Blachford claimed the two went into a partnership which was later dissolved; Moore maintained he was taken advantage of and tricked. He was declared bankrupt on 1st August 1806 and died in Essex on 30th October 1807. His business was continued by his son, also John Hamilton Moore, and his daughter Elizabeth, and her husband, Robert Blachford. Blachford continued in the chart and navigational text business, somewhat intermittently, but in 1835 the firm passed to another family member Michael Blachford, who was joined by a new partner, James Imray.

Robert Blachford (fl.1804-1835)

Robert Blachford, son-in-law and successor to John Hamilton Moore, joined Moore in business in 1803, just as the man and firm were beginning an inevitable decline. Moore's assistants, William Heather and John Norie, now had successful businesses of their own; Robert Laurie and James Whittle, successors to Robert Sayer, were now taking the cartographic industry by storm; and Moore's landlord had just raised the rent from £60 to £98 per annum.

It is not surprising, therefore, that the Moore-Blachford partnership was very short-lived, being dissolved in 1804. In 1805, Blachford branched out on his own, as "hydrographer and chart seller", but his business struggled. In the space of three years, he moved three times, and by 1807 had disappeared from the trade directories altogether. When Alexander Dalrymple was charged by the Admiralty with gathering all known charts by English publishers, he collected none by Blachford.

Nevertheless, Blachford persevered, in spite of constant financial difficulties, and a flagging reputation, continuing to produce inferior charts from various addresses in the Minories from 1808 to 1827, when he was joined by William Blachford.

The arrival of William invigorated the Blachford business - they specialized in a small variety of charts and sailing directions for the British Isles, North Sea, and Baltic regions, for the coasting and Petersburg trade - just long enough for it to pass, in 1835, to Matthew Blachford, and his new partner, the young up-and-coming city stationer, James Imray.

James Imray (1803-1870)

James Imray was a chartmaker and publisher, with a shop selling books, maps, charts, and instruments.

He was apprenticed in the Stationers' Company to William Lukyn in 1818. In 1835, he entered into partnership with Michael Blachford to continue the chart-publishing business of Robert and William Blachford. In the 1841 census, he is recorded as a stationer, living in Brixton with his wife, son, and two servants; in the 1851 Census, however, Imray referred to himself as a chart-publisher.

This was an interesting, and crucial period for Imray. He was declared bankrupt in February 1843, and made four pitiful dividend payments between 1846 and 1850, and yet he also took control of the partnership in 1846, presumably buying out Blachford. Once he had control of the firm, it went from strength to strength, such that, on his death, the firm could be described as "the leading private chart publisher of the day", while probate valued his estate at under £35,000. The firm continues to the present, trading as Imray, Laurie, Norie and Wilson, bringing together the rival businesses of Richard Holmes Laurie (direct heir of Robert Sayer and Laurie and Whittle), John William Norie, and Charles Wilson.

Imray achieved an enormous output of significant material that brought him great commercial success, even in the face of competition from the official Admiralty Hydrographic Office, the Royal Navy's chart-publishers.

Amalgamation and consolidation

As can be seen, the operations of all four business were clustered along the Thames, with Moore, Steel, and Heather all based in or near Tower Hill. They used the same draughtsmen and engravers, competed for source material, published in partnership, and sold and used each other's work, sometimes with, sometimes without, permission. Indeed, it was not uncommon for members of the London chart trade to sue each other, with Moore, in particular, being regularly accused of plagiarism, and sued by Sayer (1785), Steel (1789), and Heather (1797) - see items 241 & 242. "Borrowers" they may have been, but the competition provided by multiple suppliers, in close proximity to each other, combined with the wealth of information returning with the world's largest fleet, enabled maritime navigation to evolve at a rate never before seen. For a brief period, the blueback flourished, with first Sayer and, later, Laurie and Whittle, boasting multi-volume catalogues of their wares, with 25 pilots in 1787 and 35 in 1797 respectively (see items 250 & 251), including Captain Cook's charts of Newfoundland (see items 4-12).

A symbiotic relationship existed between the merchant fleet and the private chart maker – the "wet work" of maritime surveys – was left largely to the ship's crew, while publication was the preserve of commercial firms. Indeed, only Sayer had the resources to commission his own surveys, such as that of Joseph Huddart's 1777 survey of the Irish Sea (see items 49-57).

The British merchant fleet more than doubled during the eighteenth century. Increased shipping spurred demand for more accurate and standardized charts, and motivated Dalrymple's Hydrographic Offices to progress the systematic mapping of the oceans, a project that was both beyond the resources of the private publisher, and one that was, in time, certain to undermine their business.

Dalrymple's successors, Captain Thomas Hurd and William Parry, continued plans to complete a world sea survey and, by 1821, there were sufficient charts to warrant the first catalogue of Admiralty charts. In 1829, Sir Francis Beaufort, who developed the Beaufort Scale of wind strength, took over at the Hydrographic Office and initiated a period of prodigious activity: he sent surveyors all over the globe – William Fitzwilliam Owen to Africa, Robert Fitzroy to South America, and Sir Edward Belcher to China. By the end of Beaufort's tenure, in 1855, the Hydrographic Office had produced 1437 charts in 113 surveys worldwide; an average of one a week. Beaufort also introduced standardized notation for charts and most of the charts produced by the Hydrographic Office delineated coastline as well as high and low water marks, and depth of water as established by soundings. In addition, these charts included information on shoals, reefs, and other navigational

hazards that plagued mariners across the world. Such was their accuracy, that the phrase "Safe as an Admiralty Chart" was coined. Beaufort was succeeded by his assistant, John Washington (1800-1863), who was promoted to Rear Admiral on 12th April 1862.

As the Hydrographic Office developed into a prolific official chart publishing organization, backed by the surveying resources of the Royal Navy, it was inevitable that the private publishers would feel the draught of competition. At first the principal private publishers managed to survive with little changed. The Admiralty provided them with hydrographic information of a much higher standard than most of their previous contributors. They concentrated their chart production on areas used by British trade as, unlike the Admiralty, they could disregard areas of purely political and military significance. They competed by keeping the price of their charts to the mariner down by including many large-scale insets of ports and narrow channels on smaller scale charts and so reducing the number of charts necessary for a voyage (and, by happy accident for the modern collector, making an attractive work of art in the process). In the same way their sailing directions included everything needed for a long voyage in one volume, unlike the Admiralty's, which covered smaller areas.

During this period of Admiralty activity, the fortunes of the original dramatis personae of our story – the "fab four" of the companies originally formed by Sayer, Heather, Steel, and Moore – waxed and waned.

However, the private firms could not stand up to the formidable competition from the Admiralty indefinitely, and, in 1904, the British government introduced legislation mandating ships to carry official Admiralty charts. In response to this, the founding companies started by Sayer, Heather, Steel, and Moore amalgamated to form Imray, Laurie, Norie and Wilson Ltd. The firm is now based in St. Ives, Cambridgeshire, where it continues to produce sailing charts in paper and, now, digital form.

The firm of Imray, Laurie, Norie and Wilson holds a special position as the sole survivors of the private chart publishers working in England at the end of the eighteenth century. It can make the remarkable claim of direct succession from most of the firms active at that period, and, although only four transits of Venus, a continuous history of chart making over 88,757 days and 243 years, from Captain Cook to the present day.