



**Barry Lawrence Ruderman  
Antique Maps Inc.**

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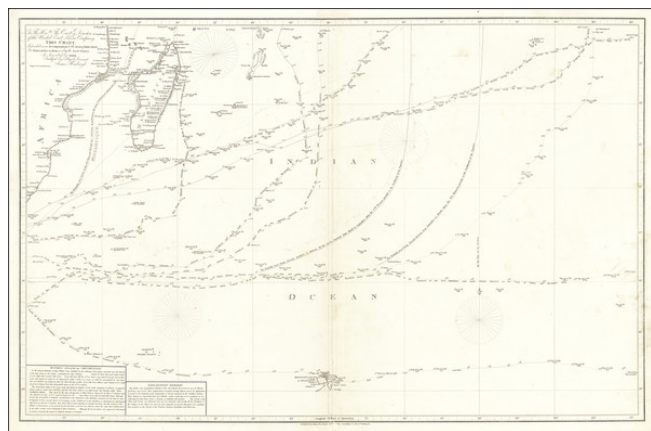
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**(West Indian and Southern Oceans) To The Honble The Court of Directors of the United  
East India Company This Chart, Intended as an Accompaniment to the Book of  
Directions for Navigating to, from and in the East Indies Is Inscribed by Their Faithful  
and obliged Servant James Horsburgh . . .**

**Stock#:** 67524  
**Map Maker:** Horsburgh  
  
**Date:** 1814  
**Place:** London  
**Color:** Uncolored  
**Condition:** VG  
**Size:** 37 x 24 inches  
  
**Price:** \$ 795.00



**Description:**

***Provides one of the First Accurate Descriptions of Bouvetøya***

A detailed and fascinating chart of the South Indian Ocean, showing some of the most important journeys of the late 18th and early 19th centuries. This includes Cook's 1776 voyage and du Fresne's 1772 voyage. Outstanding detail is provided. In the bottom left, two segments of text discuss the discovery of various islands in the region.

The map itself depicts the routes of at least fifteen separate voyages and charts their daily positions. In addition, Horsburgh depicts five different routes that he deems optimal, to be chosen depending on the season, destination, and prevailing conditions. The coasts of East Africa and Madagascar are shown in detail, with soundings to the edge of the nearshore shelf. Numerous islands and shoals are depicted, including Kerguelen, Mauritius, Christmas Island, and the Nazareth Banks.

Several penciled lines cross the map, with dots every couple hundred kilometers. It is very likely that this map was used to chart at least three voyages across the Indian Ocean, all heading in the direction of Madras and taking the southern passage. Two take the quickest way, while one tracks just north of Horsburgh's suggested monsoon-season route.

The two pieces of text in the bottom left of the map are of particular note. The first discusses Bouvet's Island, which lies off the map and will be discussed further below. The second discusses four islands supposedly discovered by Marion du Fresne in 1772, but of which no later accounts document. Several



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phantom islands do in fact dot the map, but Honsburgh takes care to label them as such, either providing extensive notes or simply commenting "doubtful."

#### **Bouvet Island**

Bouvet Island (Bouvetøya) lies several thousand miles west of this chart in the south Atlantic Ocean. The island was first spotted more than three-quarters of a century before this map was made, but not found again until 1808. This map was one of the first sources to clarify the general cartographic confusion regarding the island.

Jean-Baptiste Charles Bouvet de Lozier and his crew found the island in 1739 but were unable to land or circumnavigate the island, leaving the possibility open that this represented a large southern continent. This is sometimes shown in the mid-18th century maps of the South Atlantic. Bouvet named the Cap de la Circoncision on the northeast corner of the island. Cook set out to search for this island on his second voyage but was unable to locate it due to his westerly position. It was then believed that this may be a phantom island, though Captain Lindsay of the SE&S Swan would find the island again in 1808.

Horsburgh was able to convince Samuel Enderby, owner of one of the major sealing companies and future namesake of Enderby Land, to let him access the journals of the *Swan*. Horsburgh correlates the two discoveries using his sources, as well as a possible 1803 sighting, to give a more complete description of the island. He manages to place it more accurately, but this position is still slightly incorrect.

The first landing on the island would occur several years after the publication of this map. It would be annexed by Norway in 1927, and the description "high, and covered with snow" still very much applies.

#### **James Horsburgh and the Quest for Better Navigational Charts**

The need for more accurate charts was forcibly brought home to James Horsburgh on May 30, 1786, when his shipwrecked off the coast of Diego Garcia 'in consequence of an error in her chart'. For almost the next twenty years Horsburgh gathered information about the sea lanes traveled by the East Indiamen, both from his own observations - most particularly during a seven-year period when he commanded a ship called the 'Anna' - and from the work of others. The value and importance of his observations and the resulting charts was swiftly recognized, and they were published over a lengthy period, with revisions being made as they were needed.



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Horsburgh was rewarded by being elected a member of the Royal Society in March 1806 and, more importantly from a financial point of view, he was appointed hydrographer to the East India Company in October 1810.

**Detailed Condition:**

Minor toning along centerfold.