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A New and Correct Outline Chart: Intended for the Use of the Officers in the Royal Navy and Merchant's Service To Prick Off A Ship's Track . . . 1833. Additions to 1834 & 6 & 7

Stock#: 80209
Map Maker: Norie
Date: 1833 (1837)
Place: London
Color: Uncolored
Condition: Good
Size: 63.5 x 26.5 inches
Price: SOLD



Description:

Rare Survival -- Navigational Aid at Sea with Pricking Marks

Rare, separately-published Norie world map on a Mercator Projection, the preferred projection for tracking voyages at sea.

The map includes a text block describing "The Use of the Triangular Scale."

The map shows the tracks of a voyage which left Portsmouth on the 9th of April for the Indian Ocean, rounding Cape Horn on the 7th of June, before reaching Mauritius on the 21st of June. The Voyage starts again on the 12th of July, reaching the Cape of Good Hope on August 1 and St. Helena on August 17, before the track ends off the coast of Sierra Leone on August 30.

The maps could be used in fragments (based upon the sailing route), as well as complete. The survival rare is very low, especially complete maps.

Dead reckoning and pricking maps

When not navigating with celestial navigation, or in conjunction with it, mariners could estimate their position on a journey via dead reckoning. With dead reckoning, the navigator finds their position by measuring the course and distance they have sailed from a previous point. This is marked on a chart over several days, creating a running record of location at sea. Thus, effective dead reckoning depends on accurate, well-made instruments, as well as on correct calculation and recording by the mariner.

The speed of the ship can be measured using a lead and line and/or the ship's instrumentation, depending on the ship's type and technology. A magnetic compass will tell the heading, or direction, of the ship; the



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compass was invented in China and has been in use in Europe since at least 1183.

Once the speed and heading are known, and the time of travel is also known, the mariner can calculate the distance traveled in which direction. Starting from a known point, the navigator measures out his course and distance from that point on a chart, pricking/dotting the chart with the tip of a pair of dividers to mark the new position. Each day's ending position would be the starting point for the next day's course-and-distance measurement.

Dead reckoning would be only one of a variety of techniques available to the navigator in the mid-nineteenth century, when this chart was made. They would have also been able to take celestial navigation observations using intricately-made instruments, as well as consult tide, wind, and lunar distance tables. Dead reckoning would be used in addition to and in conjunction with these methods, making the routes marked here the best guess of the mariner.

Rarity

Pre-1840 pricking charts are very rare. OCLC locates a single complete example of the 1837 edition and a fragment (lacking America) at the National Library of Australia.

We note an 1835 fragment (Indian Ocean only) offered at Sothebys in 2007 and another fragment in 1962.

We note a few institutional examples of the map with dates between 1854 and 1871, although several appear to be incomplete sets, lacking one or more of the sheets.

Detailed Condition:

Several tears and splits, reinforced on verso. Trimmed at the bottom with loss of neatline and minor facsimile at the lower center. Trimmed at top, with very minor loss of neatline and chipping.