

Barry Lawrence Ruderman Antique Maps Inc.

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Carte D'Une Partie Du Grand Ocean a l'E. et S.E. de la Nouvelle Guinee pour l'intelligence du Voyage de la Fregate Espagnole la Princesa commandee par D. Franco. Antonio Maurelle. en 1781.

Stock#: 95164 **Map Maker:** La Perouse

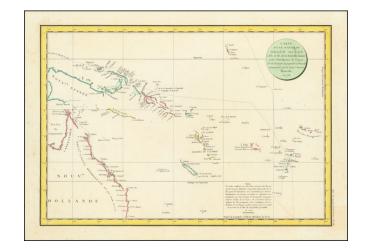
Date: 1797 **Place:** Paris

Color: Hand Colored

Condition: VG+

Size: 19.5 x 13.5 inches

Price: \$ 750.00



Description:

Detailed Chart of the Southwestern Pacific from the La Perouse Atlas

Intriguing chart of Eastern Australia and part of the southwestern Pacific, showing the route taken by the Spanish explorer Don Francisco Antonio Mourelle in 1781 along the northern coast of New Guinea to Tonga.

The chart was published in the atlas that accompanied an account of the lost La Perouse expedition (1785-88), which was published in 1797. At that time, La Perouse's fate was still unknown; his ships would only be found thirty years after the chart was published.

The chart reads left to right, as Mourelle's *Princesa* sailed through what is now called the Bismarck Archipelago near New Guinea east through the Solomons and on to the *Iles des Amis*, or the Friendly Islands, an early European name for Tonga. Mourelle is credited with being the first European to encounter the excellent anchorage at *Vavao* (Vava'u). The track of Mourelle than tacks south, to the *I de. Vasquez* and then north off the chart.

Other islands of note include *Fidji* (Fiji), which has a note erroneously identifying European contact with Tasman as taking place in 1743, rather than 1643. It also notes that William Bligh, famous for the mutiny against him, visited in 1789.

In the lower left corner is the northeastern coat of Australia. It shows the coastline first surveyed by James



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Cook and later by La Perouse himself. There are still gaps in the shore, especially where the Great Barrier Reef made sailing treacherous.

In the center of the chart are *Nouvelle Caledoniae* (New Caledonia) and the *Archipel du St. Esprit*, also known as the New Hebrides and today as Vanuatu. The latter is where Pedro Ferdinand de Quiros landed in 1606. He thought he had discovered a fertile southern continent and tried to found a city, *Nueba Jerusalem*. His crew convinced him to abandon the would-be colony, but Quiros remained obsessed with the place until his death.

A note on the chart states that the publisher has placed the islands according to the longitude of other navigators, rather than on Mourelle's figures which were only considered estimates. It also states that Mourelle used a chart by Jacques Nicholas Bellin, published in 1742, for his charting, with the implication that this later chart could place things more accurately.

The Pacific voyages of Antonio Mourelle

Francisco Antonio Mourelle de la Rúa (1750-1820) (sometimes written Maurelle) was a Spanish naval officer. He first served in the Caribbean before being transferred to the naval station at San Blas, New Spain, on the Pacific coast. Mourelle was part of the Bruno de Heceta and Juan Francisco de la Bodega y Quadra expedition up the California coast in 1775. With Bodega y Quadra in the *Sonora*, Mourelle traveled to 58°30' north. Somehow, Mourelle's journal was secreted to London, where it was published and used by Cook on his third voyage.

Mourelle again accompanied Bodega y Quadra on another Pacific Northwest expedition in 1779. This time, in the *Favorita*, they reached 61°N and sailed in the Gulf of Alaska and along the Kenai Peninsula.

In 1781, on the *Princesa*, Mourelle sailed to the western Pacific in an attempt to find a southerly route from the Philippines to New Spain. En route, he charted and was credited with the discovery of the Hermit Islands. His ultimate goal was thwarted by winds, however, and he sailed east via Guam and the northern route to Mexico.

Mourelle was to sail as part of the Malaspina expedition when it was in the Pacific Northwest, but other officers were selected instead. In 1793 he was called to Spain where he served during the Napoleonic Wars.



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Antonio Maurelle. en 1781.

Detailed Condition: