



## Barry Lawrence Ruderman Antique Maps Inc.

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### To the Officers in the Honorable East India Company's Service This Outline Chart Intended for their Use to prick-off a Ship's Track

**Stock#:** 89704  
**Map Maker:** Norie / Heather  
**Date:** 1830 circa  
**Place:** London  
**Color:** Uncolored  
**Condition:** VG  
**Size:** 74 x 30.5 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.

Originally printed in the 1810s, the present map was updated in 1820, and later revised and corrected to 1830. Unlike most pricking maps from before 1830, this is a complete map of the world, rather than a fragment of the whole focused on a single voyage. The map shows the tracks of voyages between the coast of France and Marie Galante in the Caribbean, and Rio De Janeiro.

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



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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, especially those with the entire world present.

**Detailed Condition:**

soiled and edge worn. Silked edges, with an original backing.