





Catalogue I
The Gestetner Collection
of Maritime Atlases & Voyages

Welcome to our first catalogue.

Daniel Crouch Rare Books is a specialist dealer in antique atlases, maps, plans, sea charts, globes, and voyages dating from the fifteenth to the nineteenth centuries. Our particular passions include rare atlases, wall maps, and separately published maps and charts.



Catalogue I
The Gestetner Collection
of Maritime Atlases & Voyages

1	Bordone	£60,000
2	Waghenaer	£150,000
3	Porcacchi	£7,500
4	Hakluyt	£32,500
5	Metellus	£40,000
6	Blaeu	£75,000
7	Spilbergen	£30,000
8	Purchas	£110,000
9	Blaeu	£75,000
10	Linschoten	£50,000
11	Janssonius	£45,000
12	Composite atlas	£120,000
13	Janssonius	£120,000
14	Colom	£50,000
15	Doncker	£80,000
16	Dudley	£485,000
17	Goos	£30,000
18	Goos	£110,000
19	Colom	£120,000
20	Goos	£30,000
21	Wit	£40,000
22	Seller	£65,000
23	Keulen	£350,000
24	Collins	£30,000
25	Jaillot	£65,000
26	Jaillot	£450,000
27	Thornton	£135,000
28	Michelot & Brémond	£10,000
29	Cutler & Halley	£60,000
30	Michelot & Brémond	£6,000
31	Harris	£12,000
32	Renard	£65,000
33	Brouckner	£10,000
34	Mackenzie	£4,000
35	Roux	£4,000
36	Roux	£8,000
37	Bougainville	£6,000
38	Jefferys	£32,000
39	Mount & Page	£40,000
40	Cook	£37,500
41	Prevost	£20,000
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44	Labillardiere	£10,000
45	Serres	£8,500
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47	Daniell	£25,000
48	Flinders	£32,000

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of Maritime Atlases & Voyages

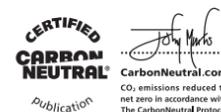
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Cover: Item 23; Page 2: Item 13; Page 4: Item 16

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Introduction

For our inaugural catalogue we are proud to offer the Gestetner Collection of maritime atlases and voyages. Undoubtedly one of the best libraries of sea atlases in private hands, the books are remarkable both for their exceptional quality and their rarity.

The Gestetner family started building a collection of maritime atlases and voyages twenty years ago to celebrate their love of sailing and the many happy times they had spent together on their various boats, all named 'Grumpy Skipper'.

David Gestetner (1937–2010) was a passionate sailor and was hugely proud of the navigational skills he developed before the advent of electronic aids and GPS. Collecting sea atlases and voyages was a natural extension of this passion.

After leaving school at the age of sixteen, David completed his two years' National Service in the Royal Engineers before attending University College, Oxford where he studied history. On coming down he joined the family business, Gestetner Holdings plc, where he filled a range of sales and commercial roles in the UK and North America, before becoming Director responsible for the Far East, and then Chairman and Managing Director. He oversaw the sale of the business, but remained as Executive President until his retirement in 1996.

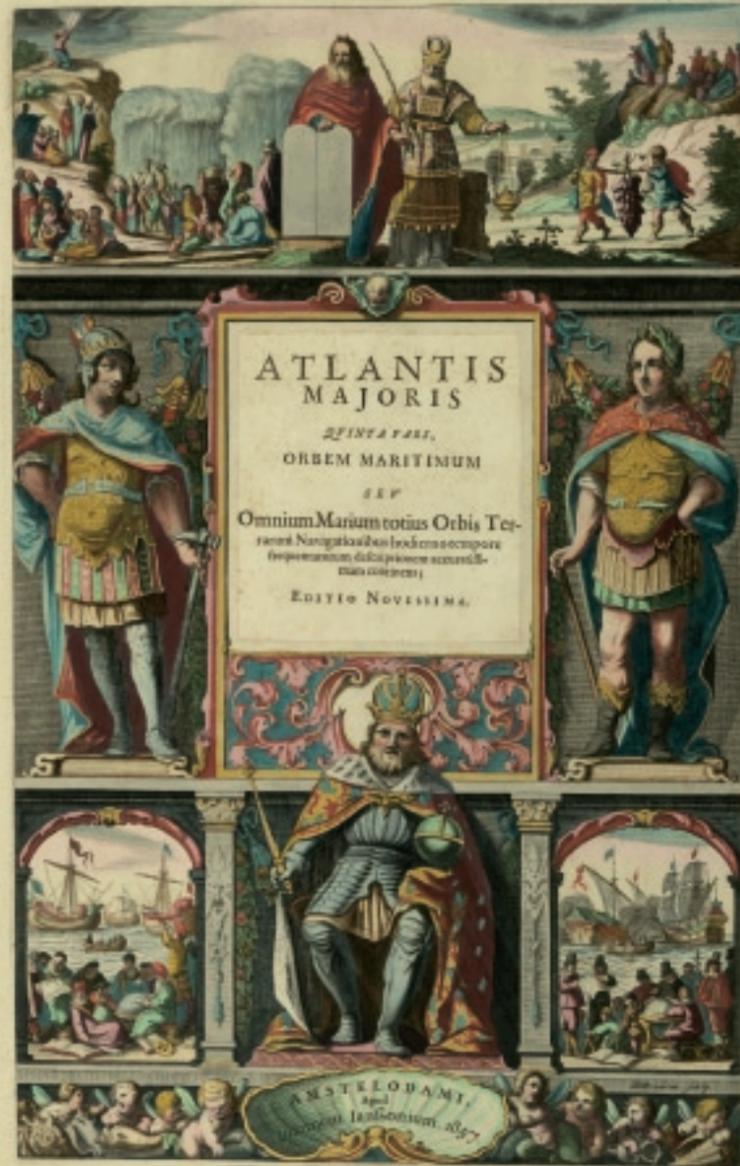
David was happily married to Alice for almost forty years, and often reminisced that their happiest of times were on the *Grumpy Skipper* sailing with their children, friends, and Guide Michelin. It was Alice who suggested that the family develop the collection as a memento of their times together, a project that they continued after her death in 2000.

Within the collection one can chart two distinct courses through the waters of European maritime history. The first by way of the practical pilot guides and sea atlases used aboard ship; and the other through the tales of voyages by the likes of Drake, Cavendish, and Cook.

The earliest printed maritime atlases were the Italian 'isolari', or island books. This genre is represented in the collection by Bordone's 1534 'Isolario' in contemporary colour (item 1), Porcacchi's 1590 'Isole piu famose del Mondo ...' (item 3), and, traveling north to Cologne, a rare 1601 Metellus (item 5).

At the beginning of the seventeenth century, the Dutch began to challenge Portuguese and Italian maritime supremacy. This insurgent naval power brought two new approaches to present navigational charts: the pilot guide and the sea atlas. The collection boasts several fine and exceedingly rare Dutch pilots, including Waghenauer's seminal 'Mariner's Mirrour' of 1588 (item 2), which is not only the first sea pilot with printed charts, but also the first pilot in English; both of Blaeu's important pilot books, the 'Light of Navigation' of 1612 (item 6), and his 'Zeespiegel' of 1627 (item 9); and a rare composite pilot/atlas published by De Wit in 1654 (item 12), which contains not only the first recorded charts by De Wit but also four exceptionally rare regional sea charts by Thinius Jacobsz, which are arguably the earliest Dutch regional charts of the east coast of America.

In 1650, around the same time that Jacobsz was producing his charts of America, Johannes Janssonius published the first folio sea atlas of the world. The collection not only contains a copy of the first edition (item 11), but also a sumptuous example of the 1657 edition bound in full red morocco (item 13). In the following decades Janssonius's work would spur the likes of Arnold Colom (item 14), Jacob Colom (item 19), present



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E CONTE DI VVARVICH.

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Con l'addizione de' Capiti, e delle Figure, di Illustrazione d'Alcuni per legare.

AL SERENISSIMO
FERDINANDO SECONDO
GRANDVCA DI TOSCANA.

Orsa Mare.



IN FIRENZA MDCLXI

NELLA NUOVA STAMPERIA, PER GIUSEPPE COCCHINI, ALL'INSEGNA DELLA STELLA.
Ad istanza di Jacopo Bagnoni, & Anton Francesco Lotti.

CON LICENZA DE' SUPERIORI.

here in the exceedingly rare English edition), Pieter Goos (item 18), and Hendrik Doncker (item 15) to produce their own sea atlases. However, it would not be until the end of the century that the Dutch sea atlas would reach its apogee in two of the greatest works of maritime cartography ever produced: the 'Zee-Fackel' of 1689 (item 23) by Johannes van Keulen, and the 'Neptune François' (items 25 & 26) by Pieter Mortier and Alexis Hubert Jaillot. Van Keulen's monumental work contained 137 charts and is present here in beautiful original colour heightened with gold, and with the bookplate of the bibliophile F.C. Koch. The 'Neptune François' was the most expensive atlas ever produced in Amsterdam during the seventeenth century; the examples in the collection include the first edition of 1693 and a later expanded edition of 1708.

There was one noble exception to the Dutch hegemony in seventeenth century sea atlas production, and it came in the shape of the English nobleman Robert Dudley. His great work the 'Arcano del Mare' (Mysteries of the Sea) – present here in the second, and best, edition of 1661 (item 16) – was the first sea atlas of the world, and the first to have all the charts drawn on Mercator's Projection.

Sea atlas production would not begin in England until the 1670s, when John Seller set about producing his 'Atlas Maritimus' (item 22). He would at the same time begin the great 'English Pilot' project: a work that would eventually be expanded to five books, covering the major navigations of the world, and would come to reflect Britain's growing naval dominance throughout the eighteenth century. The collection contains an early and rare edition of the 'Third Book: Oriental Navigation' (item 27), and a fine copy the 'Fourth Book: North American Navigation' (item 39) the first atlas to contain British charts of America.

The collection also reflects the emergence of the other great naval power of the eighteenth century – the French – and includes work by Bremond and Michelot (items 28 & 30) and Joseph Roux (items 35 & 36), whose work was so highly regarded that a copy of his 12 sheet chart of the Mediterranean (item 36) was used aboard Nelson's flagship 'Victory'.

The second course of the collection contains a selection of voyages: from the early exploits of seaman, portrayed in the Hakluyt's 'Navigations' (item 4), Purchas' 'Pilgrimes' (item 8), and Spilbergen's 'Miroir Oost & West Indical' (item 7); to the great voyages of the late eighteenth century – in search of the fabled southern continent – by the likes of James Cook (item 40), La Perouse (item 42), and Captain Flinders (item 48).

All of these voyages tell "many a stirring tale of bravery at sea, ice under a midnight sun in Arctic seas, or far away South, under a tropic moon or brazen noontide sun ... of parching thirst, and freezing cold, of chill winds that searched men to the bone, and of the hot breath of desert sands that scorched their flesh and drove them crazed to death" (Waters).

We would like to thank Ian and Pauline Barnes, for their help and support in getting the new business off the ground. We are also grateful for the opportunity given to us by the late David Gestetner, and his children Emily, Geoffrey, Rachel, and Sarah to begin with such a superb collection of books.

It is our hope that this catalogue becomes the first of many.

Daniel Crouch and Nick Trimming

Bordone's *Isolario* in contemporary colour, from the library of Roberto Almagia

1 BORDONE, Benedetto di

Isolario di Benedetto Bordone nel qual si ragiona di tutte l'Isole del mondo, con li lor nomi antichi & moderni, historie, fawle, & modi del loro viere, & in qual parallelo & dima giaciono. Con la giunta del Monte del Oro noiamente ritrouto. Con il breve del Papa et gratia & privilegio della Illustrissima Signoria di Venetia come in quelli appare.

Publication
Venice, [Nicolo Zoppino], 1534.

Description
Small folio (300 by 200mm), [10], title printed in red and black within woodcut borders, full-page diagram, 112 woodcut maps (of which seven are double-page), all in CONTEMPORARY OUTLINE HAND-COLOUR, ownership inscription of De Monceaux dated 1639 on title and exlibris of Roberto Almagia, some spotting and staining, and some outer woodcut borders trimmed as usual, but generally a fresh and appealing copy with attractive colour, contemporary limp vellum.

References
Shirley, BL, T.BORD-1a; Shirley, World, 59.

The rare second and, from an Americanist point of view, the most desirable edition of the 'Isolario' as it contains for the first time the "*giunta del Monte del Oro novamente ritrovato*" mentioned on the titlepage, the earliest authentic description of Pizarro's entry into Peru to appear in a printed book. A highly unusual copy for being finished in contemporary hand-colour; an infrequent occurrence among sixteenth-century Italian books.

The isolario, or "book of islands", was a cartographic form introduced and developed in Italy during the fifteenth and sixteenth centuries. Like the portolano, or pilot-book, to which it was related, it had its origin in the Mediterranean as an illustrated guide for travellers in the Aegean archipelago and the Levant. Bordone's 'Isolario' was the second isolario to be printed and the first to give prominence to the transatlantic discoveries.

Divided into three books, the 'Isolario' is devoted, respectively, to the "islands and peninsulas" of the western ocean, to the Mediterranean, and to islands of the Indian Ocean and the Far East. While this order corresponds very roughly to that of Ptolemy, it gives conspicuous priority to the discoveries across the Atlantic. In addition to a page of diagrams illustrating the construction of a circular world map and wind roses of "ancient" and "modern type", there are three general maps: Europe, the Aegean, and an oval world map. The work also contains 107 small maps, plans, or views, including a nearly three-quarter page plan of Mexico City before the conquest of Cortez – which qualifies because it is an island. According to Cortazzi, the 'Isolario' also contains the earliest European printed individual map of Japan.

Provenance:

Once the property of the renowned historian and scholar of Italian cartography Roberto Almagia, whose exlibris is on the front pastedown.



The first sea pilot printed in English

2 WAGHENAER, Lucas Janszoon

The Mariners Mirrou ... Herein also may be understood the exploits lately atchived by the Right Honorable the L. Admiral of England with Her Maj[es]ties Navie; and some former services don by the worthy Knight S[ir] Fran[cis] Drake.

Publication
[London, J. Charlewood for ?H. Haslop, 1588].

Description
Two parts in one volume, folio (415 by 280mm), two engraved titles, engraved coat-of-arms of Sir Christopher Hatton, volvelle, 45 double-page engraved charts, general chart with loss to left and right margins, charts 9 and 16 with loss to upper right and lower left corners respectively, some further losses to margins, a few charts dampstained to upper centrefold, bookplate of William Constable and a manuscript note dated 1736, eighteenth-century half-calf over blue paper boards, rebaked and recorned, spine in seven compartments, gilt.

References
Koeman, Wag 13; ESTC, S122236; Hind, 'Engraving in England', 151–153; Koeman, 'The history of ... Spiegel der Zeevaerdt', Lausanne, 1964; Skelton, 'Bibliographical note' in the facsimile edition, Amsterdam, 1966; Waters, 'Art of navigation', London, 1958; Waters, 'Waghenaer's ... influence on English hydrography' in 'Lucas Jansz. Waghenser van Enckhuysen', Enkhuizen, 1984.

"In 1587 the English translation of Waghenaer's 'Speighel der Zeevaert' was commissioned by the Lord Chancellor, Sir Christopher Hatton. The translation was carried out by Anthony Ashley, Clerk of the Privy Council, who used the 1586 Latin edition as a model. New plates were cut by De Bry, Jodocus Hondius, Augustine Ryther, and Johannes Rutlinger" (Koeman).

The maps are some of the earliest engraved in England and the atlas, as well as being the first printed sea atlas, was the first book to standardize symbols of buoys and beacons. The maps for the English edition were simplified from the earlier versions, removing the wavy lines chosen to represent the sea to make the rutter more useable onboard ship. The ornamental ships and sea monsters were retained, in part because the ships were useful to the mariner in determining location as the vessels depicted correspond to the stretches of coast shown. Such considerations do not, however, detract from the decorative appeal of the charts and the book "outranks any other rutter of its period, with its splendid presentation of charts and text; as such it stood as a model for the folio-sized charts and pilot guides with charts in the seventeenth century" (Koeman). Such was the popularity of this work in England that all subsequent sea atlases and pilots became commonly known as 'waggoners'.

An exceptionally rare item. ESTC lists fifteen examples of the book, all in institutions; Koeman cites only eight. We are aware of one other complete example of this work coming up for sale in the last thirty years: the Waddington copy, sold for £90,000 plus premium in 2006. The present example was offered by John Howell Books in 1982, for \$85,000.





A General Card, & description of the Sea
Coasts of Europe, and navigation in this
North embayed

Dutch League is in a degree

English League 20 in a degree

Dutch League is in a degree

MARITIMVM



HONORI SOIT QUI
REGNAT

Dutch League is in a degree

ISLAND



Dutch League is in a degree



The first isolario engraved on copper

3 PORCACCHI, Tomaso

L'isole piu famose del Mondo ...

Publication

In Venetia, Appresso gli heredi di Simon Galignani, 1590.

Description

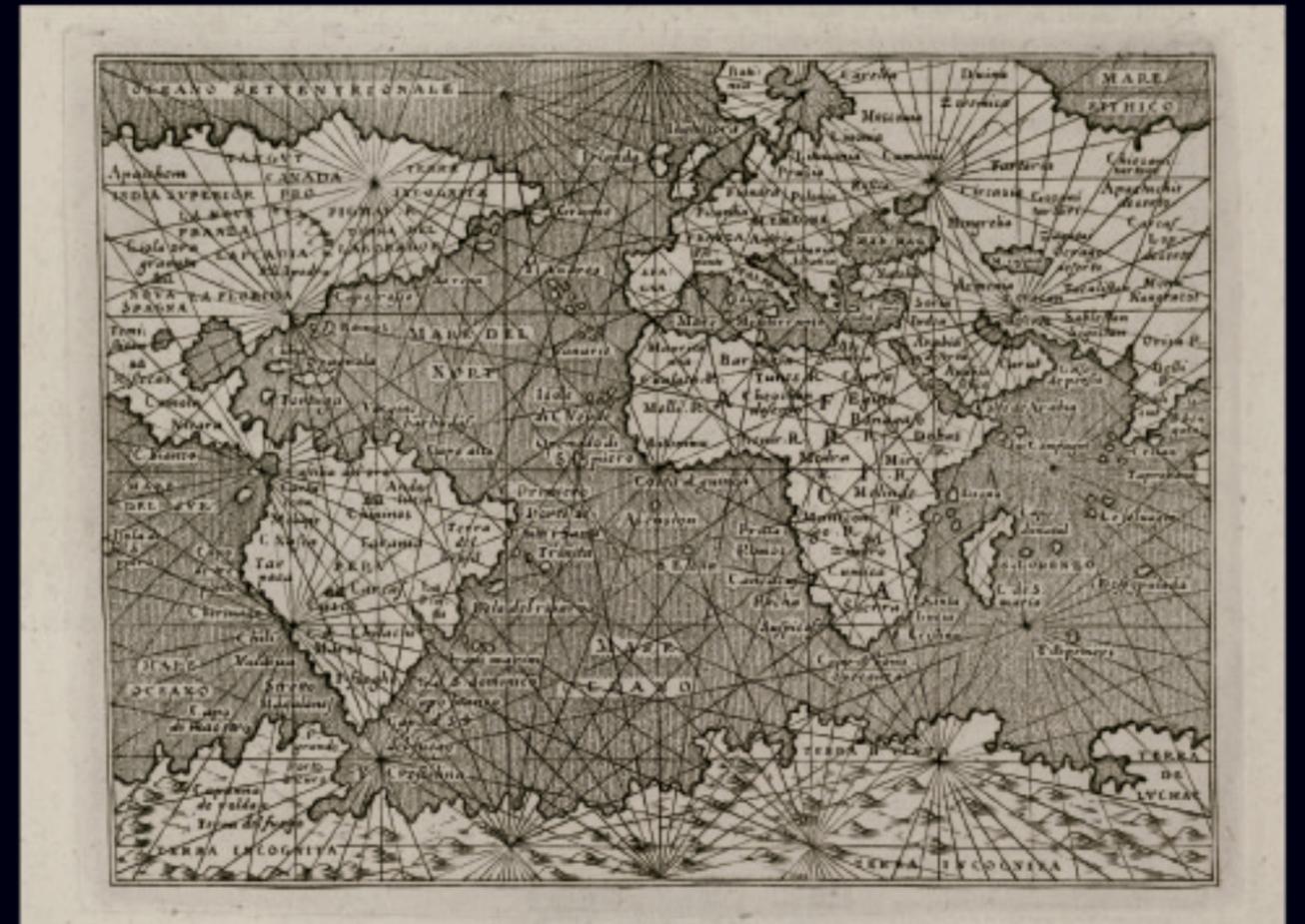
Folio (293 by 200mm), engraved title, [24], 201pp., [1], incorporating 47 engraved maps within the text, woodcut head- and tail-pieces and initials, several leaves lightly browned, several others with early annotations, contemporary limp vellum.

References

Philips 3328; Sabin 64105; Shirley 127-28; c.f. 'The World Encompassed' 86.

An enlarged edition of one of the most beautifully engraved isolari of the sixteenth century. 'L'isole piu famose' was the first isolario with maps engraved on copper.

According to Phillips, this edition contains 17 maps not in the edition of 1572, including two relating to America: Jamaica and Puerto Rico, here called 'Isola di S. Giovanni' for San Juan. The volume closes with 'Descrizione del Mappamondo' and 'Discorso intorno alla carta da navigate,' pages 193 to 201, illustrated with two splendid maps of the world engraved by the Paduan Girolamo Porro. Porro, well-known as a book illustrator, later engraved maps for the first small-format Mercator atlas and for a Ptolemy (both appearing in 1596). According to Shirley, the oval-shaped world map "is a finely-executed reduction of Camocio's large world map of 1567, one of the last in the long line of derivatives from Gastaldi's prototype of 1546." The atlas also includes the reduced-size version of Forlani's very important map of North America – the first of the landmass as a single geographic entity. Other regions shown, in some detail, include: Crete, Cyprus and many other Greek islands, Malta, Minorca, Majorca, Ireland, the British Isles, Madagascar, Moluccas, and in the New World, Cuba, Mexico City, and Jamaica.



“The great prose epic of the Elizabethan period” with the rare suppressed ‘Voyage to Cadiz’

4 HAKLUYT, Richard

The Principall Navigations, Voyages, Traffiques and Discoveries of the English Nation, Made by Sea or Over-Land, to the Remote and Farthest Distant Quarters of the Earth, at any Time within the Compasse of these 1600 Yeres: Divided into these severall Volumes, according to the positions of the Regions, whereunto they were directed ...

Publication

Imprinted at London by George Bishop; Ralph Newberie and Robert Barker, Anno 1599–1600; and R.H. Evans, 1812.

Description

Four volumes, folio (300 by 190mm), second edition, second issue, including the original printing of the suppressed ‘Voyage to Cadiz’ (1598, state II; ?supplied), [24], 619pp.; [16], 312pp. 204pp.; [16], 868pp.; [12], 807pp., without the Edward Wright world map, as usual, small rust hole to leaf **3 in vol. II, and one or two adjacent rust stains, finely bound in early nineteenth-century red straight-grained morocco by T. Brooks, with elaborate gilt and blind-tooled borders and gilt foliate cornerpieces, spines in six compartments separated by raised bands, richly gilt, gilt edges.

References

Borba De Moraes, pp. 391–92; Church 322; Grolier English 100, 14; Hill 743; JCB (3) 1:360–61; LOC European Americana 598/42; Penrose, Boies, ‘Travel and Discovery in the Renaissance 1420–1620’, p. 318; Pforzheimer 443; Printing and the Mind of Man 105; Quinn, p. 490; Sabin 29596, 29597, 29598, 29599; STC 12626.

A very attractive example of the first collection of English voyages, published at the height of Elizabethan maritime prestige.

Comprising 243 narratives of voyages and travels in the New World in some 1,700,000 words, ‘The Principall Navigations’ is the greatest assemblage of travel accounts and navigations to all parts of the world collected up to its time, and a vital source for early New World exploration. “It is difficult to over rate the importance and value of this extraordinary collection of voyages” (Sabin).

This second edition of Hakluyt’s voyages is, in fact, an entirely different book from the initial 1589 compilation and was greatly expanded from the single-volume original. Boies Penrose considered that “the first edition of the Principall Navigations transcended anything that had gone before, though it, in turn, was surpassed by the second edition”. Indeed, Hakluyt devoted his life to the work and “throughout the 1590s, therefore, this indefatigable editor set himself to the formidable task of expanding the collection and bringing it up to date ... this was indeed Hakluyt’s monumental masterpiece, and the great prose epic of the Elizabethan period ... Much that was new and important was included: the travels of Newbery and Fitch, Lancaster’s first voyage, the new achievements in the Spanish Main, and particularly Raleigh’s tropical adventures ... The book must always remain a great work of history, and a great sourcebook of geography, while the accounts themselves constitute a body of narrative literature which is of the highest value in understanding the spirit and the tendencies of the Tudor age” (Penrose).

Here the first volume contains the original printing of the rare ‘Voyage to Cadiz’, which was suppressed by order of Queen Elizabeth after Robert Devereux, the Earl of Essex, incurred her wrath by returning to England from Ireland without leave in 1599 to marry Sir Philip Sidney’s widow, the daughter of Sir Francis Walsingham. The original title page, dated 1598, mentioning the “famous victorie atchieued at the citie of Cadiz” is here replaced for the 1599 printing with these words removed. As the account of the sacking of Cadiz was contained within the last leaves of the first volume (pp. 607–619), these leaves were often removed. In the present example the leaves have been re-inserted in their rightful place.



The third volume is devoted almost entirely to the Americas, the South Seas, and various circumnavigations of the world. It includes the accounts of Niza, Coronado, Ruiz, and Espejo relating to New Mexico; Ulloa, Drake, and others concerning California; and Raleigh's account of Guiana. "Hakluyt was a vigorous propagandist and empire-builder; his purpose was to further British expansion overseas. He saw Britain's greatest opportunity in the colonization of America, which he advocated chiefly for economic reasons, but also to spread Protestantism, and to oust Spain" (Hill).

Edward Wright's world map was, according to Quinn's census for 'The Hakluyt Handbook', only to be found in 19, of the 240, predominantly institutional, examples of the book surveyed. Quinn notes that this survival rate is, even allowing for the high mortality levels traditionally attached to decorative world maps in books, "sufficiently low to raise the possibility that not all copies were equipped with the map, either because it was made available after many sets had been sold, which would mean that its date might be later than 1599, or because it was an optional extra supplied at additional cost."

The rare supplement of 1812, present here, was issued in an edition of 325 copies only.

The historical importance of the work cannot be overstated. It is truly "an invaluable treasure of nautical information which has affixed to Hakluyt's name a brilliancy of reputation which time can never efface or obscure" (Church). "The Principall Navigations" "redounds as much to the glory of the English nation as any book that ever was published" (Bancroft).



PRINCIPAL NAVIGATIONS, VOYAGES, TRAFFIQUES AND DISCOVERIES

of the *English Nation*, made by Sea or over-land, to the remote and farthest distant quarters of the Earth, at any time within the compass of these 1600 yeres: Divided into three severall Volumes, according to the positions of the Regions, whereunto they were directed.

The first Volume containeth the worthy Discoveries, &c. of the *English* toward the North and Northeast by Sea, as of *Lapland, Serikpinia, Corelia, the Baie of S. Nicolas, the Isles of Colgoicne, Vaigatz, and Nova Zembla*, toward the great River *Ob*, with the mighty Empire of *Russia*, the *Caspian Sea, Georgia, Armenia, Adedia, Persia, Bogbar* in *Bactria*, and divers kingdomes of *Tartaria*.

Together with many notable monuments and testimonies of the ancient forren trades, and of the warrelike and other shipping of this Realme of *England* in former ages.

Whereunto is annexed a briefe Commentary of the true state of *Island*, and of the Northern Seas and lands situate that way: As also the memorable defeat of the Spanish huge Armada, Anno 1588.

The second Volume comprehendeth the principall Navigations, Voyages, Traffiques, and discoveries of the *English Nation* made by Sea or over-land, to the South and South-east part of the World, as well within as without the Streight of *Gibraltar*, at any time within the compass of these 1600. yeres: Divided into two severall parts, &c.

By *RICHARD HAKLVYT* Preacher, and sometime Student of *Christ-Church* in *Oxford*.



Imprinted at London by *George Bishop, Ralph Newberie, and Robert Barker.*
ANNO 1599.

An excruciatingly rare isolario

5 METELLUS, Johannes

Insularum orbis aliquot insularum, tabulis aeneis delineationem continens ...

Publication
Coloniae Agrippinae, excudebat Ioann. Christophori, 1601.

Description
First edition, folio (280 by 190mm), letterpress title and contents, and 18 double-page mapsheets incorporating 60 engraved maps, with Latin text on the verso, contemporary pigskin, decorated in blind, re-backed in vellum, original green cloth ties intact.

References
Meurer, Peter, 'Atlantes Coloniensis: Die Kölner Schule der Atlaskartographie 1570–1620', Cologne, 1988, pp. 162–167 and 190–192, Met 10. c.f. Cervoni 21; Zacharakis 2171–2184.

Johannes Metellus (1520–1597) has one of the more mercurial biographies in the history of cartography. Born in Burgundy, he studied law under Andrea Alciat (1492–1556) at Bologna and, by 1552, appears to be employed assisting his fellow Burgundian Gilbert Cousin (1506–1572) with his 'Brevis ab dilucida Burgundiae Superioris', and in the publication of Lelio Torelli's 'Encyclopaedia' (1553), and Benedict Aegius' 'Apollori Athenensis Bibliothecas, sive de deorum origine' (1555). After leaving Bologna, he travelled to Rome, Venice and Florence, England (in 1554), and Antwerp (where, it is presumed, he met Abraham Ortelius and Christophe Plantijn), before finally settling in Cologne at some time before 1563. This date marks his earliest recorded correspondence from that town – a curious letter to the Flemish humanist and theologian George Cassander (1513–1566) on the medical applications of sasparilla (!).

Metellus is known to have contributed material to a new edition of Ortelius' 'Theatrum' in 1575, passed information to Gerard Mercator in 1577 concerning an expedition in Mexico and the spice trade in the East Indies, and he is thanked in the introduction to Michael Eitzinger's 'Leo Belgicus'. He also wrote the description of Lyon in the first volume of Braun and Hogenburg's 'Civitas Orbis Terrarum', and a preface to volume two of the same work. Whilst Metellus appears to have been of assistance to others, he was not, it would seem, particularly successful in getting his own output into print. The surviving works suggest that he planned ultimately to publish a small-format multi-volume world atlas, starting with France, Austria, and Switzerland (Meurer, MET1), and Spain (Meurer, MET2), although both of these were published anonymously.



Metellus' cartography is distinctive from the atlases produced in the Low Countries in the same period in that it borrows heavily from the Italian cartographic tradition of the so-called 'Lafreri School'. This is particularly evident in the present work – his final atlas, where at least half of the maps are not very well disguised copies of those of Giuseppe Rosaccio. This notwithstanding, the 'Insularum orbis aliquot insularum' is an attractive publication and stands out as a northern European contribution to the tradition of 'isolari', or 'island books', that has its origins in the manuscript Mediterranean chart books of the fifteenth century, and in print with Bartolomeo dalli Sonetti, Bordone, and Porcacchi.

The work is of particular interest for the maps of the Balearic Islands (incorporating an inset map of Elba) and the Philippines (after the Pieter Kaerius 1598 map), both of which appear to have escaped the attention of previous cartobibliographers of those regions. The map of the Canary Islands (Broekema 99) is based on the Barentsz chart of 1595.

A great rarity; Meurer, in his 1988 work on the "Cologne School", was only able to locate four institutional examples: Augsburg, BL, LOC, and München. We are not aware of any other example of this atlas appearing on the market in the past 30 years.

Provenance:

Bookplate of "Ludovici de Chaumejan Marchionis de Fourille": Louis de Chaumejan Marquis de Fourille (d.1706), abbé de St. Vincent de Senlis and counselor to Louis XIV.



Rare English edition of Blaeu's first sea-pilot

6 JOHNSON, William [BLAEU, Willem Janszoon (an anglicized version of his patronym)]

The Light of navigation ...

Publication
Amsterdam, W.J. Blaeu, 1612.

Description
Three parts in one, oblong folio (265 by 300mm), [56];[2], 3-114, [2]; [2], 3-118, [2] pp., title page and frontispiece in facsimile, 41 engraved charts (of which 39 are double-page), numerous woodcut coastal profiles and illustrations in the text, two volvelles (one loose), slight waterstaining to charts 40 and 41, small tear at the edge of chart 39, stamp on fly-leaf: 'E. Bingham, Grimsby', inscription in ink dated April 1853 on fly-leaf and A1, nineteenth-century half calf over green marbled paper boards, rubbed.

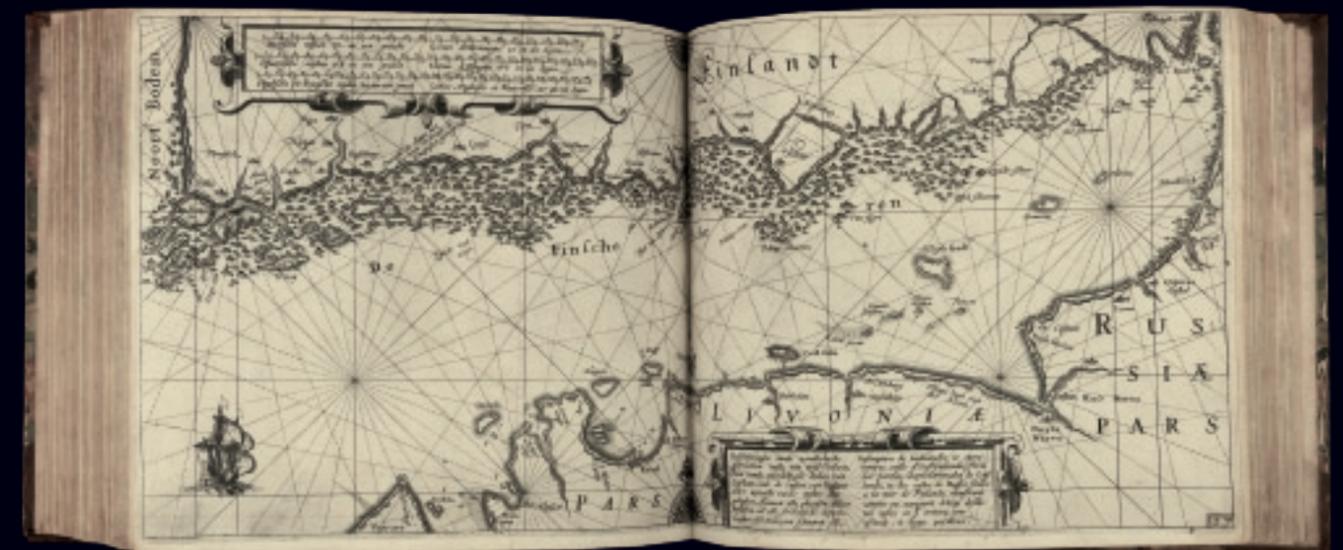
References
Koeman, M. Bl. 11; Shirley, BL, M.BLA-1a; R.A. Skelton, 'Biographical Note to the facsimile of Blaeu's Light of Navigation', Amsterdam, 1612, Amsterdam, 1964.

"Blaeu, using his patronym Janszoon, published his first book of sea-charts in 1608 (not in the BL) under the title *Het Licht der Zeevaert*. This work proved in demand as it updated the pioneering chart atlas of Lucas Waghenauer [see item 2 of this catalogue] dating from the 1580s ... None of the maps is signed by the engraver, but Destombes has conjectured that he might have been Joshua van den Ende. One of the two seaman shown on the title-page is thought to represent Blaeu himself" (Shirley). Blaeu claimed no originality for 'The Light of Navigation', but he did claim that its original source – Waghenauer's 'Mariner's Mirror' – was "corrected from maine faults, and enlarged with maine new Descriptions and Cardes ... besides ... new tables of the Declination of the Sonne, according to Tycho Brahes Observations, applied to the Meridian of Amsterdam".

'The Light of Navigation' is of considerable rarity. We are aware of only one other copy coming up for sale in the past 30 years: see, 'Cartography', Bernard Shapero Rare Books, Item: 6.

Provenance:

At one time in possession of a Captain J. Mowle during the 1850s.



The Spilbergen and Le Maire voyages

7 SPILBERGEN, George de

Miroir Oost & West Indical, auquel sont descrites les deux dernieres navigations, faites en années 1614. 1615. 1617. & 1618. l'une par le renommé guerrier de mer, George de Spilbergen, par le destroit de Magellan & ainsi tout autour de toute la terre, avec toutes les batailles données tant par terre que par eau ...

Publication

A Amstelredam, Chez Jan Jansz, sur l'Eau, à la Pas-carte, 1621.

Description

Oblong 4to (176 by 230mm), [2]ff., 172pp., incorporating 25 numbered plates, of which one large, double-folding map of the world, and 5 folding, ownership inscription of N. du Rieu on front endpaper, small rust stain in gutter margin of title, some leaves dusty or toned in outer margin, minor spotting to a few others, repair to clean tear in margin of world map, without loss, reinforcements on verso of map 19, contemporary French calf, covers double-gilt ruled, gilt spine with raised bands expertly re-backed, with expert restoration to extremities and small abrasions on covers.

References

Borba de Moraes II.826; 'Bibliography of the Philippine Islands', p. 121; Lach, 'Asia in the making of Europe', III.i.448; Leclerc 1994; Penrose, 'Travel and Discovery in the Renaissance', p. 312; Quirino, 'Philippine Cartography', p. 81; Rodriguez 2288; Sabin 2288; J.A.J. De Villiers (trans.), 'The East and West Indian Mirror' in Hakluyt Society, 2nd Series, XVIII, London 1906.



Rare first French edition of this classic description of two important voyages – those by Spilbergen and Le Maire. One of the bestsellers of illustrated seventeenth-century travel literature and important for containing illustrations of places rarely illustrated at such an early date.

The maps include the Strait of Magellan, Le Maire's route (showing the strait he discovered around the Tierra del Fuego and which is named after him), and the East Indies. The world map shows the route of both Spilbergen and Le Maire and, in a rectangular panel at the bottom, Le Maire's discoveries along the northern coast of New Guinea (Shirley 304).

In 1614 the Dutch East India Company enjoined Spilbergen to sail with six vessels to the Moluccas via the Straits of Magellan. The five-year circumnavigation was the first carried out with the official support of the Dutch government.

After various mutinies and even more numerous acts of piracy, he sailed through the Straits, commencing his voyage across the Pacific in November of 1615. On route he discovered a number of islands, eventually reaching the Ladrone or Mariana Islands, and finally the Philippines and the Dutch East Indies. There he met up with Le Maire, who had discovered a new passage to the Pacific and had explored the Tuamotou Archipelago. Le Maire's voyages gave decisive evidence against the supposed existence of a massive southern continent and formed a catalyst to Tasman's discovery of New Zealand and Australia.

The accounts of both expeditions are rich in ethnographic material, with the plates including city views as well as topographical maps. The work is of particular interest for three maps relating to the Philippines: the Straits of Manila, showing part of Luzon and Mindoro islands, the galleons in Manila Bay, and figures of natives and ships; the Bay of Manila, depicting the entrance to the Bay, including the Taal volcano; and a further large folding map of the East Indies (not mentioned by Quirino) that also provides a very detailed delineation of the islands. Regarding specifically the East Indies, Lach emphasizes the importance of an early and extensive report on the Moluccas (96ff.).

The work was first published in Dutch in 1619, and a Latin translation followed the same year. However, "This French edition is much sought after. The text of Le Maire's journal is much more complete than that in the Latin edition of 1619" (Borba de Moraes).



“One of the fullest and most important collections of early voyages and travels in the English language”

8 PURCHAS, Samuel

Purchas his pilgrimes ... [WITH] Purchas his pilgrimage. Or relations of the world and the religions observed in all ages and places.

Publication

Printed by William Stansby for Henrie Fetherstone, and are to be sold at his shop in Pauls Church-yard at the signe of the Rose, London, 1625 [but 1626].

Description

First edition, together five volumes, folio (312 by 205mm), engraved additional title, seven folding maps, 81 smaller maps in the text, occasional expert recorning and remargining, volumes one, three and four without initial blanks, volume one is bound without the blank leaf R4 (as often), G3 in corrected state with correct map, Gg3 misbound after Gg4, KK1–3 misbound after Kk4–6, Qqq3–4 are bound in volume one (Church calls for these leaves in volume two), nineteenth-century russia, spine in seven compartments with raised bands, expertly rebaked to match, earlier labels preserved, lettered in gilt.

References

Arents 158; Baer Maryland 8; Borba de Moraes II, pp.692–693; Burden 164, 208, 214; Church 401A; European Americana 625/173 & 626/100; Hill (2004) 1403; Huth sale 6057; JCB (3)II:196–197; Sabin 66686 and cf. 66682; Streit I:423; STC 20509 & 20508; Streeter sale 36.

A fine set of a landmark work for any collection of travels and voyages: the first edition of ‘Purchas his Pilgrimes’ with the second state of engraved title dated 1625, and a fine impression of Smith’s map of Virginia in Verner’s tenth state, together with the fourth edition, second issue of the ‘Pilgrimage’ (issued here as a supplement). The whole forming an important set of narratives of travels and exploration from the earliest times up until the early seventeenth century. The second great collection of English voyages, expanding upon and greatly adding to the work of Hakluyt, whose manuscripts Purchas took over after Hakluyt’s death. Purchas collects over 1,200 separate narratives of explorations in every part of the world. Many of the accounts relate to the New World, especially Virginia, and one of the engraved maps is Smith’s famous ‘Map of Virginia’.

“According to the original plan, the first volume was to deal with the world as known to the ancients, the second with the regions more recently discovered. Roughly the arrangement was to be geographical; but since so much of the matter consisted of extracts from actual journals, a rigid adherence to this scheme proved to be impracticable. Much of southern Africa, for instance, was naturally to be found in the accounts of the expeditions to the East Indies; nor could the various voyages of circumnavigation be split up into the sections to which the various countries were allotted. Further, since the work had to be printed off in small installments, and was in the press nearly four years, materials that came to hand during that period had to be fitted in without regard to the original plan. Of the first volume, the opening section or ‘book’ contains ‘antiquities and generalities’, including much about the religions of the world and a disquisition on the travels of the Apostles, in the course of which the author discusses the question of whether America was then inhabited (concluding that probably it was not). This section, by the way, was one of the last to be compiled, with the result that it had to be paged separately and provided with a special index.



“The second book deals with voyages of circumnavigation; the third, fourth, fifth with English voyages to the East Indies; the sixth and seventh with Africa; the eighth with Palestine and Turkey; the ninth with Persia, Arabia, India and Africa; and the tenth with Japan, India, Persia, Turkey, the Malay Archipelago, and Brazil ... The third volume opens with two books devoted to travels in Tartary, China, Japan, and the Philippines. The third and fourth books relate to the voyages in search of the North-east and North-west Passages, and deal also with Russia, Iceland and Spitsbergen. The next three sections take us to the West Indies, Mexico, and South America. The eighth book not only deals with Florida, Mexico, Central America, and Canada, but also includes Gates’s expedition to the Bermudas. Of the tenth, the first part is devoted to New England, Nova Scotia, and Newfoundland; while the second narrates the contest with Spain, including the fight with the Armada, Drake’s expeditions to Portugal and Cadiz, and the voyages of the Earl of Essex to the Azores in 1597 ... It may be said with confidence that so large a work had never before been printed at an English press” (Foster pp. 56–8).

The cartographic content comprises: a large map of the Mogul Empire by William Baffin, ‘Greenland’ (counted as a plate by Church because its pictorial surround depicts various whaling scenes), and China (repeated, with the alteration of its plate numbers, in the ‘Pilgrimage’). Besides the Smith Virginia map, Purchas also includes two other maps of the greatest importance for North American cartography. The first of these is the ‘Briggs’ map of North America, generally considered the first map to show California as an island. The Briggs map is also the first to note New Mexico by that name, and the first to name the Hudson River and Hudson Bay. The other notable American map is William Alexander’s depiction of the Northeast, showing the coast from Massachusetts north to Newfoundland. As Burden notes, this is the first map to record many place names and is a “map of great importance”.

The work is also illustrated with a variety of other matter which took Purchas’ fancy; such as a woodcut of a zebra or an engraving of Egyptian funerary objects. Most notable, and overlooked by many commentators, is his pioneering printing of non-European scripts, including Arabic, Japanese, and Mexican pictographs. The engraved title is a fine piece of engraving in its own right, incorporating portraits of the author, King James, Prince Charles, and various famous travelers from Noah to Drake, as well as and a map of the world, and pictures of Prince Henry’s tomb, the Gunpowder Plot, the defeat of the Spanish Armada, and the Israelites marching towards a vision of the New Jerusalem.



Purchas began work on his massive collection in 1611, and while publishing various editions of a short collection, with the similar title of 'Purchas His Pilgrimage', over the next ten years. That publication, however, was merely a precursor to the present work; an entirely different book and arguably the greatest collection of travels and voyages ever published. The first two volumes are mainly devoted to travels in Africa, the Middle East, and Asia. The third volume largely treats northern explorations and America. The fourth volume is almost entirely devoted to America. The fifth volume, 'Pilgrimage', is a supplement to all of the preceding parts, and properly completes a set of Purchas' Pilgrimes to "form a complete set of . . . one of the fullest and most important collections of early voyages and travels in the English language" (Sabin).

"These narratives . . . hold many a stirring tale of bravery at sea, ice under a midnight sun in Arctic seas, or far away South, under a tropic moon or brazen noontide sun. They tell of parching thirst, and freezing cold, of chill winds that searched men to the bone, and of the hot breath of desert sands that scorched their flesh and drove them crazed to death" (Waters p. 260).

Collation:

- Volume I [10]; a4; [2]; 1-752pp.; a6 (a3 with small tear to lower margin); b-c4.
 Volume II [4]; *6; A4; 753-1860pp.; aa-ee4.
 Volume III [6]; 1-1140pp.; aaa-hhh4; iii2.
 Volume IV [6]; 1141-1973pp.; aaaa-cccc4.
 Volume V [24]; A8; 1-1048pp.; Vuuu-Yyyy4; Zzzz6.



Blaeu's rare 'Zeespiegel'

9 BLAEU, Willem

Zeespiegel Inhoudende Een korte Onderwysinghe inde Konst Der Zeevaert En Beschryvinghe der Seen en Kusten van de Oostersche, Noordsche en Westersche Schipvaert. Wt ondervindinghen van veel ervaren Zeevaerders vergadert en t'samen ghestelt Door Willem Jansz Blaeuw.

Publication
Amsterdam, William Blaeu, 1627.

Description
Three parts in one, folio (330 by 220mm), main title and three divisional titles, 110 charts, mostly double-page, a few, folding, single page, or within text, (lacking chart of the White Sea [56]), volvelle, numerous woodcut diagrams and coastal profiles within text, 'Haga Comitibus 1642' in manuscript to title page, contemporary vellum, yapp fore-edges, contemporary manuscript title to spine.

References
Koeman M.Bl 32; Koeman, 'Blaeu and his Grand Atlas', p. 29; Tiele, *Nederlandsche Bibliographie*, #124.

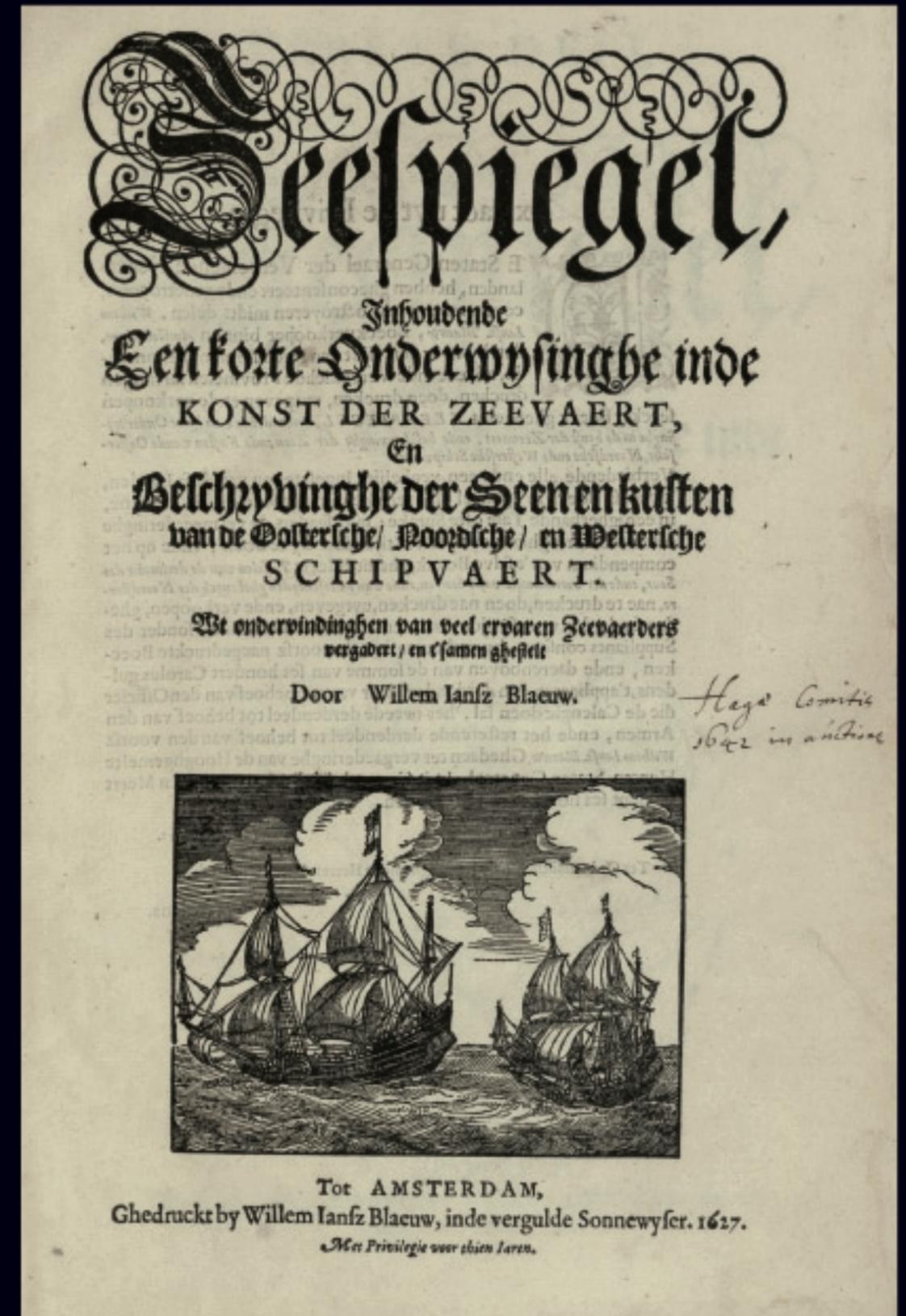
The 'Zeespiegel' was the second of Blaeu's great pilot guides: the first, 'Het Licht der Zeevaert' (see item 6), was published in various editions and languages between 1608 and 1630. Blaeu's copyright to this work appears to have run out in 1618, and from 1620 Johannes Janssonius was publishing his own counterfeit versions. Blaeu responded to this threat from his rival by publishing the present work in 1623. The new work covered much the same geographical area, i.e. the northern, eastern (the Netherlands to the White Sea) and western (the Netherlands to the Barbary Coast) navigations, however on a much larger scale and with more than twice the number of charts (111 compared to the *Zeevaert's* 42).

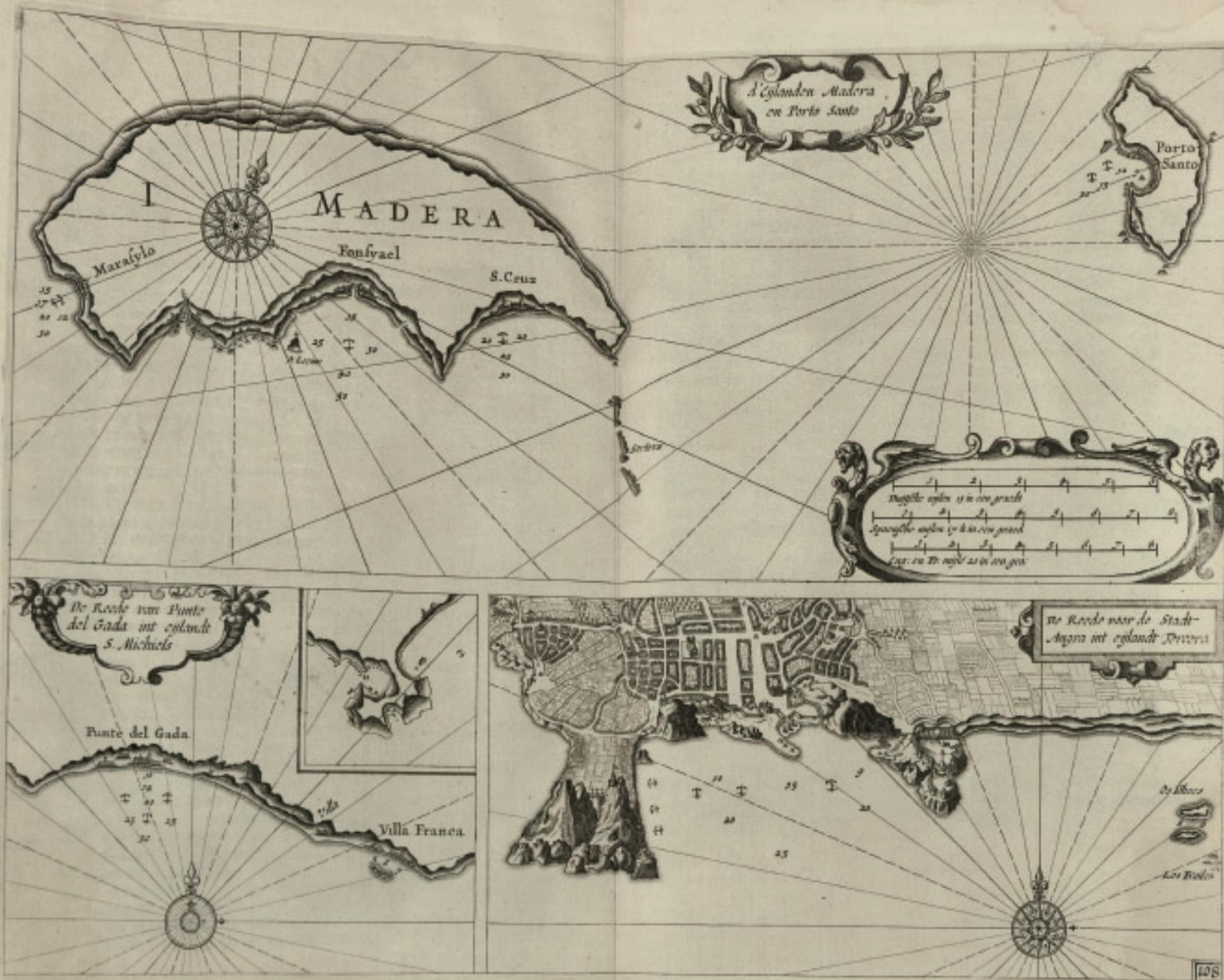
Although the new pilot proved hugely successful and would continue to be published for the next 30 years, its practical application aboard ship accounts for its extreme rarity today. The present example, which is in remarkable condition, would appear never to have made it further than the gentleman's library.

We are only able to trace three examples of the *Zeespiegel* coming up for auction in the past 30 years.

Provenance:

Once the property of the renowned numismatist, scholar, and member of the 'Académie royale des Inscriptions et Belles-Lettres' T.E. Mionnet with his bookplate affixed to the upper paste-down.





“The navigator’s vade mecum for the Eastern seas”

10 LINSCHOTEN, Jan Huyghen

Histoire de la navigation de Jean Hugues de Linschot Hollandois: aux Indes Orientales contenant diverses descriptions des lieux jusques à present decouverts par les Portugais: observations des coutumes & singularitez de delà, & autres declarations ...

Publication

Amsterdam, Chez Evert Cloppenburgh, Marchand libraire, demeurant sur le Water à la Bible Doree, 1638.

Description

Folio (316 by 198mm), third edition, French text, three parts in one volume, (4) ff., including decorative engraved frontispiece and half-page engraved portrait of Linschoten on verso of fourth preliminary, 206pp.; (2)ff., including second engraved title, 181pp.; (1) f. (third engraved title), 1-60; 67-86 (i.e. 80)pp., 36 plates and six maps by Johann and Baptiste van Doetecom, five folding, 31 double-page, world map close-shaved and with small paper fault hole to image area, old creasing and small neat repairs to map of South America, slight damage to three of the plates, neat marginal repairs to first title and five text leaves, outer lower blank corner of li2 excised, mottled French calf with narrow gilt fillet border, re-backed, red morocco lettering piece, gilt, spine in eight compartments with foliate roll-tool decoration separated by raised bands.

References

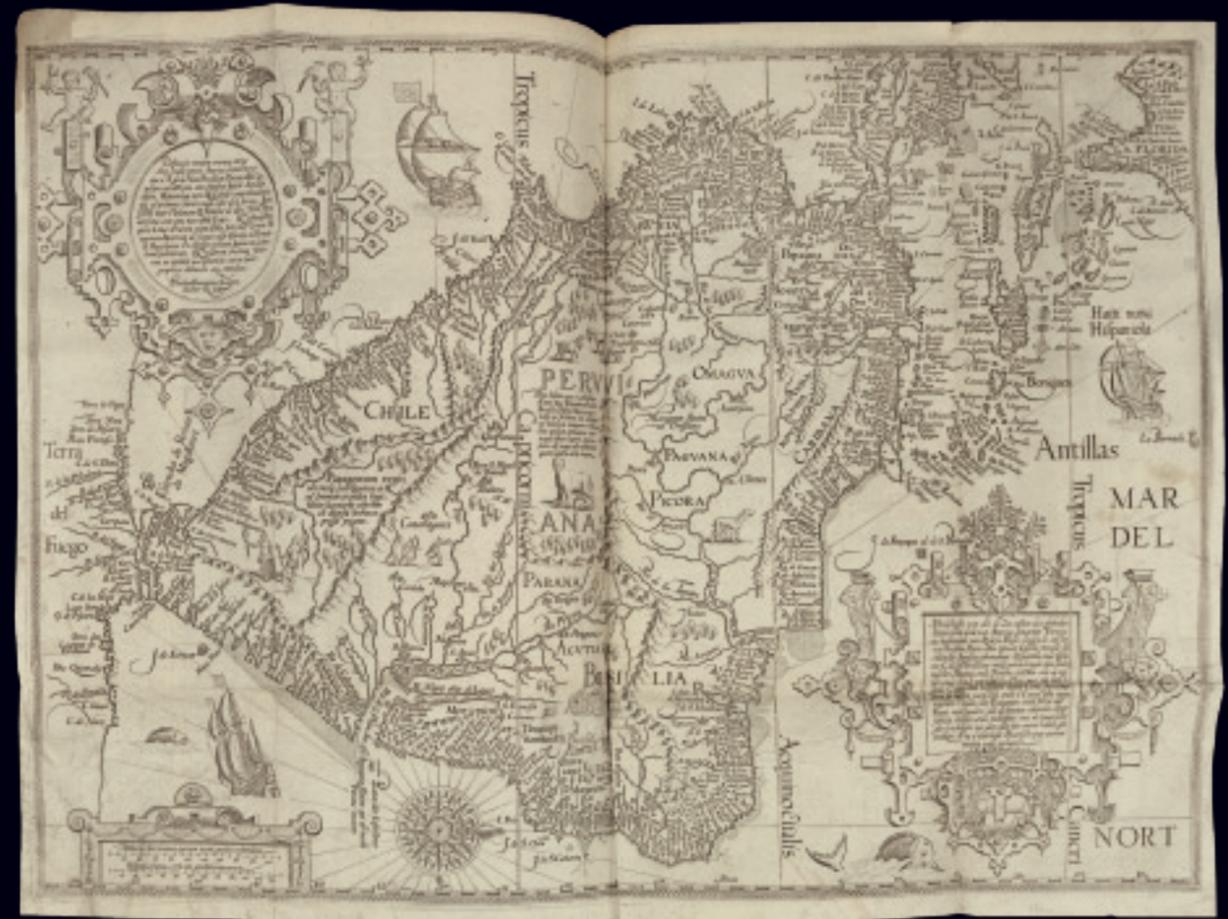
Church 252; JCB (3) II:271; Klooster, 'Dutch in the Americas', p. 8 & Catalogue Item 5; Palau 138584; LOC European Americana 638/67; David E. Parry, 'The Cartography Of The East Indian Islands', pp. 84-85; Lach, 'Asia In The Making Of Europe', Volume 1, pp.198-204 & 482-489; Sabin 41373; Shirley 187; Tiele 686-88.

One of the most important of all travel books, Linschoten's was the first printed work to include precise sailing instructions for the East Indies. Its exposition of a route to the south of Sumatra through the Sunda Strait allowed Dutch and, later, English merchants to circumvent the Portuguese stranglehold on passage, and, therefore, trade, to the East through the Straits of Malacca. This enabled the British East India Company and the Dutch East India Company to set sail for the Spice Islands and, ultimately, China and Japan, and was of such economic utility that, according to Church, and others, "it was given to each ship sailing from Holland to India" and soon became "the navigator's vade mecum for the Eastern seas" (Penrose).

Jan Huyghen van Linschoten (1563-1611) left the Netherlands for Spain in 1576 and, with the assistance of his brother, Willem, secured passage to India in 1583 as secretary to Dominican Vicente da Fonseca, the newly-appointed Portuguese Archbishop of Goa. As a result of his position, Jan Huyghen had access to secret information, including the Portolan charts relating to the East Indies that had been well guarded for over a century. With an impressive disregard for the trust placed in him, Linschoten began to copy these maps meticulously, displaying an "avaricious thirst for knowledge which enabled him to get detailed information of land and sea as far afield as the Spice Islands and China" (Penrose). With the death of the Archbishop in 1589, Linschoten was obliged to set sail for Lisbon, but was delayed for two years in the Azores by a shipwreck following an attack by English pirates. He landed in Lisbon in 1592 and shortly thereafter traveled back to his home at Enkhuizen.

In June 1594, Linschoten sailed from Texel on the first of two unsuccessful expeditions in search of a Northeast passage via the Kara Sea led by Dutch cartographer Willem Barentsz.

In 1595, with the support of the Amsterdam publisher, Cornelis Claesz, Linschoten began to record his travels in the three books contained within the present volume which Parry calls "a journal of human adventure and observation, [and] an uplifting story that appeals on many levels."



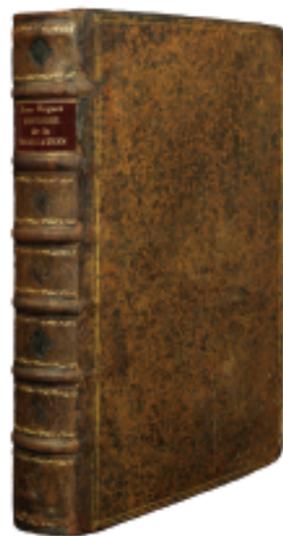
The first book deals with the East Indies and East Africa, including regions as far east as Japan. Klooster describes the work as “a magnificent panorama of pictures and maps of the non-European world ... [that] contained so much detailed and accurate information about shipping lanes, winds, and currents, that seafarers could use it virtually as a handbook”. The work is also especially valuable for its eyewitness account of India, termed by Lach “the most important of the firsthand accounts published independently of the great travel collections”. He further states that Linschoten’s description of Goa is “one of the most original and reliable narratives prepared during the sixteenth century on life at the hub of Portugal’s Eastern empire and still is regarded as one of the best sources for Goa’s history at the peak of its glory ... [The] maps, which are much better and more detailed than earlier printed maps, were clearly derived from the latest and best Portuguese charts of the Eastern oceans and sea coats”.

The second book, here as ‘Le grand routier de mer ... Continant une instruction des routes & cours qu’il convient tenir en la Navigation des Indes Orientales, & au voyage de la coste du Bresil, des Antilles, & du Cap de Lopo Gonsalves’, was originally published in 1595: a year before the ‘first’ book of this volume. It describes the navigation of the coasts of West Africa around the Cape of Good Hope to Arabia, together with the coasts of the New World. It includes a real ‘roteiro’ after the Portuguese Royal pilot Diego Alfonso, containing sailing directions from Portugal to India, and instructions for sailing from island to island in the East Indies.

The third book, ‘Description de l’Amerique & des parties d’icelle, comme de la Nouvelle France, Floride, des Antilles, Iucaya, Cuba, Jamaica, &c.’ gives an account of America and the African coast.

Linschoten’s travels are also of importance as one of the few Renaissance works on the East to be illustrated from life, with plates depicting the people, manners, and products of Asia (particularly Java, China, and India) engraved after drawings by the author. Its many large and folded maps include van Langren’s maps of the East Indies and South America (including the Caribbean and Florida), and the double-hemispherical world map of Plancius (Shirley 187), and are, according to Klooster, based upon the manuscript portolans of Fernão Vaz Dourado (c.1520–c.1580) and Lach considers them “the last important depiction of Asia to be produced for general distribution in the sixteenth century”.

The present work is a fine and fresh example of the third edition in French, with commentaries by B. Paludanus reprinted from the edition of 1619. “Fine copies of this work with all the maps and plates are extremely rare” (Church).



The first folio Sea Atlas

11 JANSSONIUS, Johannes

Cinquiesme partie du grand atlas contenant une parfaite description du monde maritime ou hydrographie generale de toute la terre, enrichie des particularités de la navigation tant ancienne que moderne, avec un excellent 7 curieux tableau du monde des anciens accompagne des paralleles de l'antique & nouvelle Grece; c'est à dire, une collation des lieux de antiquité avec ceux e nostre temps. Ou une veritable correspondance des anciennes denominations avec les modernes, selon le calcul des plus doctes de notre siècle.

Publication
Amsterdam, Joannem Janssonium, 1650.

Description
Folio (520 by 340mm), title, 33 double-page engraved maps and charts, all in original outline hand-colour, small hole to title, maps and text evenly age-toned throughout, as usual, contemporary Dutch vellum over boards, gilt-panelled with corner and central gilt arabesques, flat spine in seven compartments, gilt, edges gilt.

References
Koeman Me 171; Van der Krogt, 1:416.5M&O.

Although pilot guides, or rutters, supplemented by charts had been produced as early as 1584 (see item 2), Jansson must be credited with the production of the “first real sea-atlas”, which contained “a collection of charts in folio size, to serve as an atlas for general purposes” (Van der Krogt). Some Anglo-Italians might put forward for that title Robert Dudley’s *Acarno del Mare* – a work of numerable firsts, published in 1646 – but it was not until the second edition of 1661 (see item 16) that all the charts in it were uniformly bound.

The atlas was published in 1650, as the fifth volume to Jansson’s ‘Atlas Novus’ – as is made explicit in the title. The volume, which was referred to as the ‘Waterwereld’ (Waterworld), would later be published as a stand-alone volume (see item 13). Of the 23 charts in the atlas, 21 were published for the first time and, even if many have “more a characteristic of geographical maps than charts” (Koeman) and the “elaborate printed text ... is not pertaining to maritime affairs” (Koeman), the work’s influence was considerable, as can be seen in the output of the likes of Goos (see items 17 and 18), Colom (see item 19), and van Keulen (see item 23).

The atlas also includes the ‘Atlas Antiquus’, which consists of ten historical maps. The maps of the Ancient World and Ancient Greece had appeared earlier; the eight detailed maps of the Greek regions drawn by Johannes Laurenberg appear here for the first time.



The “first Dutch sea chart of the new Netherlands”

- 12 BLAEU, Willem Janszoon and Joan; WIT Frederick De; JACOBZ, Theunis; and DANKERTS Cornelius.

[Composite Atlas].

Publication
[Amsterdam, ?Frederick de Wit, ?c.1654].

Description
Large folio (450 by 300mm), 32 engraved maps and sea charts (of which 29 are double-page and three folding), all with FINE ORIGINAL OUTLINE HAND-COLOUR, some charts with loss to lower left and right corners, expertly restored, contemporary calf, double fillet border, gilt, remains of original yellow cloth ties.

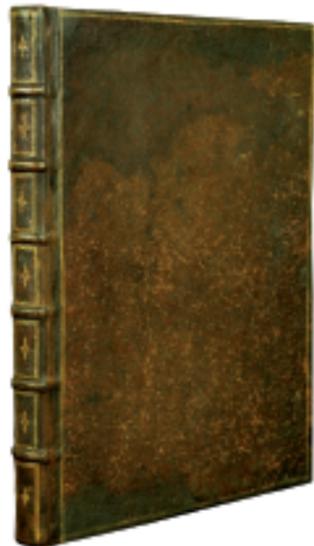
References
Burden 297, 298, 299; NMM 3:189.

A rare and early collection of charts and maps by Blaeu, Dankerts, de Wit, and Theunis Jacobsz.

This unrecorded atlas – assembled sometime around 1654 – contains 32 rare maps and sea charts, of which 16 are by William Janszoon and Joan Blaeu, and depict parts of north-west Europe; eight are by Frederick de Wit, of which one is a map of the Netherlands, and seven are charts covering the northern, western and mediterranean navigations; three are by Cornelis Dankerts depicting the rivers Rhine, Danube, and Elbe; and five are charts by Theunis Jacobsz depicting the seas, coasts and islands of parts of Africa, North America, South America, and the Carribean.

For ease of discussion the atlas can be broken down into two parts. The first 20 maps constitute a northern European land atlas; the second 12 charts a sea atlas of European, west African, and eastern American waters.

The most interesting maps in the first part are Danckert's three river maps. These finely wrought maps are very rare; we have traced only two copies of the Danube map, and one each of the Rhine and Elbe maps, namely at the British Library (missing the Elbe) and in the Ryhiner Collection of the Stadt- und Universiteitsbibliothek Berne (missing the Rhine). We have found none of the three recorded in the collections of separate maps at the University Libraries of Amsterdam and Leiden, and Koeman records no river maps by the Dankerts family in atlases until 1680, when J. Dankerts issued a different map of the Rhine. Various dates have been proposed for the two undated maps, and they may have been reprinted in later years, but the plates and the copies in the present atlas cannot have been produced too many years after the 1647 Danube map. Also of note is De Wit's rare 'Nova XVII Provinciarum' – only his second published work. The map was originally engraved and published by van Doetecum in 1588. It would later be revised and reprinted by Hendrick Hondius in 1632. De Wit subsequently bought the plate and re-issued it in 1652.



The second 'sea atlas' part contains a group of 12 exceptionally rare charts by de Wit and Theunis Jacobsz. The seven de Wit charts, all dated 1654, are not only his earliest known forays into sea chart publication, but also some of his earliest work. The charts of the North Sea, the Baltic, northern Scandinavia, and Spain seem to be based upon charts in Jacobsz's 1644 'Zee-spiegel' (Koeman IV, Jac 14: charts 2, 17, 25, 39, 50), although with some alterations. It is possible that the other charts of the Mediterranean and Ireland were also derived from those by Jacobsz, although we have no evidence for this. The five charts by Theunies Jacobsz (one of the west coast of Africa, and four of the western coasts of America) are arguably the earliest regional sea charts of the east coast of America, and predate Colom's sea atlas by several years. They were all produced towards the end of Jacobsz life (Jacobsz died in 1650); in fact, Burden suggests that they might have been engraved and issued posthumously as they are not recorded in any of his atlases, nor would they appear in any atlas published by his successors until 1666 (Koeman Jac 1: charts 20, 23, 24, 27, 28). If this is the case then the present atlas, which can be dated to around 1654, would appear to contain the earliest issues of these five charts. The chart of the New Netherlands is of particular note as it is, according to Burden, "due the title of the first Dutch sea chart of New Netherlands".

All the charts and maps discussed above are rare. Koeman does not record any examples of the de Wit charts, nor does he record any of the Jacobsz charts until they appear in his successor's sea atlas of 1666. We were only able to trace two recorded examples of this group of 12 sea charts: one in the National Maritime Museum, and the other in the Amsterdam University Library.

A full list of the maps and charts is available upon request.



A sumptuous example of a landmark atlas

13 JANSSONIUS, Johannes

Atlantis Majoris Quinta Pars, Orbem maritimum Seu Omnium Marium totius Orbis Terrarum Navigationibus hodierno tempore frequentatorum descriptionem accuratissimam continens; Editio Novissima.

Publication

Amsterdam, Joannem Janssonium, 1657.

Description

Folio (550 by 360mm), title, 32 double-page engraved charts, title and all charts in FINE ORIGINAL OUTLINE HAND-COLOUR, bookplate of 'Emo Park Library' to upper paste down, ORIGINAL RED MOROCCO, gilt pannelled, corner foliate design, and central coat-of-arms, spine in seven compartments separated by raised bands, gilt.

References

Van der Krogt 1:405.5T; Burden 305; Campbell nos. 1–3.

The 'Waterwereld' was, Koeman states, the "first sea-atlas (in the real sense of the word) printed in the Netherlands". It was first published in 1650, containing 23 charts and ten historical maps, and formed the fifth volume of Janssonius' five volume 'Atlas Novus' (please see item 11 for a full description). In 1657, Janssonius issued a new, six-volume edition of the 'Atlas Novus'. For this edition he added nine new charts to the 'Waterwereld', removed the historical maps, and reset the text. As well as being issued within the 'Atlas Novus', the 'Waterwereld' was also issued separately, as in the present example.

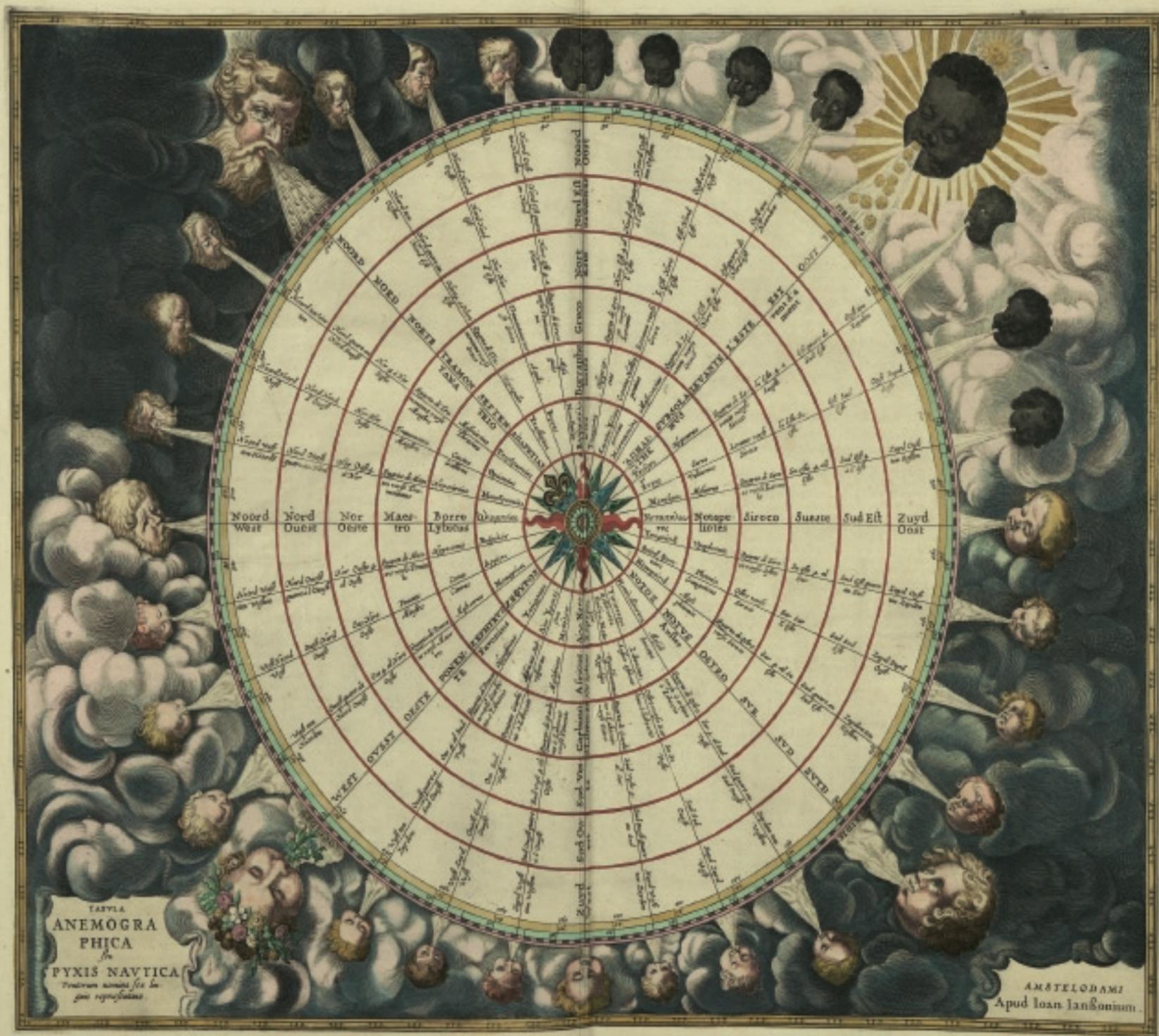
One of the most important of the charts added to the 1657 edition was Jansson's famous map of the New Netherlands, 'Belgii Novi, Angliae Novae, et Partis Virginiae ...', here present in its first state. The chart was first issued separately in 1651 and later bound into only the Latin editions of the 1657 'Waterwereld'. Tony Campbell notes that this map was "the most up to date and detailed map of the region available." It was the prototype of an entire series of maps of the Northeast that continued in print well into the eighteenth century.

Even if one accepts Koeman's comments that "not all [of the maps] should be seen as charts", and that "the elaborate printed text ... is not pertaining to maritime affairs", the 1657 incarnation of the 'Waterwereld', with its large double-page engraved charts, elaborate title, and high production values, should be seen as the progenitor of the Dutch sea atlases produced from the 1660s onwards by the likes of Colom (see item 14), Doncker (see item 15), and Goos (see item 17).

Provenance:

The present example is bound in contemporary full red morocco with a ducal coat-of-arms, and bears the bookplate of 'Emo Park Library' to the upper paste-down. Emo Park in Ireland was the one time seat of the Earls of Portarlington, a title that was created in 1785 for John Dawson, 2nd Viscount Carlow.





TAVLA
**ANEMOGRA
 PHICA**
 PYXIS NAVTICA
 Pictura animi sui in
 que representat

AMSTELODAMI
 Apud Ioan. Ianssonium.

“One of the most important ... Dutch sea-atlases”

14 COLOM, Arnold

Zee-Atlas, ofte Water-Wereldt. Inhoudende een Korte Beschrijvinge van alle de Bekende Zee-Kusten des Aardtrycks. Nieuwelijcks uyt-ghegheven, door Arnold Colom.

Publication

Amsterdam, Arnold Colom, [c.1658–1659].

Description

Second edition, folio (565 by 343mm), 17 double-page engraved maps, backed on contemporary paper (as often), lacking title, 'Preface to the Reader', and dedication to the Rotterdam Committee (3 leaves supplied in facsimile, apparently from the British Library), light general staining, some marginal soiling, binding repaired, and with large stain on upper cover, original Dutch vellum gilt, gilt edges.

References

Koeman, A. Col. 2, and 1–3.

Arnold Colom, the son of Jacob Colom (see item 19), was, like his father, a bookseller, printer, and chartmaker. He would appear to have produced only two maritime atlases throughout his career: a pilot of the for the Mediterranean, and a sea atlas of the world. The reasons for this are unclear although with the market so dominated by the likes of Janssonius (see items 11 & 13), Goos (items 17 & 18), and Doncker (item 15), his work might have struggled to secure a foot-hold. However, his 'Zee Atlas', which Colom published between 1654–58, was one of the largest format sea atlases produced in Amsterdam, with each chart printed from an oversized copperplate. According to Koeman it is: “One of the most important atlases in the well known category of Dutch sea-atlases”.

There are three distinct “editions” of the 'Zee-Atlas', the first with 16 charts, the second with 17 (with the chart of New England), and the third with 18 charts, adding the chart of the Pacific. For the second edition, the original date of the chart of Scandinavia (1654) was erased; during the printing life of this edition, the date was erased from the New England chart. Both are present here undated.

This is an early issue of the second edition, with the plate numbers sequential from 1 (world map) to 16 (Oost Indien), with the chart of the Sondt bound as chart 17, but without plate number, not described thus by Koeman. This example, although lacking three of the preliminary leaves, has the dedication to the Board of Admiralty in Amsterdam, in Dutch setting, closest to Koeman's description of the example in the Maritime Museum, Amsterdam. This sheet supplies the evidence for the dating of this edition, as the individuals listed held office together only in 1658 and 1659.

Apart from its rarity, the 'Zee-Atlas' is important for its cartographic highlights, including the earliest Dutch sea chart of the New Netherlands to appear in an atlas (Jacob Theunisz Lootsman's chart is believed to pre-date it, but seems not to have been regularly published until later; see item 12), while the “three charts of the oceans are on the same scale (1:14mill.) as Portuguese and Spanish charts of that time. It marked the first time that such charts were published as atlas sheets” (Koeman IV, p.115).

The atlas is exceptionally rare and we are only able to trace one copy – the present example – coming up for sale in the last 30 years.

Provenance:

From the Library of Lord Wardington.



The most up-to-date sea atlas of the second half of the seventeenth century

15 DONCKER, Hendrik

De Zee-Atlas Ofte Water-Waereld Vertoonende all de Zee-Kusten Van het bekende Deel des Aerd-Bodems, Met een generale beschrijvinge van dien. Seer dienstigh vooralle Schippers en Stuurlieden; mitsgaders Kooplieden om op't Kantoor gebruykt te werden Nieuwelijks aldus uytgegeven.

Publication
Amsterdam, Hendrik Doncker, 1660.

Description
Folio (540 by 340mm), title, preface, index, 22pp. text, 21 double-page engraved charts, FINE ORIGINAL OUTLINE HAND-COLOUR, HEIGHTENED IN GOLD, contemporary vellum, remains of green cloth ties.

References
Koeman, Don 2.

Although not the first to publish a sea atlas in Amsterdam – that honour went to Janssonius (see items 11 & 13) – the first edition of Doncker's 'Zee-Atlas', published in 1659, was superior both in coverage and utility to the rival publications of Johannes Janssonius and Arnold Colom, neither of which were reprinted after 1659.

Koeman notes: "Doncker's charts were the most up-to-date in the second half of the seventeenth century. Although there is some similarity to those charts published by Van Loon, Goos, Lootsman, and Doncker, the latter's charts are original. More frequently than ... [his] contemporaries, Hendrik Doncker corrected and improved his charts. He often replaced obsolete charts by new ones ... This consciousness of the high demands of correctness is reflected by the development of Doncker's sea atlas".

One chart of particular interest is 'Pas-caerte van Groenlandt ...', which covers the north Atlantic from the British Isles to Newfoundland. It is present in the atlas in an unrecorded state, lacking Newfoundland. This error would not only lead us to question Doncker's "high demands of correctness", but also to conclude that the atlas was an early gathering of the 1660 edition.

All editions of Doncker's atlas are rare. We are only able to trace four examples coming up at auction in the last 30 years, all of which had later publication dates.



The first atlas on Mercator's Projection

16 DUDLEY, Robert

Arcano del Mare di D. Ruberto Dudleo Duca di Northumbria, e Conte di Warwick ...

Publication

Florence, Giuseppe Cocchini, 1661.

Description

Six parts in two volumes, folio (580 by 440mm), two printed titles with engraved vignettes, double-page plate of the author's patent of nobility, 216 engraved plates (of which 66 have volvelles or moveable parts), 146 engraved charts (of which 88 are double-page), contemporary calf, gilt panelled, foliate roll-tool border, foliate corner and central tool, spine in six compartments separated by raised bands, gilt, binding unevenly toned.

References

Phillips, *Atlases* 457, 458 and 3428; cf. Shirley, *BL, M.DUD-1a-1e*.

The 'Arcano de Mare' is one the "greatest atlases of the world" (Wardington).

This sumptuous atlas, first published in 1646 when its author, Robert Dudley, was 73, was not only the first sea atlas of the world, but also the first to use Mercator's projection; the earliest to show magnetic deviation; the first to show currents and prevailing winds; the first to expound the advantages of 'Great Circle Sailing' – the shortest distance between two points on a globe; and "perhaps less importantly the first sea-atlas to be compiled by an Englishman, all be it abroad in Italy" (Wardington)

Robert Dudley (1573–1649) was the son of the Earl of Leicester (the one time favourite of Elizabeth I) and Lady Douglas Sheffield, the widow of Lord Sheffield. Although born out of wedlock, Robert received the education and privileges of a Tudor nobleman. He seems to have been interested in naval matters from an early age, and in 1594, at the age of 21, he led an expedition to the Orinoco River and Guiana. He would later, like all good Tudor seamen, sack Cadiz, an achievement for which he was knighted.

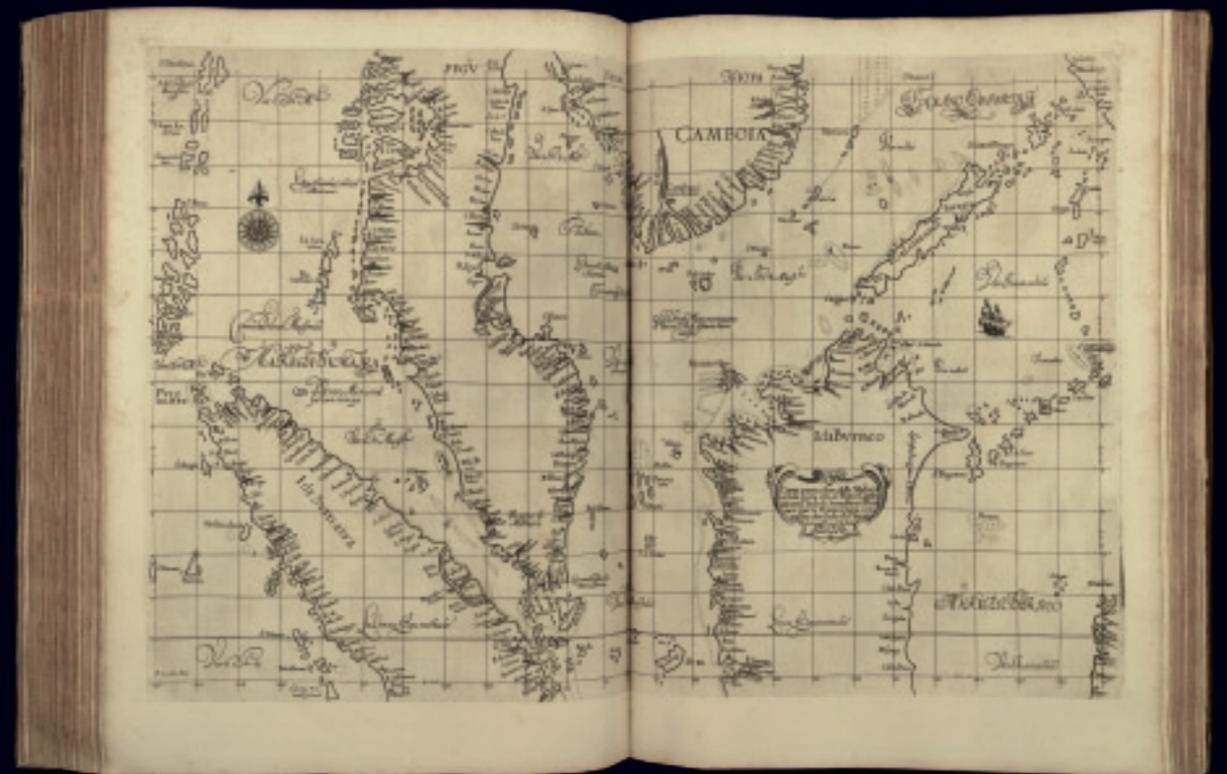
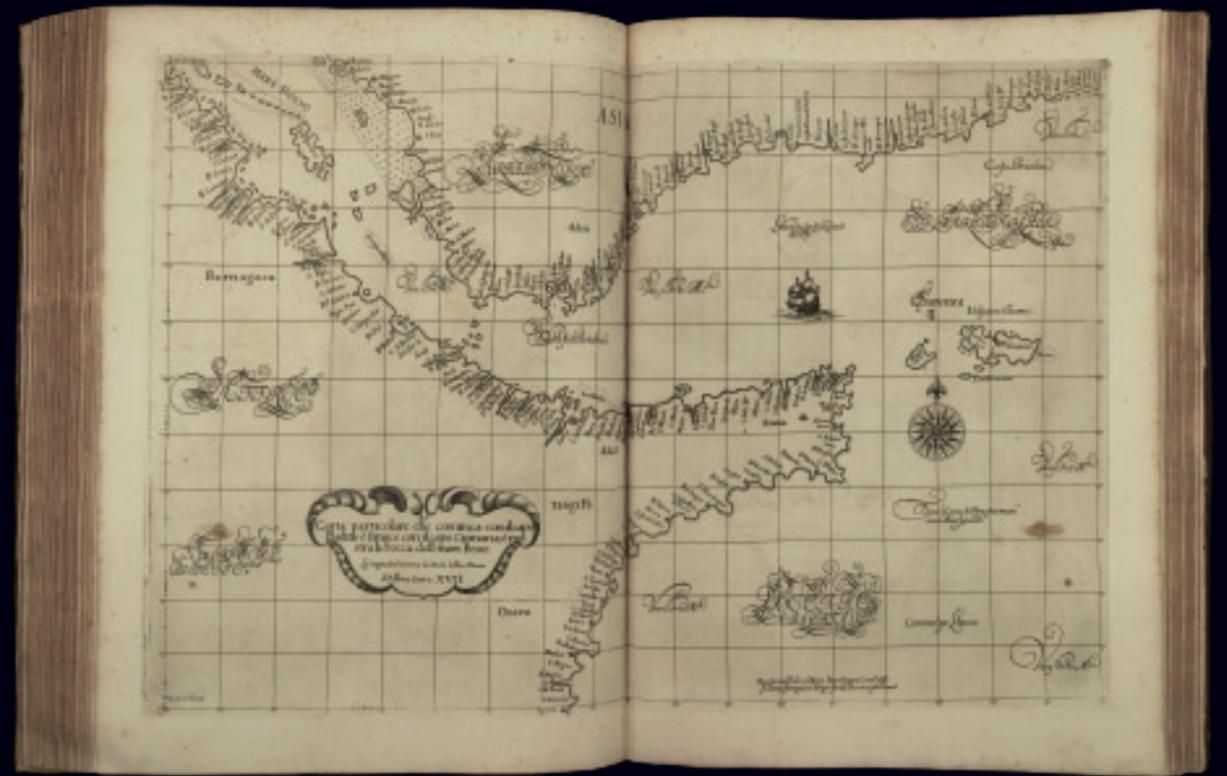
His success upon the high-seas was not matched, unfortunately, by his luck at court, and at the beginning of the seventeenth century he was forced to flee, along with his cousin Elizabeth Southwell, to Europe. Eventually he ended up in Florence at the court of Grand Duke Ferdinand I of Tuscany, where he not only married his cousin and converted to Catholicism, but also help Ferdinand wage war against the Mediterranean pirates. In his spare time he set about his great life's work: the 'Arcano del Mare'.



The atlas is divided into six books, or sections: book one deals with longitude; book two covers errors in the then-existing sea charts, and includes the portolano for the Mediterranean and 15 general maps; book three deals with naval and military discipline, notably the former, and there is a long section on naval tactics, especially remarkable for a plan of the construction of a navy in five grades of vessel; book four describes the method of designing and building ships of the “Galerato” and “Galizaba” types and is concerned with naval architecture, giving the lines and dimensions of ships; book five is devoted entirely to navigation and methods of measuring the sun’s declination and the relative positions of the stars; book six contains the sea atlas.

For the beautifully engraved charts, Dudley employed the services of Antonio Francesco Lucini. Lucini states in the atlases that the work took him 12 years to complete and required 5,000lbs of copper. The charts are by English and other pilots, and it is generally accepted that the work was both scientific and accurate for the time. It is assumed that Dudley used the original charts of Henry Hudson, and for the Pacific Coast of America used his brother-in-law Thomas Cavendish’s observations.

Rare. The last example to come on the market sold for \$824,000 in the Frank Streeter sale (Christies New York, 16/5/07).



Collation:

Volume I

- Book 1. [4], [2], 30pp., printed title with plate of a navigational instrument, engraved facsimile of the Patent, 30 engravings on 27 sheets, 22 of which have moveable volvelles.
- Book 2. 24pp., 15 engravings on nine sheets, five of which have volvelles and 15 large (six double-page or folding) engraved charts, four relating to America, five of the European coasts, four of Asia, and two of Africa, a few maps evenly age-toned.
- Book 3. 25pp., eight engraved plates on six sheets (three plates being of ships in battle formation, etc.) and four sheets with plates of fortifications and cities with walled defences.
- Book 4. 12pp., 18 engravings on 14 sheets (of which seven are double-page and one has a volvelle) all designs of ships in plan and in section.
- Book 5. 26, [2]pp., 145 engravings on 89 sheets, 38 have moveable volvelles.

Volume II

- Book 6. [4], 41pp., title with plate of the great bear, 131 engraved charts (82 double-page), 58 covering Europe, Greenland, and Canada, 17 of Africa, 23 of Asia, and 33 of America.



Fine copies of the first and second books of Goos's 'Lighting Colom'

17 GOOS, Pieter

The Lighting Colomne or Sea-Mirrou, containing the sea-coasts of the Northern, Eastern and Western Navigation ...

Publication

Amsterdam, Peter Goos, dwelling on the Water, hard by the New Bridge, at the Signe of the golden Sea-mirrou, 1662.

Description

Two parts in one volume, folio (460 by 290mm), title, two volvelles, 63 engraved charts (mostly double-page, a few folding or within text), numerous costal profiles, some off-setting and even age-toning, charts 5, 21, 30, and 37 cropped to neatline, modern blind-stamped calf by Sangorski & Sutcliffe, spine in six compartments separated by raised bands, gilt.

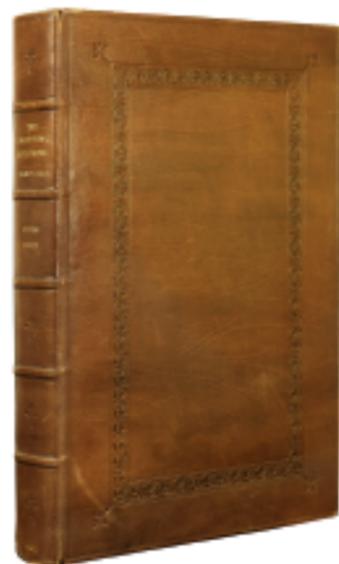
References

Koeman, Goos 35; Wing, C-5403dA.

Following pilot guide convention, the work opens with a treatise on the art of navigation and then goes on to detail northern and eastern navigational routes (the Dutch coast, through Scandinavia to the White Sea and Archangel) and the western navigation (from the Netherlands to the Barbary Coast via the Atlantic Coast).

Neither the text nor the charts of this atlas is the original work of Goos. As many print and booksellers before and after him, he bought, borrowed, and copied from his colleagues. The plates of the charts for this atlas were obtained by Goos in or shortly after 1650 from Theunis or Antonie Jacobsz or his sons. They were, for the greater part, altered in both size and imprint, and the text was essentially copied from Jacobsz's 'Zeespieghel' of 1644.

As far as we are aware, no other example has appeared on the market in the past 30 years.



First edition of Goos's stunning 'Zee-atlas', in fine original colour heightened with gold

18 GOOS, Pieter

De Zee-Atlas Ofte Water-World Water in vertoont werden alle de Zee-Kusten Van het bekende des Aerd-Bodems. Seer dienstigh voor alle Heeren en Kooplieden Is vock book alle Schippers en Stuurlieden. Gesneden, gedrukt en uytgegeven t'Amsterdam.

Publication
Amsterdam, Pieter Goos, 1666.

Description
Folio (580 by 360mm), title, dedication, 16pp. text, world map, and 40 double-page engraved charts, title and all charts in ORIGINAL OUTLINE HAND-COLOUR HEIGHTENED IN GOLD, chart no. 34 trimmed to left and right neatline as usual, publisher's vellum gilt, green ties, covers panelled with large corner arabesques, large tool of Atlas carrying the world in the centre, spine gilt in compartments, each compartment with central rose tool.

References
Burden 388; Koeman Goos 1B; NMM 3:92.

Although Goos was one of the best-known maritime booksellers of Amsterdam, responsible for publishing a number of different sea atlases, much of his work was derivative. In the case of the 'Zee-Atlas', Goos copied nearly all the charts from Hendrick Doncker's atlas of 1659.

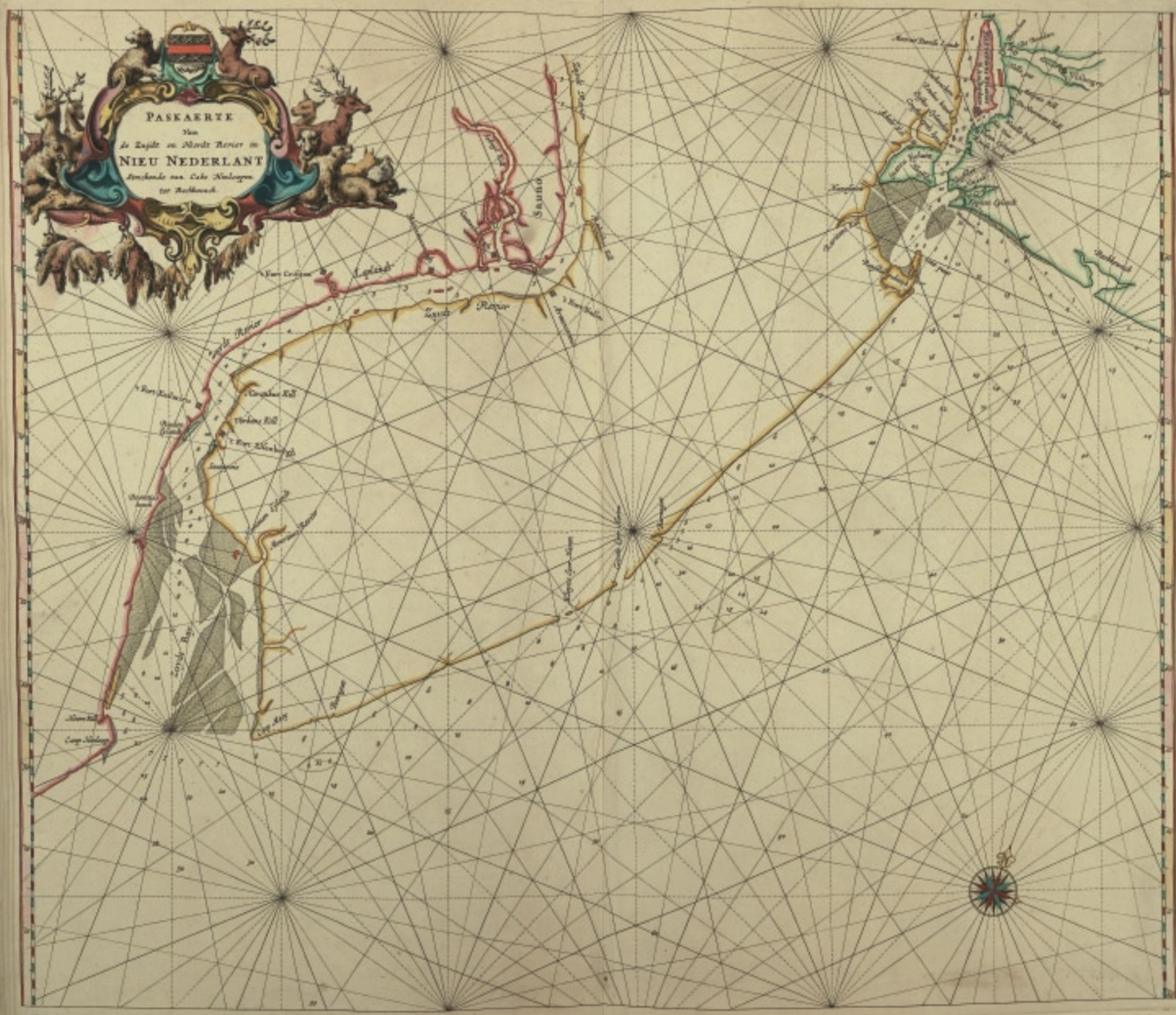
Goos's background was more as an engraver (following on from his father Abraham) and bookseller, rather than chartmaker. As a bookseller Pieter Goos wished to appeal as much to the library as to the galley, as can be seen by his explicit statement on the title page: that the work will be as beneficial to "Heerenen Kooplieden" (gentlemen and merchants) as to "Schippers en Stuurlieden" (pilots and seamen). This bias towards the gentleman's library is also evident in the minimal revision that the atlas and charts undergo throughout their publication history. Similarly, the number of charts is not increased from the 40 or 41 called for in the contents page.

The present example contains 41 charts, the extra chart being the 'Paskaerte van de Zuydten Noordt Revier in Nieu Nederland' (no. 34). Larger than the other charts in the atlases, Burden states that it was "probably published separately, and included as a supplement upon request". The finely engraved chart details the East Coast of America from New Amsterdam (New York) to the Delaware River.

Goos's atlas is arguably the most aesthetically pleasing of the early Dutch sea atlases, as Koeman notes, "The ... beautiful sea-atlas reflect[s] a high professional standard. The many editions published over twenty-five years are an indication of the customers' appreciation".







Jacob Colom's painfully rare sea atlas with English text

19 COLOM, Jacob Aertsz

Atlas Or Fyrie Colom Wherein are lively Portrayed all the knowne Coasts of the whole Ocean.
By Jacob Colom.

Publication

Amsterdam, Printed By himselfe dwellinge on the Corne-market in the Fyrie-Colom, with Priviledge, 1668.

Description

Large folio (570 by 370mm), elaborately engraved title, 7pp. text, contents page, 51 (of 52) maps and charts, (lacking chart 20 – 'De Custen van Englandt'), all with FINE ORIGINAL OUTLINE HAND COLOUR, mounted on early paper, light to moderate toning throughout with some foxing, significant paper restoration to margins of title page, scattered minor repairs, few areas of minor loss, contemporary vellum enlarged with strips of new vellum to accommodate increased width due to re-tabling, later endpapers and tabs.

References

Not recorded in Koeman but c.f. Koeman J. Col 6A for a list of the charts.

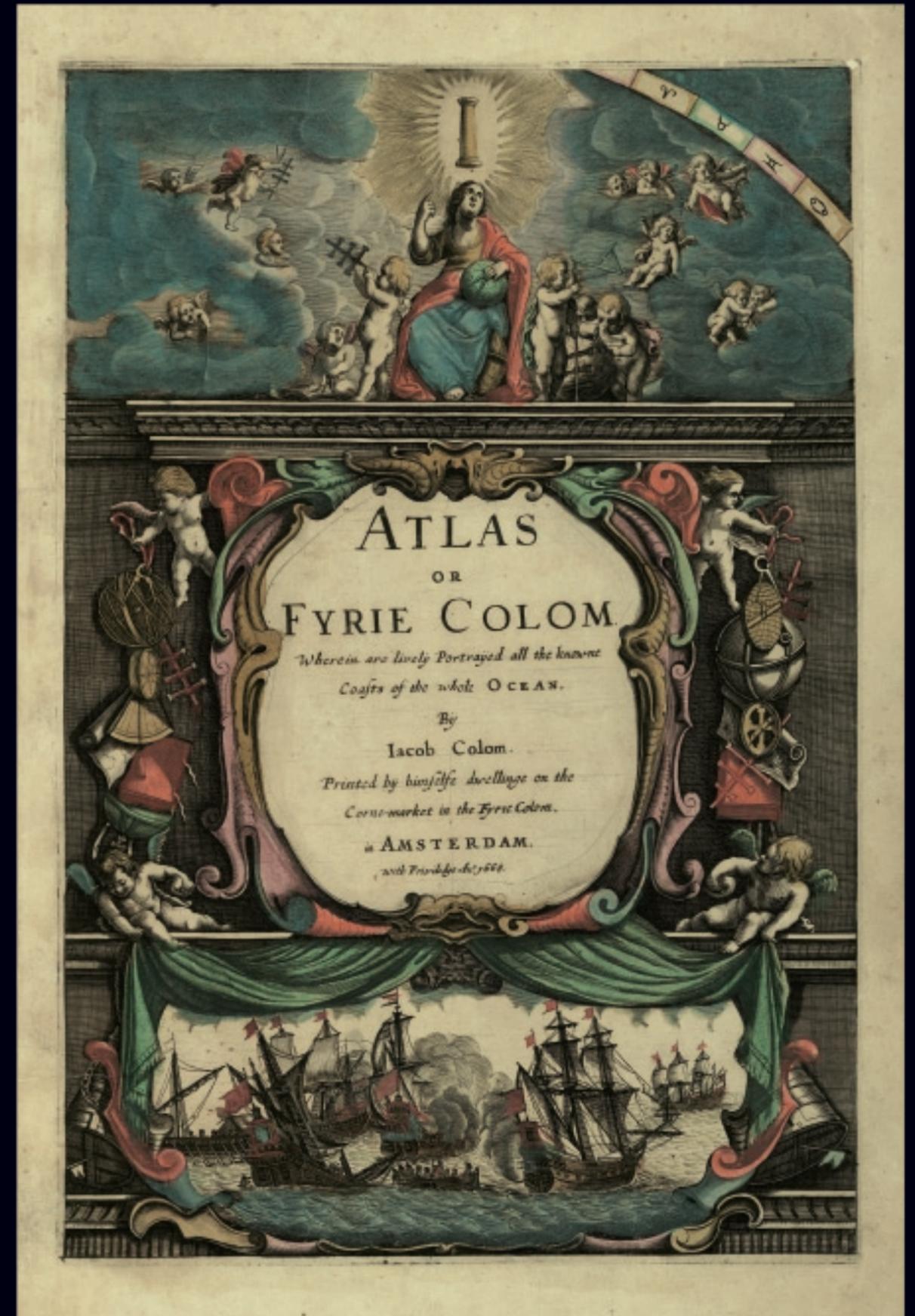
Jacob Colom ran a successful printing, bookselling, and chartmaking business in Amsterdam during the Dutch Golden Age. He is best known for his hugely successful pilot guide 'De Vyerighr Colom'. First issued in a folio format in 1632, the pilot, which detailed the western and eastern navigation, brought Colom into direct competition with Willem Blaeu, at the time the only other chartmaker active in Amsterdam. In response Blaeu issued his own folio pilot, the 'Havenwyser', in 1634, in which he accused Colom of plagerism. The attack seemed not to have affected Colom's sales unduly, and whilst Blaeu abandoned his folio pilot – going back to his highly respected 'Zeespiegel' (see item 9)– Colom's work would continue in print for another 30 years.

So successful was his pilot guide that it was not until 1663 that he felt the need to issued a new work: the 'Atlas of Werelt-Water-Deel'. Unlike his pilot guide, the atlas covered the whole world and was evidently a response to the sea atlases of Janssonius (see items 11 & 13), Goos (item 18), and Donker (item 15).

The present example dates from 1668, and contains 51 charts. Of particular note are the chart of the southern Atlantic, the two sheet chart of the Indian Ocean, and the seven charts that cover North America.

The chart of the southern Atlantic was first published as the south eastern sheet of Colom's separately issued wall map of c.1655, 'Dese Vassende=Grade=kaert', which was based upon Blaeu's seminal 'Paskaert' of c.1630. The plate is beautifully engraved with numerous mer-men and mer-women frolicking in the surf, and the lower quarters of an elephant in Saharan Africa. Another rare (previously separately issued) chart is Colom's 'OostIndische Pas-Caart': Shilder lists only two examples of this state, and praises the chart for its 'summary of discoveries made in Australia before Tasman'. Finally, seven charts cover North America, all of which, according to Burden, are rare, although he makes particular note of the untitled chart of New England. This, he states, "depicts the region at one of the most important stages of English colonial history", as just a year later the English would capture New Amsterdam from the Dutch and rename it New York, an act that would cement "the English control over the area from Carolina to Massachusetts".

The atlas is very rare. Koeman does not record an English edition, and we were only able to trace three institutional copies: those in the Lilly Library, Indiana University; Cambridge University Library; and the University of Michigan. We are also unaware of any edition with English text coming up for sale in the past 30 years.



A rare Mediterranean 'Straights Book'

20 GOOS, Pieter

Lighting Colom of the Midland-Sea, containing a Description of all the knowne Coasts, Islants, Sands, Depthes, and Roads, begining from the narrowest, of the Streat, unto Alexandrette in the Levant. at Amsterdam.

Publication

Amsterdam, P. Goos, dwelling on the Texels Key, near by Sparrendammer Bridge, at the Signeof the Golden Sea-mirrou, 1669

Description

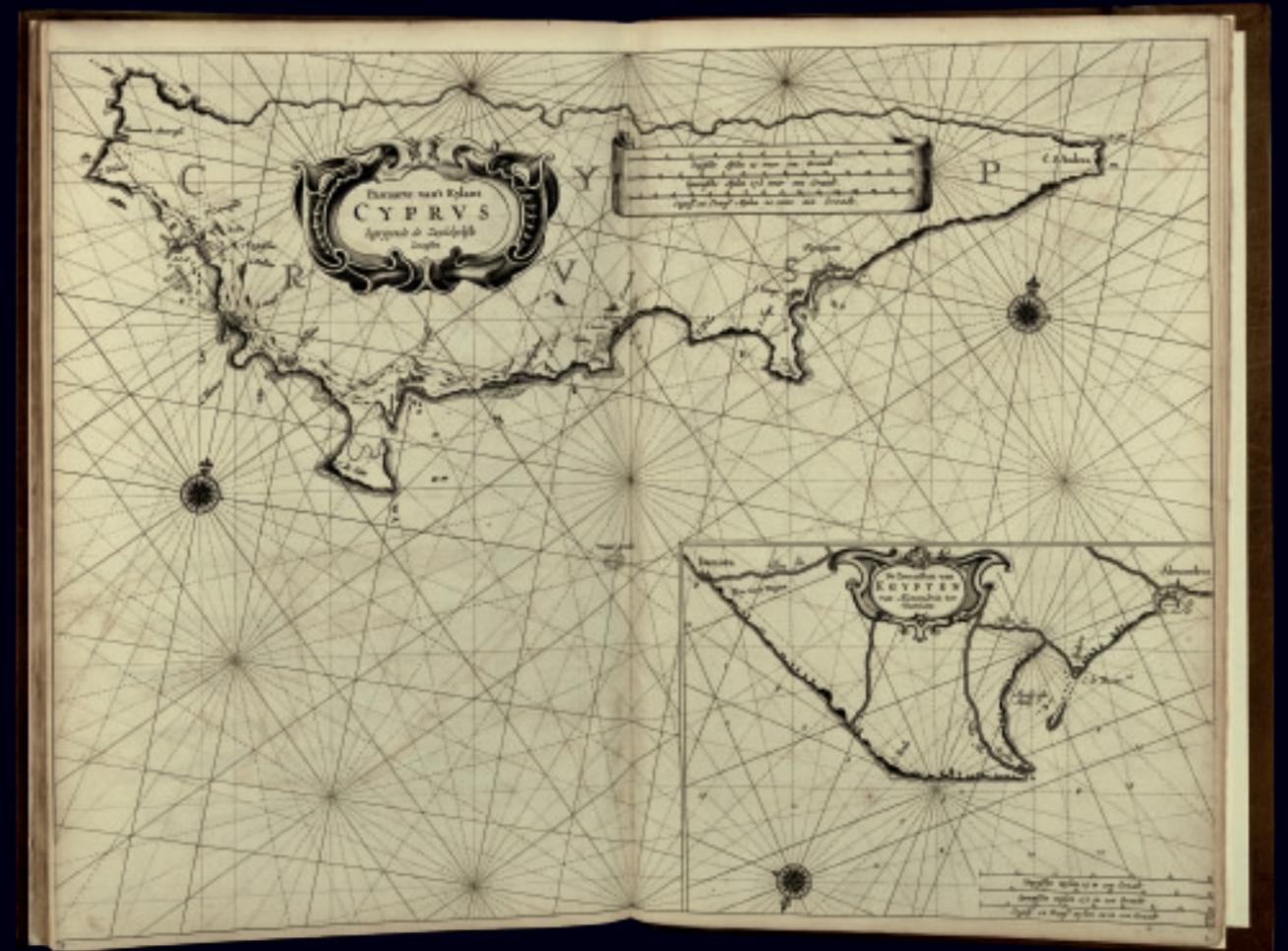
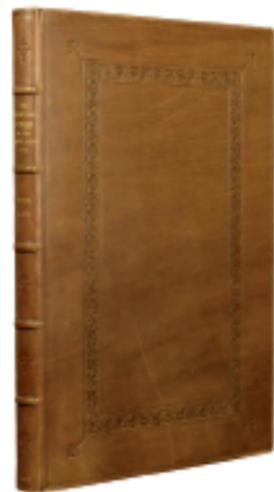
Folio (460 by 290mm), title, 24 double-page engraved charts, and one full page chart, evenly age-toned, a few trimmed to neatline, title with 'Admiralty Office Library' stamp, cancelled, repair to right margin of title page, manuscript annotations to 'The height of Som Places in the Midle-land Sea', modern blind-stamped calf by Sangorski & Sutcliffe, spine in six compartments separated by raised bands, gilt.

References

Koeman, Goos 45; Wing, C-5403dA.

The third book ('Straets-boeck') of Goos's 'Lighting Colom' ('Zeespiegel'), which details the Mediterranean navigation. This 'Staets-boeck' – or 'Straights Book', so named after the Straights of Gibraltar – was first published by Goos with Dutch text in 1662 and, in that same year, with a different title page as part III of the 'Zee-Spieghel'. The charts in the work were newly engraved by Goos, however the text was borrowed from Jacobsz' 'Straets-boeck' of 1648. In the contents the author explains the differences between the handling of the compass by the Dutch and Italians, and that the information in this work is adapted to Dutch use. He also explains why the charts have no degrees of latitude, as well as the use of the backstaff. The list with "The height of Som Places in the Midle-land Sea" contains additions and corrections in manuscript.

Rare. We are only able to trace one example – the present copy – coming up for sale in the past 25 years.



De Wit's sea atlas in fine original colour

21 WIT, Frederick de

[Orbis Maritimus ofte Zee Atlas].

Publication

Amsterdam, Frederick de Wit, [c.1680].

Description

Folio (545 by 340mm), list of contents, 27 double-page engraved charts, all with FINE ORIGINAL OUTLINE HAND-COLOUR, all on modern guards, modern quarter vellum over blue paper boards, spine gilt.

References

Koeman M.Wit 2; Shirley, World, 444.

This set of 27 finely-wrought charts were first published by De Wit as the 'Orbis Maritimus ofte Zee-Atlas' in 1675, and, after 1680, were often issued bound together with his atlas of geographical maps. In the latter case the charts were listed on a printed index, together with the geographical maps, as is the case in the present atlas. It would appear that this is a particularly early issue of the charts, as many are present in their early states.

The atlas contains one of the most decorative world maps of the seventeenth century. The map bears the signature of the Dutch engraver and artist Romeyn de Hooghe, who would later be responsible for the nine beautiful baroque charts that made up the 'Cartes marines a ... Roy de la Grande Bretagne' (see items 25 & 26). To the borders de Hooghe etched "large and lively scenes allegorically representing the four elements. Fire is shown by war and destruction; air by the heavens; earth by harvesting and husbandry; and water by ships and a spouting whale" (Shirley).

The charts would have a long publication run stretching into the nineteenth century. After de Wit's death in 1710, the plates were acquired by Louis Renard, who substantially revised many of the charts and published them in 1715 and 1739. After Renard, the plates were brought by the Ottens brothers, again revised, and published in their atlas of 1745 (see item 32). The plates were finally acquired by G. Hulst van Keulen, whose widow re-issued them in 1802.



The first sea atlas by an Englishman in England

22 SELLER, John

Atlas Maritimus ...

Publication

London, Printed by John Darby, for the Author, and are to be sold at his Shop at the Hermitage in Wapping, 1675 [but c.1685].

Description

Folio (445 by 280mm), engraved frontispiece incorporating portraits of Sir Francis Drake and Thomas Cavendish, letterpress title, dedication to Charles II, preface leaf, 10pp. text, 20 double-page engraved charts mounted on thick paper, on guards, some light browning, mainly to the margins and at lower centre fold, maps of the world and of Lapland slightly shaved at lower margin, a few small clear tears at folds, contemporary speckled calf, remnants of old label on upper cover worn, upper compartment of spine chipped with loss.

References

Shirley, *World*, 460; c.f. NMM, 3: 429 for similar atlas containing 20 maps and charts.

John Seller (1630–1697) was one of the most important individuals in the early history of the atlas trade in England, yet his grand ambition – to rival the great atlas publishing houses of Blaeu, Janssonius, and Goos – would lead to bankruptcy and eventual failure.

Before entering the atlas market, Seller traded in nautical instruments from his shop ‘at the Sign of the Mariner’s Compass’ in Wapping – at the time the heart of the maritime trade. In 1669 he published ‘Paxis Nautica: Practical Navigation’, which established his credentials within the maritime community. His place was further strengthened when, in 1671, he was appointed hydrographer to Charles II.

That same year, Seller published his first sea atlas, the ‘English Pilot: The First Book’, covering the northern navigation. In the following few years, Seller would go on to publish the second, third, and fourth books of the ‘English Pilot’, covering the Southern, Oriental, and North American navigations; a ‘Coasting Pilot’ detailing the coasts of Britain the Low Countries; and a sea atlas, the ‘Atlas Maritimus’. Although much of their contents were taken from Dutch works by the likes of Goos, Blaeu, and Janssonius, one has to admire Seller’s sheer industry. This industry, however, was not allied with enough business acumen, and by 1677 a consortium of map publisher’s – most notably William Fisher and John Thornton – had taken over his business. It would seem that the terms of the rescue were quite harsh, as when the consortium broke up in 1679, Fisher kept the publication rights to the ‘Atlas Maritimus’ and the ‘English Pilot the Southern Navigation’, and Thornton received some of Seller’s plates.

The ‘Atlas Maritimus’ of 1675 was the first English attempt to challenge the Dutch monopoly in printed sea atlases by the likes of Goos (see item 18), Doncker (see item 15), and Colom (see item 14). Each was made up according to the wishes of the purchaser, and so individual copies can vary considerably. The present atlas contains 20 maps and charts, and can be dated to around 1685, as it would appear to be made up of much of the stock that Seller retained after the breakup of the consortium, supplemented with a few new charts.

Of the five charts that depict North America, two were originally issued separately: the ‘Western Ocean According to Mecator’s Projection’ was based upon Blaeu’s seminal ‘West Indische Paskaert’ (1630), of which Burden records only two other examples; and Seller’s beautiful ‘Mapp of the Regions & Countreyes under and about the North Pole’, a circular chart detailing several voyages of discovery and surrounded by finely wrought depictions of polar bears, Inuits, and whaling.

A full collation is available on request.

Provenance:

Inscription on front pastedown: “This book of Maritime Charts given to Lieutenant Webb by The Earl of Clarendon 1795”.



A sumptuously presented 'Zee-fackel' from the library of F.C. Koch

23 KEULEN, Johannes van

De Nieuwe Groote Lichtende Zee-Fackel, Behelsende 't Eerste, 't Tweede, 't Darde, 't Vierde, Vijfde of 't Laetste Deel ... beschruivinge, van alle bekende Haavens ... door J. van Loon, en C.J. Vooght.

Publication

t'Amsterdam, Gedrukt by Johannes van Keulen, Boeck en Zee-Kaart-Verkooper, aen de Oost-zyde van de Nieuwe-Brugh, in de Gekroonde Lootsman, [1682]–1689.

Description

Folio (555 by 340mm), five parts in one volume. Dutch text, printed general title, dated 1689, engraved allegorical titles (after Johannes van Luyken) in Parts I, II, and V, second allegorical title tipped-in to size at foot, dedication and address to reader, and 137 double-page engraved mapsheets in FINE CONTEMPORARY HAND-COLOUR, several heightened with gold, numerous woodcut coastal profiles and smaller detail charts in the text also hand-coloured, small hole in one chart, occasional offsetting or slight browning, original publisher's vellum, panelled in gilt with foliate roll-tooled border, corner pieces, central gilt foliate device incorporating armillary sphere, gilt edges.

References

Koeman, Keu 34B, 58B, 87C, 109C, 123C; Papenfuse, Edward C. and Joseph M. Coale III, The Maryland State Archives Atlas of Historical Maps of Maryland 1608–1908, Baltimore: The Johns Hopkins University Press, 2003, p. 25.

Johannes van Keulen established himself in Amsterdam in 1678 and, in 1680, he obtained a privilege from the States General of Holland and West Friesland allowing him to print and publish maritime atlases and shipping guides. This privilege, which protected against the illegal copying of printed material, was especially important for the cartographer's atlases, produced with extensive initial costs. Van Keulen named his firm "In de Gekroonde Lootsman" ("In the Crowned Pilot"), and began collaborating with cartographers Claes Jansz. Vooght and Johannes van Luyken. In 1681 the 'Nieuwe Lichtende Zee-Fakkel' appeared, a five volume atlas for which Vooght compiled the maps and which was illustrated by Johannes van Luyken. The 'Zee-Fakkel' made Johannes van Keulen famous and was published in five volumes between 1681 and 1684, with over 130 new charts. Van Keulen's son, Gerard van Keulen (1678–1726), continued his work and produced new editions of the various volumes. His grandson, Johannes II van Keulen (1704–1755), published a new edition of the volume, with maps of Asian waters, in 1755. The lineage of mapmakers saw yet another member of the Van Keulen legacy with great-grandson Gerard Hulst van Keulen (1733–1801), who occupied himself with the last editions of the 'Zee-Fakkel'.

The atlas is justly famous for its fine vignettes, mostly by van Luyken, depicting regional costume, customs, flora and fauna. Geographically, the 'Zee-Fakkel' is of particular interest for its mapping of the Americas. It includes detailed charts of Dutch interests in Surinam, Guiana, and the Caribbean, a large-scale and hopelessly inaccurate chart of the Bahamas, and one of the earliest obtainable coastal charts of New England: a detailed chart of Cape Cod, including, curiously, a palm tree-inspired cartouche. Further, Van Keulen was one of the first chartmakers to incorporate Augustine Hermann's landmark mapping of the Chesapeake from 1673, even to the extent of utilizing Hermann's symbols for the plantations along the bay and various rivers.

The atlas is also noteworthy for its coverage of the Archangel and the White Sea, which reflects the growth of Dutch trade and interest in the region during the mid to late seventeenth century.



Collation:

The contents of the present example correspond closely with that of the 1689 atlas in the Maritime Museum in Rotterdam and collates as follows:

- Part I: Northern Europe and the Arctic Circle; 33 charts, Koeman 34B including the world map by de Wit (Shirley 444, 1st state) and 32 charts of Northern Europe.
- Part II: Western Europe; 39 charts, Koeman 58B, including the additional map 'Paskaarte van de Zuyder-zee met alle des Zels inkomende Gaaten ...' which Koeman first records as appearing in the edition of 1704 (Koeman, Keulen 64).
- Part III: Mediterranean; 17 charts, Koeman 87C.
- Part IV: North America and the West Indies; 24 charts, Koeman 109C with the addition of one map from part V: 'Pascaarte van de Noorder Zee custen van America'.
- Part V: Africa and South America, the East Indies and the Pacific; 23 charts, Koeman 123C.

Provenance:

Bookplate of F.C. Koch, a famous Dutch book collector and historian whose library was sold at auction by Hauswedell and Nolte in Hamburg in 1974.





Nieuwe Pasaert van
OOST INDIEN
Verboevende heeren C. de Bona
Expansie van den Landvoet
Gedone op Malacca, Sunda, Java
den Borneo, Sumatra, en
den Moluccen, en van de
Indische Oost-Indien.

TARTARIE PARS
ASIA
PARS
MONGALA
HOLLANDIA
NOVA GUINEA
Tropica Capricorni





Narcissus Luttrell's copy of the first systematic survey of British coastal waters by an Englishman

24 COLLINS, Captain Greenville

Great Britain's Coasting Pilot. Being A New Survey of the Sea Coast By Capt. Greenville Collins Hydrographer to their Majestys 1693.

Publication

London, Printed by Freeman Collins and are to be Sold by Richard Mount Bookseller, at the Postern on Tower-Hill, 1693.

Description

First edition, two parts in one volume, folio (522 by 345mm), engraved frontispieces to both parts, titles in red and black, 49 plates (of which 42 double-page, three folding, three full-page and one in the text) engraved by J. Collins, J. Harris, F. Lamb, H. Moll, James Moxon, F. W. Oetjes, and N. Yeates, all COLOURED IN OUTLINE IN A CONTEMPORARY HAND, occasional faint discolouration, manuscript index to free endpaper, Narcissus Luttrell's cipher stamped to title page with 1693 in manuscript below, titles in manuscript to verso of each chart, contemporary blind-panelled calf, worn, rebacked.

References

NMM 3:335; Shirley, British Isles, Lea 2, state 1; Tyacke 236; Coolie Verner, "Captain Collins's Coasting Pilot", Map Collectors Series no. 58 (1969).

Greenville Collins' work was not only the first systematic survey of British coastal waters, but also the first marine atlas of these waters engraved and printed in London from original surveys. Prior to its appearance English sailors relied on often out-dated Dutch materials. The survey was carried out between 1681 to 1688, beginning with the south coast, and covering all of the British coasts except western Ireland and western Scotland. Although the complete atlas appeared in 1693, some charts had been available for sale as separate sheets sometime between 1689 and 1693.

As noted by Verner, a few early copies contain charts in their earlier forms: the present example contains at least three of these. They are (in sequence): (1): plate 12 (Verner 5: Portland Bill), which appears to be an intermediate state between 1 and 2 showing the sandbanks mentioned, but with the alteration of the lower left corner of the plate; (2): [unspecified plate] (Verner 45: St George's Channel), in state 1; (3): [unspecified plate] (Verner 46: River Avon), which appears to be an earlier form still of Verner's state 1 before the addition of the dedication cartouche, and thus possibly a proof state. The large folding chart of the English Channel (chart 6 in this copy) appeared in this edition only.

The atlas also includes Philip Lea's rare, separately issued map of England and Wales in its preliminary state, with many of the lesser inland towns marked, but not named.

Provenance:

Once the property of Narcissus Luttrell (1657–1732), diarist, bibliographer, and, briefly, Member of Parliament. He wrote a chronicle of Parliament from 1678 to 1714, distilled from his diary.



First edition of this magnificent and seminal atlas, in fine full-wash colour

25 JAILLOT, Alexis Hubert [and] MORTIER, Pieter

Le Neptune François, ou Atlas Nouveau des Cartes Marine Levées et Gravées par Ordre Exprés du Roy ... [TOGETHER WITH]: Cartes Marines a l'Usage des Armese Du Roy de la Grande Bretagne ... gravées et recueillies par le Sr. Romain de Hooge.

Publication

Amsterdam & Paris, Hubert Jaillot & Pierre Mortier, 1693.

Description

Two parts in one volume, folio (660 by 520mm), two engraved frontispieces, two titles, table to determine the days of the week, three full-page plates of ships, 38 engraved sea charts (of which 34 are double-page, two full-page, and two folding), the nine maps in the second part all engraved by Romeyn de Hooghe, all in FINE ORIGINAL COLOUR, a few charts backed with japan paper, contemporary calf, panelled covers gilt, large gilt central tool of Atlas, rebacked preserving part of original spine, spine in nine compartments separated by raised bands, each with central armillary sphere tool, gilt.

References

Koeman M. Mor. 1, 4; Pastoureau, Neptune Français Ba; Shirley, BL, M.MORT-1a, M.MORT-2a.

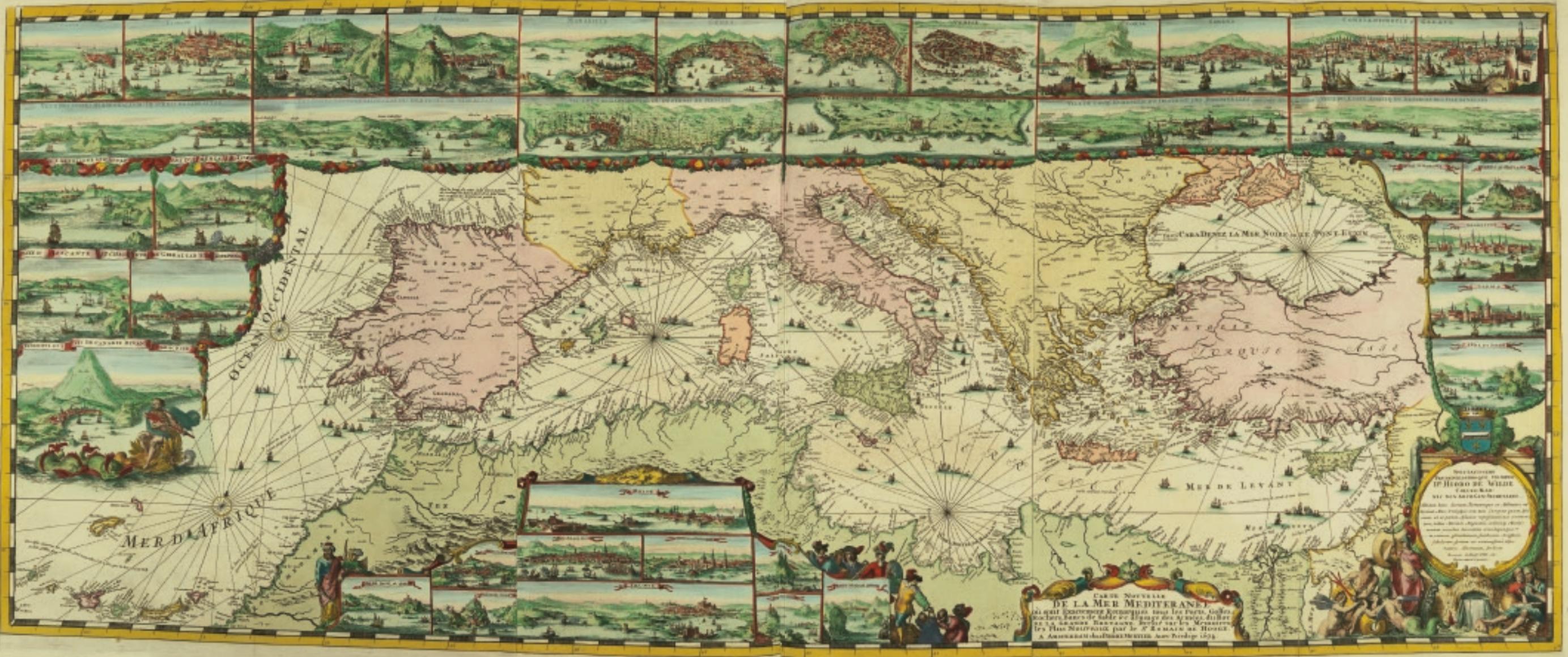
'The Neptune François' bound here with the second part 'Cartes Marines à l'usage ... du Roy de la Grande Bretagne' together form "the most expensive sea-atlas ever published in Amsterdam in the seventeenth century" (Koeman). Although the imprint to the title page states that the atlas was published in Paris by Hubert Jaillot, the atlas was, in fact, produced and issued by Jaillot's publishing partner, Pierre Mortier, in Amsterdam. The reason for Mortier's reticence was commercial: a grand French atlas was much more likely to sell with a Parisian imprint.

The first part contains 29 charts, which detail European waters from the Baltic to Portuguese coast. They are not only more lavish than any of those produced previously, but are also drawn upon Mercator's Projection – only the second sea atlas to do so (for the first see item 16).

The second part, 'Cartes marines a l'usage des armées du Roy de la Grande Bretagne', which contains a further nine charts of European waters, consistutes "the most spectacular type of maritime cartography ever produced in seventeenth century Amsterdam" (Koeman). All the charts were engraved by one of the leading engravers of the day, Romeyn de Hooghe. De Hooghe was at the time in the service of King William III of England, and dedicates the large chart of the South East of England to him. The most impressive chart in the atlas is that of the Mediterranean, with its beautifully rendered floral garlands and the vignettes of Mediterranean cities. The charts bears a privilege dated 1694, which suggests that the edition with French title, although dated 1693, was not published before 1694.

The description given by Koeman differs on one point from the present example. In the first part, the first ship is called 'Vaisseau Royal d'Angleterre' and not 'Vaisseau du premier rang portent pavillon d'Admiral', as given by Koeman.





OCEAN OCCIDENTAL

MER D'AFRIQUE

Caractères de la Mer Noire ou de Pont-Euxin

NATURELLE

MER DE LEVANT

CARTE NOUVELLE
DE LA MER MEDITERRANEE
qui est le plus exacte et le plus utile de toutes celles qui ont été publiées
par le Sr. J. B. de la Roche, de la Ville de Paris, chez le Sr. Mouton
Imprimeur de la Cour, par le Sr. Z. a Paris, au Héros.
A Amsterdam chez le Sr. Blaeuw, aux Oranges, l'An 1694.

DE LA VILLE DE
MADRID
PAR
LE
Sr. J. B. DE LA ROCHE
DE LA VILLE DE PARIS
Chez le Sr. Mouton
Imprimeur de la Cour
Par le Sr. Z. a Paris
au Héros.
A Amsterdam
chez le Sr. Blaeuw
aux Oranges
l'An 1694.

A sumptuous example of the 'Neptune François', in full red morocco, lavishly gilt

26 JAILLOT, Alexis Hubert [and]
MORTIER, Pieter

*Le neptune François, ou atlas
nouveau des cartes marine levées
et gravées par ordre exprès du
Roy ... [TOGETHER WITH]: Cartes
marines a l'usage des armées
du Roy de la Grande Bretagne ...
gravées et recueillies par le Sr.
Romain de Hooge [TOGETHER
WITH]: Suite du neptune François.*

Publication

Amsterdam & Paris, Hubert Jaillot & Pierre
Mortier, 1693–1708.

Description

Three parts in one volume, large folio (640
by 530mm), part 1: elaborate engraved
allegorical title by Jan van Vianen, printed
title in red and black with fully-coloured
vignette, dated 1693, full-page engraved
plate of comparative nautical scales,
12 full-page plates of naval ensigns, 31
double-page or folding sea and coastal
charts (several dated 1692 or 1693)
covering northern and western Europe,
including a world chart on Mercator's
projection; part 2: 'Cartes marines a
l'usage des armées du Roy de la Grande
Bretagne', printed title in red and black with
coloured vignette and dated 1693, nine
elaborately engraved and etched charts
(mostly double-page) of the French and
English coasts and including a large folding
chart of the Mediterranean, all by Romein
de Hooghe incorporating finely-detailed
insets showing ports and harbours; part
3: 'Suite du Neptune François', elaborate
engraved allegorical title by Romein de
Hooghe, printed title dated 1700, 5pp. text,
engraved table of wind directions, 19 full-
page naval plates, 37 mostly double-page
sea and coastal charts; together 108 maps
and plates, the engraved titles, charts
and plates with FULL ORIGINAL HAND-
COLOUR HEIGHENED IN GOLD, a few charts
backed with japan paper, full red morocco
gilt panelled, with elaborate corner and
central tools, spine in nine compartments,
separated by raised bands, gilt, title in gilt
to spine.

References

Koeman M. Mor. 2, 4, & 7; Shirley, World, 559;
Pastoureaux, Neptune Français Ba; Shirley,
BL, M.MORT-1a, M.MORT-2a, & M.MORT-3a.

The "most expensive sea-atlas ever published in Amsterdam in the
seventeenth century" (Koeman)

This monumental atlas is made up of three works: 'Le neptune
François'; 'Cartes marines a l'usage des armées du Roy de la Grande
Bretagne'; and 'Suite du neptune François'. The first two parts were first
published by Mortier in 1693, the third was issued by him in 1700.

The first part contains all 12 plates of naval ensigns and 31 charts (two
more than called for by Koeman), which detail European waters from the
Baltic to Portuguese coast. They are not only more lavish than any of those
produced previously, but also are drawn upon Mercator's Projection – only
the second sea atlas to do so (for the first, see item 16). The two extra charts
are Mortier's world map of 1693, and a chart of Europe's Atlantic coast.

The second part, 'Cartes marines a l'usage des armées du Roy de
la Grande Bretagne', which contains nine charts, constitutes "the most
spectacular type of maritime cartography ever produced in seventeenth
century Amsterdam" (Koeman). It was prepared for the use of William
III who needed accurate information on the Channel coasts for his war
plans against Louis XIV of France. In 1694 he sent an expedition to
attack several of the ports which are illustrated in the etched vignettes
that decorate these charts. What has won their lasting fame, however,
is the identity of their author: the artist-engraver Romeijn de Hooghe
(1645–1708). Since he undertook all stages of production himself, the charts
exhibit a rare harmony of design and execution. The allegorical subjects
which characterise his paintings are here transformed into dramatic
cartouches. No chart illustrates this better than his monumental chart of
the Mediterranean, one of the most beautiful charts ever engraved.

The third part, first issued in 1700 as a supplement to the first,
contains 37 charts, of which 20 cover the Africa coast, five Asia, and 11
the Americas. The volume also boasts the table Boussole des Vents, or
table of winds, and a suite of 19 naval plates. The charts in the 'Suite' are,
for the most part, new productions by Mortier, as opposed to the close-
copying of Parisian charts in the first volume, and Mortier used sources
such as the 'English Pilot' volumes for the American coasts. The present
example also includes a fine impression of the celebrated world chart by
Edmond Halley, together with the printed Dutch translation of Halley's
explanation which is frequently missing.



CARTE GENERALE
 DE TOUTES LES COSTES DU
MONDE.
 ET LES EATS NOUVELLEMENT DECOUVERTS
 Dressé sur les Relations les plus Nouvelles
 Et Propriété de M. de la Roche, par M. de la Roche, & de la Roche de Paris.
 A AMSTERDAM.
 Chez PIERRE MORTIER Libraire
 au Salon de la Bibliothèque de la Ville.

PARTIE ORIENTALE
 DU MONDE.
 Qui Contient
 L'EUROPE.
 L'ASIE.
 L'AFRIQUE.
 A AMSTERDAM.
 Chez PIERRE MORTIER Libraire
 au Salon de la Bibliothèque de la Ville.



Halley's isogonal chart first appeared as a separate publication in 1702, and Pieter Mortier's close copy was probably issued shortly after. Halley's Atlantic voyages, undertaken in the 'Paramore' between 1698 and 1700, have been described as "the first sea journeys undertaken for a purely scientific object". The resulting chart attempted, for the first time, to show the global incidence of isogonal lines enclosing areas in which the magnetic variation from true north was held to be constant. Mortier's version is the first atlas dissemination of the chart, and was also the first to give the chart its westward extension, causing Australia and the Far East to appear on both sides of the sheet.

Another chart of note is the chart of eastern Canada, with a new depiction of the Hudson Bay, based mostly on the work of Alexis Hubert Jaillot (1685) which used the accounts of Louis Jolliet and Fr Louis Hennepin in the upper Mississippi Valley and Great Lakes region. The outline of Hudson Bay is superior to that shown on chart 36 ('Carte particuliere de l'Amerique'), which is based on English mapping of the 1690s. The present chart, closely copied by Mortier, shows accurately the discoveries of Button in 1612 and 1613, and those of Foxe and James in 1631 and 1632. Inland, on the Nelson River, the chart shows that Jaillot, in his map of 1685, had access to knowledge of Lake Winnipeg derived from Indian reports. The lake itself was discovered in 1690 by Henry Kelsey, who also was the first to report of the prairies as a land which "affords nothing but beast and grass".

Finally, the 'Carte Particuliere de Virginie, Maryland, Pennsilvanie, la Nouvelle Jersey' included is also worthy of attention. The chart covers Chesapeake Bay and the Delaware River as far as Philadelphia, laid out in 1682 and based upon John Thornton's chart in the 'English Pilot' (1689). It represents one of the earliest detailed charts of the American coast.

Collation:

- Part I: 'Neptune François': 12 plates of naval ensigns, and 31 charts.
- Part II: 'Cartes marines ... du Roy de la Grande Bretagne': nine charts.
- Part III: 'Suite du Neptune François': one wind chart, 19 plates of ships, and 37 charts.

A full collation is available on request.



CARTE PARTICULIERE DE VIRGINIE, MARYLAND, PENNSILVANIE, La Nouvelle JARSEY Orient et Occidentale



CARTE
 PARTICULIERE
 DE LA
CAROLINE
 Dressé sur les Memoires le plus Nouveaux.
 PAR LE SIEUR S...

A AMSTERDAM
 Chez PIERRE MORTIER, Libraire.
 avec Privilège de Nos Seigneurs les Etats.



Rare and early edition of the 'English Pilot Oriental Navigation'

27 THORNTON, John

The English Pilot. The Sixth [in ms on paste-down as issued] Book. Describing the Sea-Coasts, Capes, Headlands, Straits, Soundings, Sands, Shoals, Rocks, and Dangers. The Islands, Bays, Roads, Harbours, and Ports in the Oriental Navigation Shewing the Properties and Nature of the Winds and Moussons in those Seas ... Collected for the general Benefit of our own Country-men, By John Thornton, Hydrographer.

Publication

London, Printed for Rich[ard] and Will[iam] Mount, and Tho[mas] Page, in Postern-Row on Tower-Hill, 1716.

Description

Folio (500 by 310mm), title, [3]-76pp. text, 40 engraved charts (of which five are folding one full-page and one within text), chart of China and Amoy bound upside down, varying tone and slight foxing, charts on thick paper, repair to title, panelled calf, with modern upper board, spine in six compartments separated by raised bands, rebacked.

References

cf. NMM 3:426 for 1716 edition with 38 charts.



The great 'English Pilot' project had been started by John Seller in 1671, with the first edition of the 'Oriental Navigation (Third Book)' published in 1675. Seller's financial troubles (see item 22), however, precluded any further editions, and it was not until four years after his death, in 1701, that the 'Third Book' was reissued by Thomas Mount and William Page. To confuse matters, John Thornton published a rival edition in 1703. Thornton was part of the consortium that had overseen the publication of the first edition of 1675, and his position as hydrographer to the East India Company meant he had a ready supply of charts of the area. A subsequent edition of 1711 would be published by his son Samuel and, after Samuel's death in 1715, the plates were acquired by William Mount and Thomas Page. The following year they issued a new edition – the present atlas – complete with the Thornton's charts.

This particular edition would seem to have been issued in some haste, presumably to recoup some of the cost and, although the text has been reset, all the charts still bear the imprint of Samuel Thornton. The most obvious change is to the title page, which now bears the imprint of Mount and Page and is re-titled – in manuscript paste over – as the 'Sixth Book'. Presumably Mount and Page did not have time to combine their 'Book Three', which they had published in 1701, with Thornton's work, and decided instead to issue it separately.

Of the 40 charts, only one has been changed from the 1711 edition: 'A New Chart of the Irish Sea', replacing the 'A New and Correct Chart of the Coast of Ireland'; and one added: Halley's 'A New & Correct Draught of the Channell between England & France'. The other charts of particular note are: 'A Large Draught of the North Part of China' – an oversized chart that depicts what is now Zhejiang province, an area that at the time was of great importance to European traders. It features the major port of Zhousan (Chusan), which was the location of the entrance of the Grand Canal of China. The canal, construction of which began in the fifth century B.C., was then the oldest and longest man-made waterway in the world, which allowed barges to travel hundreds of miles to Beijing; and 'A Draught of the Coast of New Holland', the first state of the first published chart of Australia to include the discoveries at Shark Bay made by William Dampier in August 1699, and the first English chart devoted to the west coast of Australia.

All early editions of the 'English Pilot' are rare. We are only able to trace one institutional copy of the 1716 edition (National Maritime Museum, containing 38 charts). We are also unable to trace any copy appearing at auction in the last thirty years. A similar 1711 edition with 38 charts was sold for 125,000 Euros, plus premium, at Piasa, 16 July 2010.

A full collation is available on request.

THE ENGLISH PILOT. THE SIXTH BOOK.

Describing the Sea-Coasts, Capes, Headlands, Straits, Soundings, Sands, Shoals, Rocks, and Dangers. The Islands, Bays, Roads, Harbours, and Ports in the

Oriental Navigation.

Shewing the Properties and Nature of the Winds and Mouffons in those Seas; with the Courses and Distances from one Place to another: The setting of the Tides and Currents; the Ebbing and Flowing of the Sea.

ALSO

A New Table of *Variations*; and a Correct Table of *Longitudes* and *Latitudes*.

With many other things necessary to be known.

Being furnished with New and exact large Draughts of Ports, Islands, and Descriptions; Gathered from the Practice and Experience of divers Able and Expert Navigators of our ENGLISH Nation.

Divided into Three Parts.

The First Part,

Shewing the Nature and Properties of the Winds and Mouffons in the Navigation from ENGLAND to the EAST-INDIES, and all over the ORIENTAL OCEAN; and thereby how to shape a Course from one Port to another, according to the time of Year in those Seas.

The Second Part,

Containing necessary Instructions for Sailing between ENGLAND and the EAST-INDIES, in the Spring and Fall.

The Third Part,

Describing the Sea-Coasts, Capes, Headlands, Straits, Soundings, Sands, Shoals, Rocks, and Dangers. The Islands Bays, Roads, Harbours, and Ports, from Cape BONA ESPERANCE, all over the ORIENTAL OCEAN, being very much Cor-



Fine and dark impressions of Brémont and Michelot's charts of the Mediterranean

28 [MICHELOT, Henri & BRÉMOND, Laurent]

[*Ports et Rades de la Mer Méditerranée*].

Publication
[Marseille, 1715–1726].

Description
Large folio (520 by 390mm), 16 double-page engraved charts (one folding), two (of three) plates of ships, all backed with contemporary paper, contemporary blind-stamped panelled calf over limp boards, gilt corner and centre pieces, flat spine, gilt, with manuscript label, rubbed.

References
Hofman Mich [1]; NMM, 3: 219; Shirley, BL, M.MICH-1a; LC 7859; Chías, P., Abad, T., 'The nautical charts of the Spanish Mediterranean coasts in the 18th and 19th centuries: digital methods to compare the cartographical techniques of the main European Navies', e-Perimetron, Vol. 5, No. 2, pp. 58–74, 2010.

These charts represent France's burgeoning prominence in sea chart production at the beginning of the eighteenth century. The charts were produced by Brémont and Michelot under the direction of the 'Dépôt Général des Cartes et Plans, Journaux et Mémoires concernant la Navigation'. The 'Dépôt', set-up in 1720 and directed by Jacques Nicolas Bellin, sponsored numerous hydrographic campaigns, including those of Pène, Ayrouard, Bougard, and Freycinet. The work would later be copied by the British and is sometimes found bound into examples of 'The English Pilot'.

As with all recorded copies, the present example is untitled.

Collation:

- 1 Nouvelle Carte des Côtes de L'Océan. Contenant Les Côtes de Portugal ... et les Isles de Canaries ... 1720. Gravé par P.Starkmann.
- 2 Nouvelle Carte Generale de la Mer Mediterranée ... 1726. [1 of 3]
- 3 [2 of 3]
- 4 [3 of 3]
- 5 Nouvelle Carte de la Baye de Cadis, et du Detroit de Gibraltar ... 1718.
- 6 Carte Particuliere des Côtes D'Espagne et Barbarie Depuis Gibraltar ... au Cap Ferat ... 1725.
- 7 Suite des Côtes D'Espagne et Barbarie Depuis Cartagena ... au Cap Barbon ... 1725.
- 8 Suite des Côtes D'Espagne Depuis St Martin Jusqu'au Cap St Sebastien Avec les Isles Mayorque Minorque et D'Yvice ... 1723.
- 9 Nouvelle Carte de Côtes de Catalogne, Roussillon, Languedoc, Provence, D'Italie et Partie de L'Isle de Corse ... 1718. [Double-page]
- 10 Suite de la Carte D'Italie Depuis Mont Argentat Jusqu'à Messine ... 1718.
- 11 Plan de la Baye et Rades de Marseille et des Environs ... 1720.
- 12 Nouvelle Carte de L'Isle de Corse et Partie de Celle De Sardaigne ... 1719.
- 13 Nouvelle Carte de L'Isle de Sardaigne et Partie de Celle De Corse ... 1719.
- 14 Plan du Golfe de Naples et Des Environs ... 1718.
- 15 Nouvelle Carte de L'Isle de Malthe ... 1718.
- 16 Nouvelle Carte de L'Archipel ... 1715. Gravé par Coelemans a Aix. [Coelemans is not in Tooley's Dictionary.]
- 17 Coupe d'un Amirall de 104 pieces de Canon ...
- 18 Coupe D'une Galere Avec ses Proportions ...



A fine example of Cutler/Halley's sea atlas detailing British global commerce

29 CUTLER, [Nathaniel] and HALLEY, Edmund

Atlas maritimus & commercialis, or; a General View of the World So far as relates to Trade and Navigation.

Publication

London, Printed for James and John Knapton, William and John Innys in St. Paul's Church-yard; John Darby in Bartholomew-Close; Arthur Bettesworth, John Osborn and Thomas Longman in Pater-noster-Row; John Senex in Fleet-street; Edward Symon in Cornhil [sic]; Andrew Johnston in Peter's Court in St Martin's Lane; and the Executors of William Taylor decaas'd, 1728.

Description

Folio (545 by 340mm), two parts in one volume, first title printed in black and red, list of subscribers, 52 large engraved charts (several folding), and two star charts, five smaller diagrams pasted into text of second part, light staining at lower corners, not affecting maps or text, contemporary mottled calf, spine gilt in eight compartments, separated by raised bands, slightly worn.

References

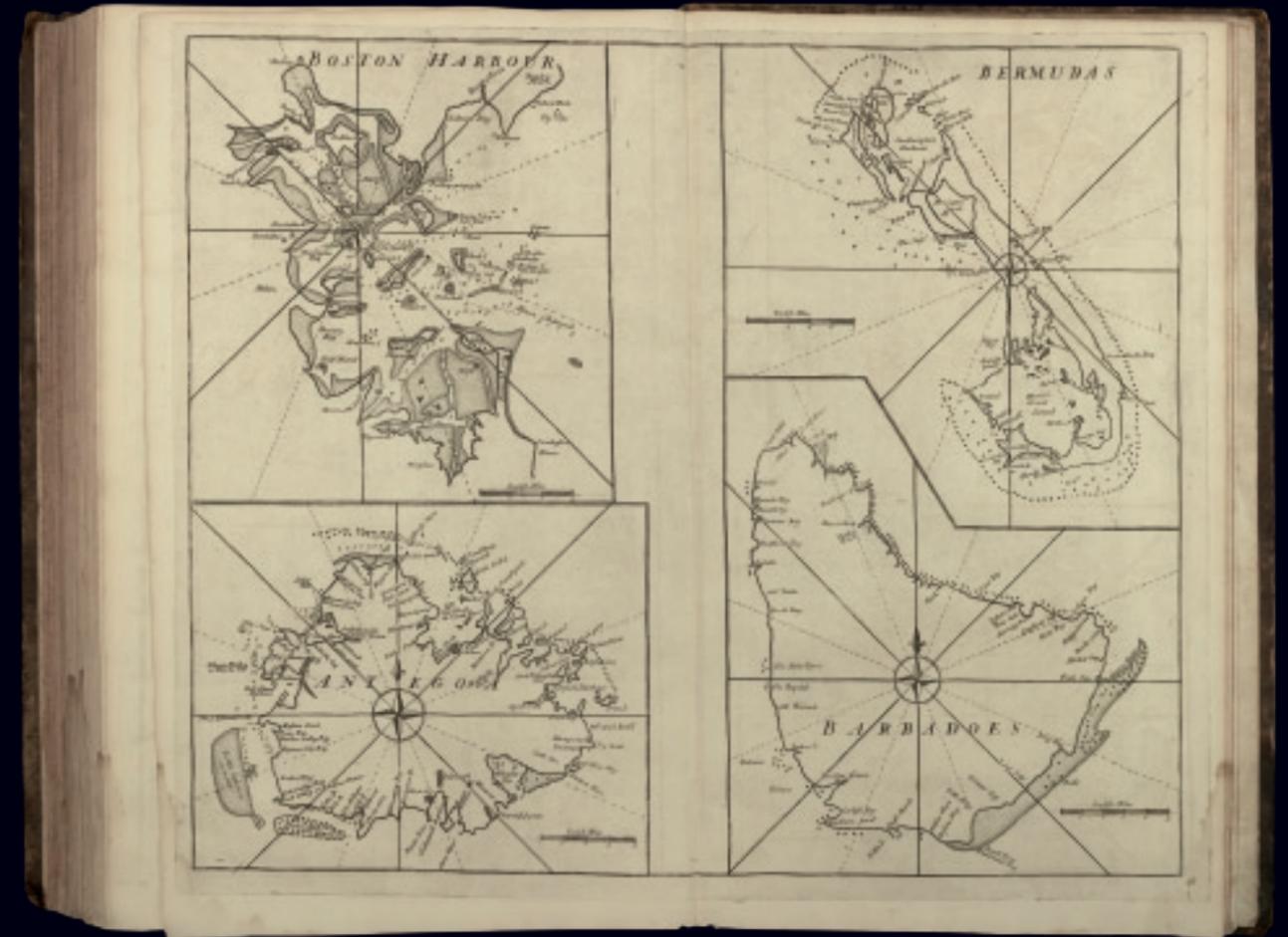
NMM 3:341; Phillips, Atlases 3298; Shirley M.HALL-1a.

The proposal for a commercial sea atlas was first muted in 1719. However, the project took longer than expected and an atlas was not published until 1728. The author of the text is anonymous, although Daniel Defoe is thought to have contributed to it, and Halley, the Astronomer-Royal, added a prefatory note discussing the use of the charts.

The atlas is formed of two parts. The first part describes the countries of the world and their tradable commodities: 'the Trade of the Moscovite Dominions' have 'tar in prodigious quantities ... Russia Leather, Deer, Bear, and Elk Skins'; whereas the west coast of Africa, 'the trade of [which] may be accounted for in very few articles', produce many 'heads of gold', 'Elephants Teeth, or Ivory', and an estimated 100,000 slaves, who are regularly shipped to the plantations in the West Indies. The second part 'A General Coasting Pilot ...', by Nathaniel Cutler, gives detailed sailing directions, together with a set of 52 sea charts.

Due to the emphasis on the commercial, the atlas did not rival the standard maritime work of the day, 'The English Pilot', which was published in five volumes. Unlike the 'Pilot' it compressed global coverage into one book, as well as describing the south and west coasts of America, omitted by the former.

Although only one edition was published, copies vary. Early issues, such as the present example, contain 'A Chart of the Coast of Scotland' (no. 4) on a globular projection, later replaced by 'A Chart describing the coast of Scotland' designed to pair with the sheet covering England. The second issue added also a six-page contents section after the list of subscribers.



Brémond and Michelot's rare chart book of the Mediterranean, in original wrappers

30 MICHELOT, Henri & BRÉMOND, Laurent

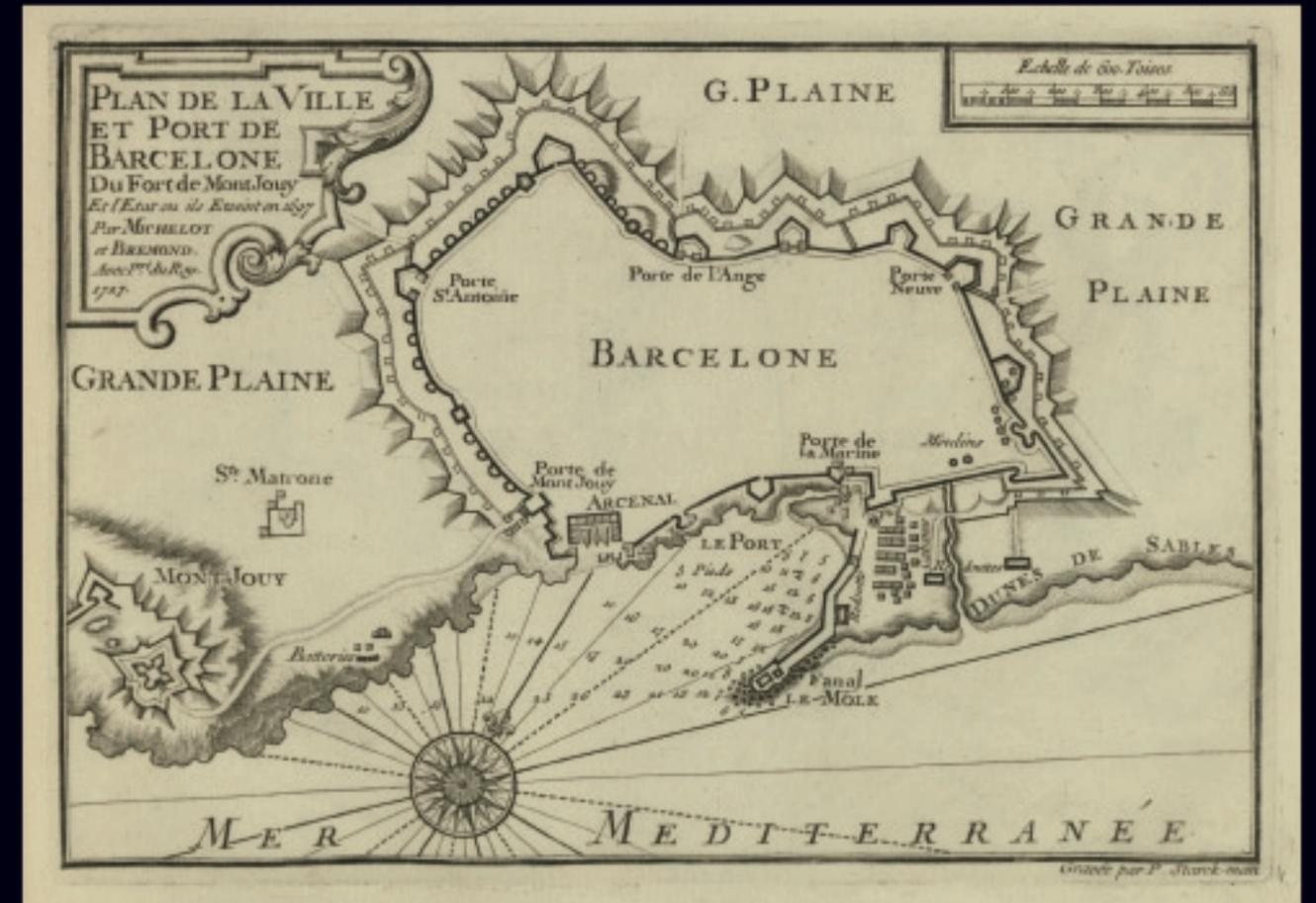
Recueil de Plusieurs Plans des Ports et Rades de la Mer Méditerranée Dediée A Monseigneur le Grand Prieur de France, General des Galeres Levé et Dessigné sur les Lieux par les Srs. Michelot Hydrographe et Pilote Real des Galeres du Roy et Bremond Hydrographe du Roy et de la Ville, avec Pri. Du Roy

Publication
[Marseille, c.1730].

Description
Oblong 4to (300 by 220mm), title, 37 engraved charts, "Marseille, 6th June 1752" in manuscript to free endpaper, original marbled paper wrappers, rubbed and scuffed.

References
Shirley, BL, M.MICH-2a; Palau 168.325; Polak 6702.

These charts represent France's burgeoning prominence in sea chart production at the beginning of the eighteenth century. The charts were produced by Brémond and Michelot under the direction of the 'Dépôt Général des Cartes et Plans, Journaux et Mémoires concernant la Navigation'. The 'Dépôt', set-up in 1720 and directed by Jacques Nicolas Bellin, sponsored numerous hydrographic campaigns, including those of Pène, Ayrouard, Bougard, and Freycinet.



The first English map of Australia

31 HARRIS, John

Navigantium Atque Itinerantium Bibliotheca. Or, a Complete Collection of Voyages and Travels, consisting of above Six Hundred of the most Authentic Writers ...

Publication

London: Printed for T. Woodward, A. Ward, S. Birt, D. Browne, T. Longman, R. Hett, C. Hitch, H. Whitridge, S. Austen, J. Hodges, J. Robinson, B. Dod, T. Harris, J. Hinton, and J. Rivington, 1744.

Description

Second edition, two volumes, thick folio (410 by 250mm), [12: blank, privilege, title printed in red and black, four-page dedication, four-page preface], xvi, [4: table of contents], 984pp., [12: blank, engraved portrait leaf, title printed in red and black, two-page preface, six-page contents], 1056pp., [22, 21-page index and list of "charts, maps, and cutts"], incorporating 61 engraved maps, charts and plates, (including 14 double-page and seven single-page finely engraved maps by E. Bowen), contemporary calf, full gilt panelled spines, red and black letter pieces, joints repaired.

References

Arnot 23; Clancy 6.25; Cox I,p.10; cf. Cummings 267 (the Georgia map); Davidson pp.37-38; Hill 775; Perry p.60 & pl.29; cf. Sabin 30482; Schilder 87.

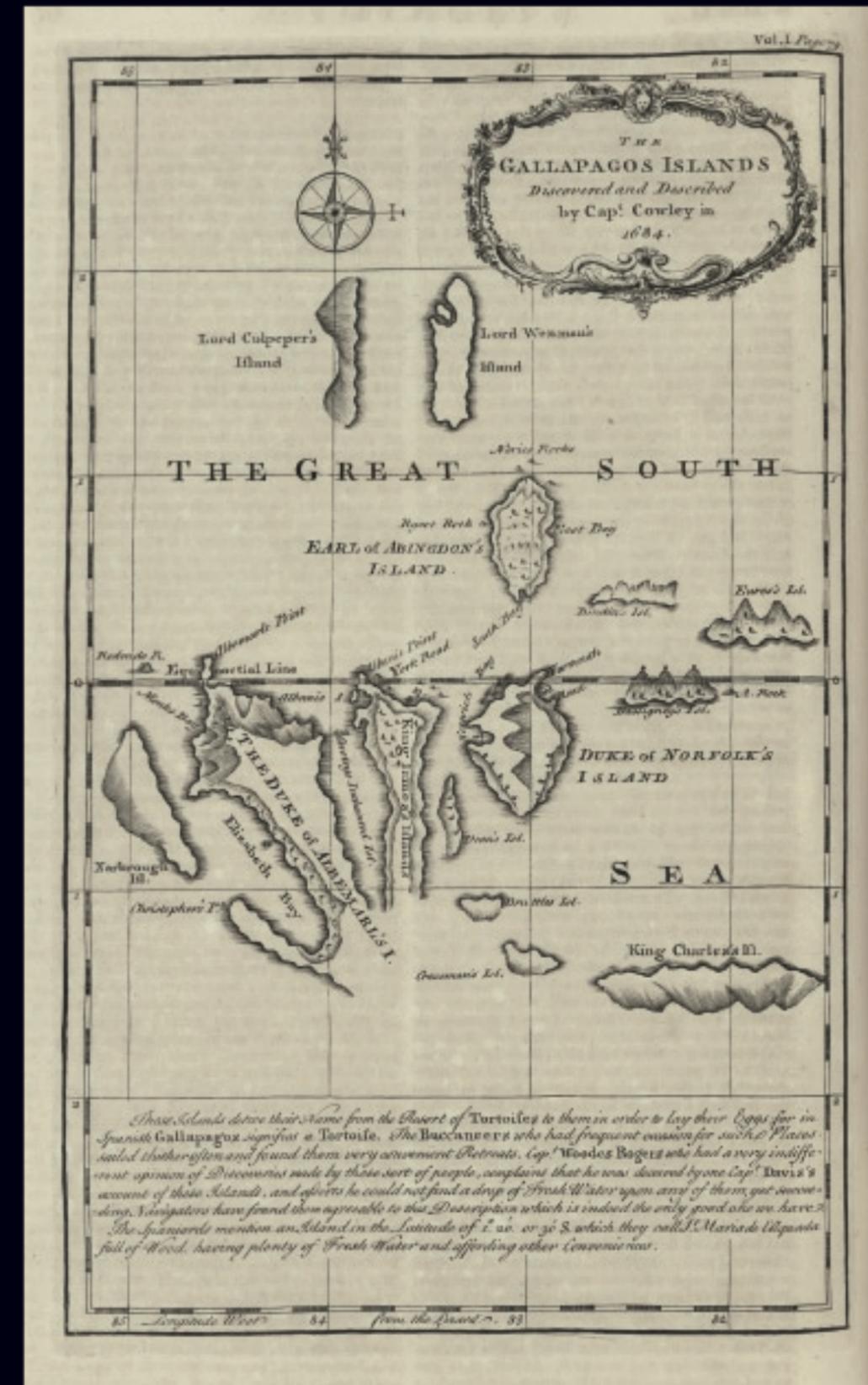


"This, the revised and enlarged version of the 1705 first edition, especially prized for its maps, has been called the most complete by several authorities. To the original extensive collection [including Magellan, Drake, Cavendish, Schouten, Hawkins, Narbrough, and Dampier] are added accounts completed since the first publication: Christopher Middleton to Hudson's Bay, 1741-42; Bering to the Northeast, 1725-6; Woodes Roger's circumnavigation, 1708-11; Clipperton and Shevlocke's circumnavigation, 1719-22; Roggeveen to the Pacific, 1721-33; and the various travels of Lord Anson, 1740-44" (Hill).

The work is of particular cartographic interest for two maps:

The first, titled 'A Complete Map of the Southern Continent' (adjacent to p. 325 in vol. I), is the first English map of Australia. Included with an account of the voyage of Tasman, the map shows the coast of Australia from Carpentaria and west to Van Dieman's Land, as copied from Tasman's original. Also of Australian interest are the two short articles printed on the map. The first discusses Quiros and his discoveries. The second puts forward the possibilities of Australia as a colony ("whoever perfectly discovers and settles it will become infallibly possessed of territories as rich as fruitful and as capable of improvement as any that have hitherto been found ...") and also suggests that, as it enjoys the same latitudes as South Africa, Madagascar, Peru, and Chile, where gold and silver are to be found, there is no reason why Australia should not contain these minerals.

The second map, 'A New Map of Georgia, with Part of Carolina, Florida and Louisiana.' (adjacent to p. 323 in vol. II), covers from Charles Town to the Mississippi River and extends into Florida to Cape Canaveral. It was included as an accompaniment to a new chapter, 'The History of the Rise, Progress, and Present State of the Colony of Georgia', included for the first time in this edition. "Besides being a spectacular image, much useful information is also included, particularly the coastal settlements, Indian villages and French and English forts. A distinction is made between tribes that are friendly and hostile to the English. The trading paths and main roads are marked, many shown here for the first time. The modern relevance and historical importance of this map was demonstrated when it was used in a 1981 Supreme Court case over the location of the boundary between Georgia and South Carolina at the mouth of the Savannah River" (Reese).



A magnificent example of Renard's 'Sea Atlas'

32 RENARD, Louis.

Atlas van Zeevaart en Koophandel door de Geheele Weereldt ...

Publication
Amsterdam, Reinier & Josua Ottens, 1745.

Description
Folio (560 by 360mm), engraved frontispiece, title in red and black, 32 engraved maps and charts (of which 30 are double-page and two folding), all in FINE ORIGINAL OUTLINE HAND-COLOUR, original Dutch mottled calf gilt, roll-tool borders gilt on sides, tools of armillary spheres at corners, large tool of Atlas carrying the world to the centre, spine in ten compartments separated by raised bands, with armillary spheres, gilt.

References
Shirley BL, M.REN-1c; Koeman Ren 3.

The majority of the charts that form this atlas were first published in Frederick de Wit's 'Orbis Maritimus' of 1675 (see item 21). After de Wit's death in 1710 the plates were acquired by Louis Renard, who substantially revised many of the charts and published them, in 1715, in his 'Atlas de la Navigation'. Although Koeman questions the merits of publishing old, albeit reworked plates – with the market so well catered for by the likes of van Keulen (see item 23) – the atlas proved popular, and subsequent editions were published by Renard in 1739, and by the brothers Reinier & Josua Ottens in 1745 (the present example).

For the edition of 1745, the Ottens' brothers updated the plates and added six new maps. Of these, the most significant was the world map by the English polymath Edmund Halley, which illustrated his research into isogones – lines of constant magnetic declination – which, he believed, would aid in the calculation of longitude at sea. Unfortunately, his belief turned out to be erroneous and it was not until Harrison's chronometer H4, first trialed in 1761, that a solution to the longitude problem was found. The other new maps include a twin hemisphere world, maps of the northern and southern hemispheres, a map of German post-roads, and a chart of the Shetland Isles.



The first Prussian marine atlas

33 BROUCKNER, Isaac

Nouvel Atlas de Marine Composé d'une Carte Generale, et de XII Cartes Particulieres, qui Representent Le Globe Terrestre jusqu'au 82e. Degré du Coté du Nord, et jusqu'au 60e. du Coté du Sud Le tout Dressé sur les Observations les plus Nouvelles et les plus approuvées ... Approuvé par l'Academie Royale des Sciences a Berlin l'Année 1749.

Publication
[Berlin?, 1749].

Description
Large engraved wall map printed on twelve sheets, original hand-colour in outline, period outline colour, Prussian tax stamp to each sheet, housed within modern blue cloth solander box. Dimensions (each sheet): 445 by 515mm (17.5 by 20.25 inches).

References
Shirley BL, M.BROU-1a.

This is a very fine example of the multi-sheet world map from Isaac Bruckner's 'Nouvel Atlas de Marine' (1749), the first Prussian marine atlas. Aside from an index sheet, this twelve-sheet map constitutes the entire contents of the atlas.

The identity of the general or index sheet varies among the very few known copies of the atlas. In the Library of Congress copy, the twelve-sheet world map is preceded by John Rocque's one-sheet hemispheric world map, entitled 'Carte Générale du Globe Terrestre', and published in London. In addition, the atlas was published without a title page, and the title (as given above) occurs on sheet three of the twelve-sheet map.

The atlas is exceedingly rare. Dr. Groll, who prepared and published a facsimile of the atlas in 1912, states that "only three copies of the original atlas are known [to him] to be in existence" (see Phillips, *Atlases*, 4146). Those copies were located in the Library of Congress, the Nordenskiöld Library at Helsingfors, and in the library of the Grand Duke at Weimar. Two additional copies have appeared in the market in the past 25 years. A further example has also been located in a private collection in England.

In addition to its rarity, this little-known wall map of the world is of great importance for mid-eighteenth century cartography. It was prepared under the auspices of the Berlin Academy of Sciences and the general direction of Field Marshall Count Samuel von Schmettau by the Swiss geographer Isaac Brouckner, who served as geographer to Louis XV. (Brouckner also had made a globe for the Empress of Russia in 1735). Phillips notes that Count von Schmettau, "who did so much in Prussia to raise the level of the scientific undertakings, not only theoretical but practical, of the Berlin Royal Academy of Sciences during the eighteenth century... placed at Brouckner's disposal all the sheets and memoirs that were available" in the Academy's archives, "which were dealt with in a masterly way by the geographer, with the result that a most creditable marine atlas for the time was prepared, which certainly deserves to be designated as the first Prussian marine atlas" (Phillips, *Atlases*, 4146).



“The most accurate and detailed marine survey yet attempted”

34 MACKENZIE, Murdoch, the elder

Orkades: or a geographic and hydrographic survey of the Orkney and Lewis Islands, in eight maps. Exhibiting the rocks, shoals, soundings, quality of the bottom, diversities of the coast, flowings, setting of the tides, and distant views of the land. Also an account of the Orkney Islands; the manner of taking the survey; the state of the tides; and a particular description of the rocks, shoals, channels, harbours, anchoring-places, the directions, irregularities, and velocities of the several streams of tide round each island. Interspersed with suitable directions for sailors.

Publication

London, printed for the author, 1750.

Description

First edition, folio (620 by 420 mm), title, list of subscribers, 14pp. text, eight double-page engraved charts by Emmanuel Bowen, six coloured in outline (as issued), one shaved at lower margin, original half-calf, boards worn, rebacked and recornered.

References

Shirley BL, M.MAC-1a; NMM 3: 386–389; Robinson, A.H.W., ‘The Early Hydrographic Survey of the British Isles’, *Empire Service Review*, no. 80, London, 1951; Diane Webster, ‘A Cartographic Controversy: in Defence of Murdoch Mackenzie’, in *Togail Tir Marking Time: the Map of the Western Isles* (ed. Finlay Macloed), 1989.

A fine copy of a landmark in hydrographic surveying.

Murdoch Mackenzie (1712–1797) was born and raised in Kirkwall on the Isle of Orkney and although little is known about his formal education, it is likely that he attended Edinburgh University where his aptitude for mathematics brought him to the notice of Professor Colin Maclaurin. It was Maclaurin who, when the question of a hydrographic survey of the Orkney’s arose in 1742, gave Mackenzie a testimonial that spoke highly of his qualifications as a surveyor.

In 1743, Mackenzie advertised for subscribers for his survey, in order that: “a passage round the north coast of Britain which has hitherto been so dangerous and fatal to shipping may hereby be rendered both safe and convenient”. He further stated that “subscriptions will be taken in by the booksellers in Edinburgh; at whose shops, and at the coffee houses, a specimen and the proposals may be seen”. In December of 1743 he journeyed to London with letters of introduction from the Earl of Morton, the owner of the Orkneys Isles. His proposed survey was met with considerable interest, and not only did he acquire 50 new subscribers, but the East India Company advanced him fifty pounds, and the Admiralty gave him a theodolite, a plane-table, and a chain.

The surveying began in 1744. By 1749 he was able to submit a paper to the Royal Academy on ‘The state of the Tides in Orkney’, and in May 1750 the atlas was published. Mackenzie’s gratitude to his subscribers is evident in his dedication of the general chart of the Orkney’s to Morton, the chart of Pomona to the East India Company, and the chart of the Northeast Coast of Orkney to the Admiralty.

The surveying is noteworthy for being based upon a rigid triangulation framework, used here for the first time. The principle of triangulation, known for so long, was only just beginning to be adopted for topographic mapping and charting. This methodical approach can also be seen on the charts themselves which, together with soundings, contain information on the tide and tidal streams. Bottom deposits are shown by a letter under the sounding – a convention which is still in use today.

The atlas was so well received that the Admiralty appointed Mackenzie Admiralty Surveyor to survey the entire west coast of Scotland, Ireland, and the west coast of England and Wales as far south as Pembrokeshire, which led to the publication of ‘A Nautical Description of the West Coast of Great Britain’ (1776). He served the Admiralty until 1771, being succeeded by his nephew, and in 1774 was elected to the Royal Society.

Provenance:

From the library of the Earls of Minto, with book-label and press-mark.



Roux's rare chart book of the Mediterranean

35 ROUX, Joseph

Recueil [sic.] des principaux plans des ports et rades de la mer Méditerranée. extraits de ma carte en douze feuilles dédiée a monsg. le Duc de Choiseul ministre de la guerre et de la marine. gravée avec privilege du roy par son tres humble serviteur Joseph Roux. A Marseille 1764.

Publication

Marseille, Joseph Roux, 1764.

Description

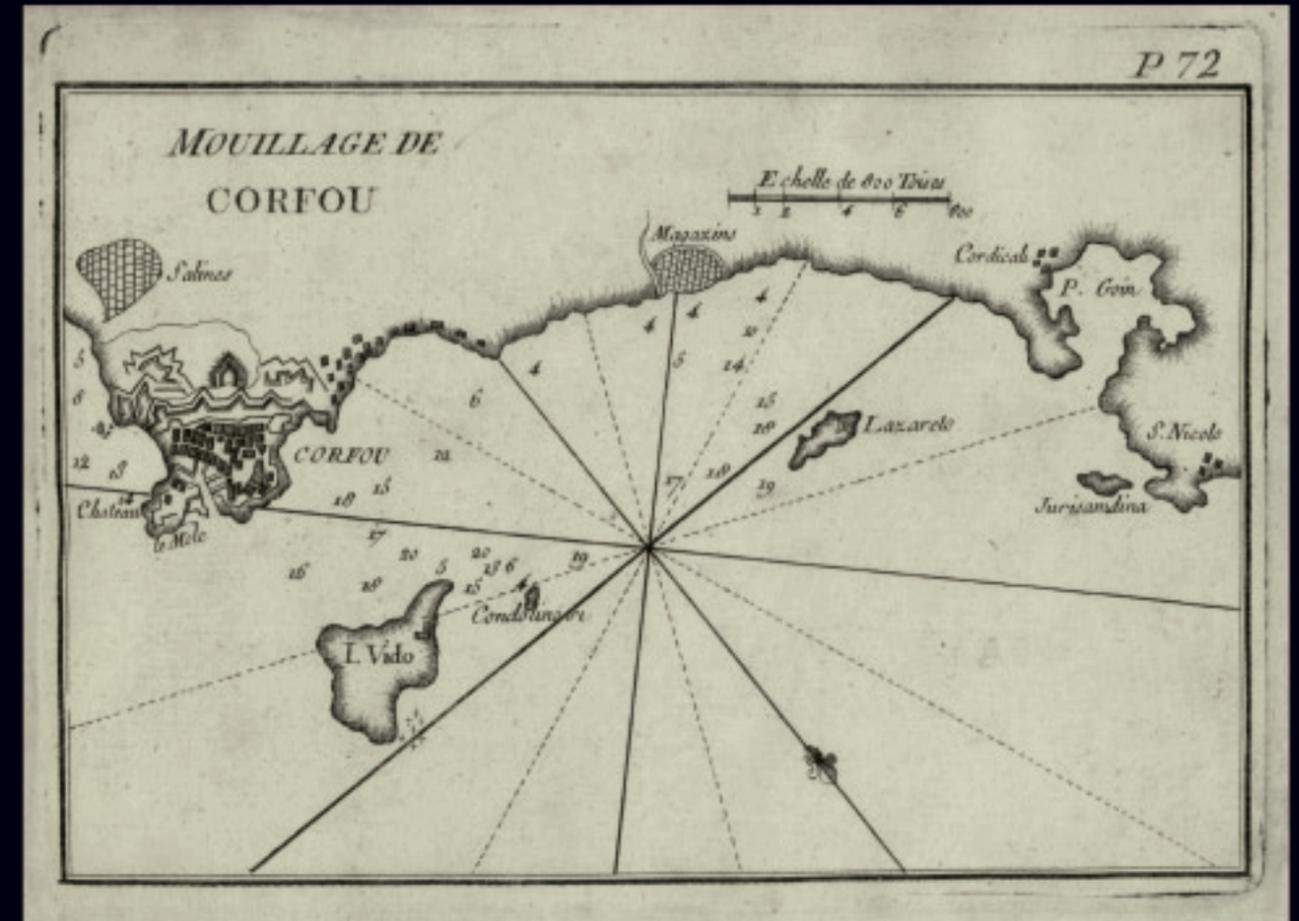
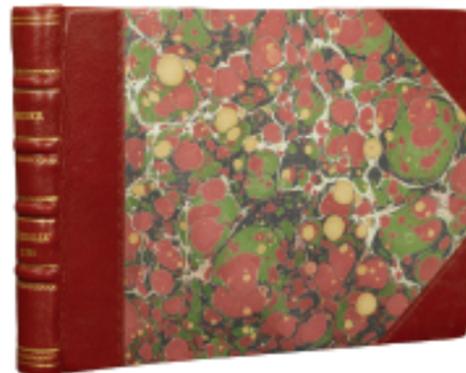
First edition, oblong 8vo (155 by 223mm), 121 engraved charts, loose contemporary manuscript chart of the Island of Stampalia (now Astypalea), red half-calf over, red marbled paper boards, spine gilt.

References

NMM, 3: 268; Smith, P.C., 'The Artful Roux: Marine Painters of Marseille', Peabody Museum, 1978.

Joseph Roux (1725–1793), 'Hidrographe du Roy', was one of the leading chartmakers of his day. In 1764 he published this smaller format atlas of 121 harbour charts. The atlas proved so successful that editions were being published well into the nineteenth century; some were by Roux himself, but many pirated. Due to their practical nature few examples survive, and all editions are rare. The plates show town and harbour plans, with soundings, anchorages, rocks, shoals, fortifications, and lighthouses.

As a companion to this work Roux published his monumental 12-sheet chart of the Mediterranean (see item 37).



Roux's large and detailed chart of the Mediterranean on twelve sheets

36 ROUX, Joseph [and] DEPOT DE LA MARINE

[Composite Pilot of 20 charts].

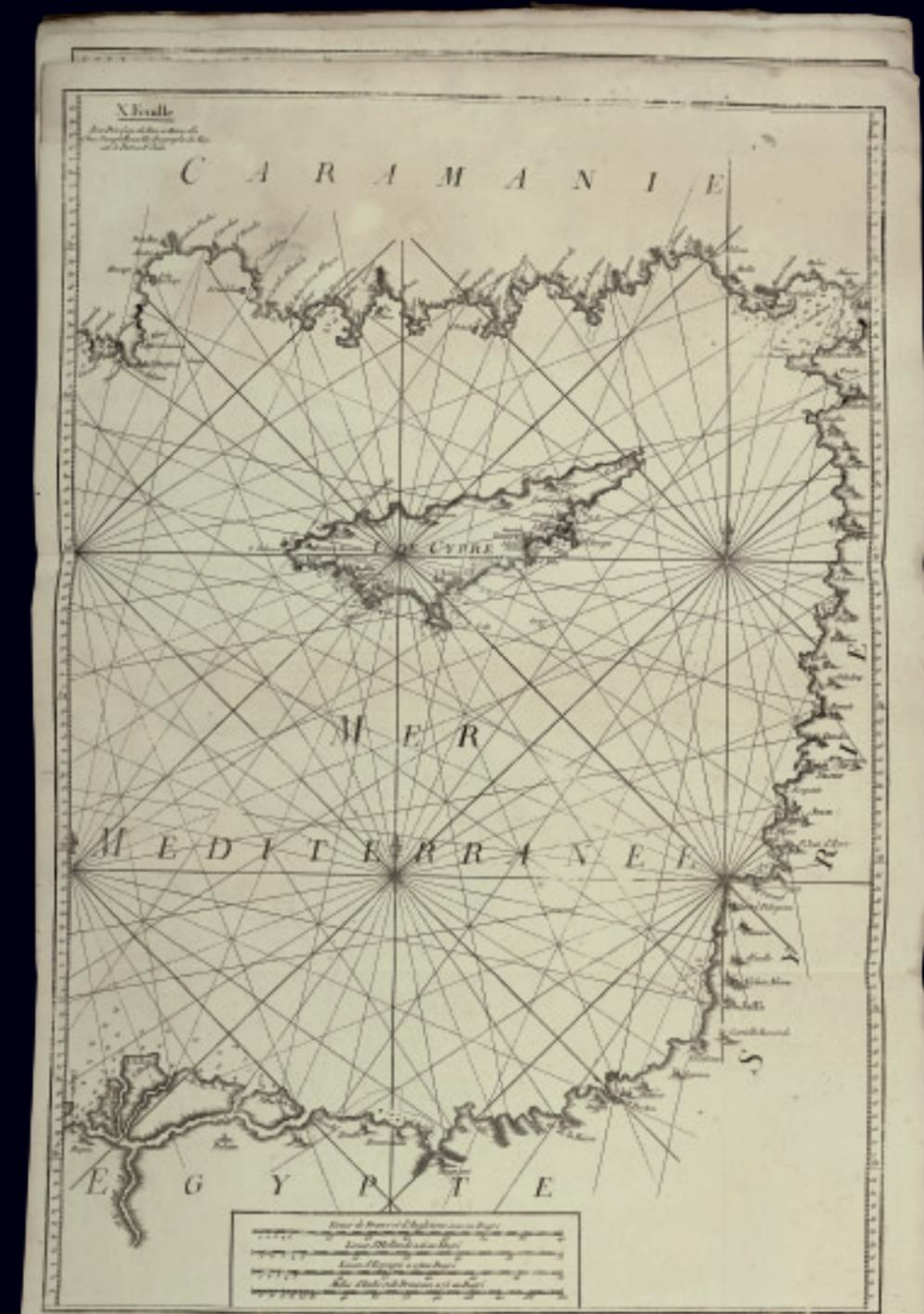
Publication
[?Marseilles, ?Joseph Roux, 1772].

Description
Folio (650 by 400mm), 20 engraved folding charts, contemporary blind stamped calf, lettered in gilt, spine in eight compartments, separated by raised bands.

References
NMM, 3: 267; Shirley, BL, M.Roux 2-a.

The first twelve charts form Roux's large sea chart of the Mediterranean. Roux mentions them in the title of his atlas of Mediterranean ports (see item 36) as "ma Carte en douze Fleur", and they were obviously meant to be companion pieces. Published in 1764, the charts were held in great esteem for many years. One of the more surprising admirers was Lord Nelson, who used an example aboard his flagship, HMS *Victory*, during his campaigns in the Mediterranean in 1803 and 1805 (see NMM 3:267).

Roux's charts are supplemented here by eight further charts. Produced by the Depot de la Marine between 1751–1772, the charts cover the Marmara Sea; the European coasts from the Baltic to the Straits of Gibraltar; and the north and south Atlantic.



France's first official circumnavigation of the world – and the naming of a flower

37 BOUGAINVILLE, Lewis de

Voyage autour du monde, par la frégate du Roi La Boudeuse, et La Flûte L'Etoile; en 1766, 1767, 1768 & 1769.

Publication

A Paris, Chez Saillant & Nyon, Libraires, rue Jean-de-Beauvais, 1771.

Description

First edition, 4to (255 by 185mm), [viii]; 417pp.; [ii]; 20 folding charts (including the continuation of plate 16), three engraved plates, contemporary cat's paw calf, spine in six compartments, decorated in gilt, with expert repair at tail-band, red morocco lettering-piece, gilt.

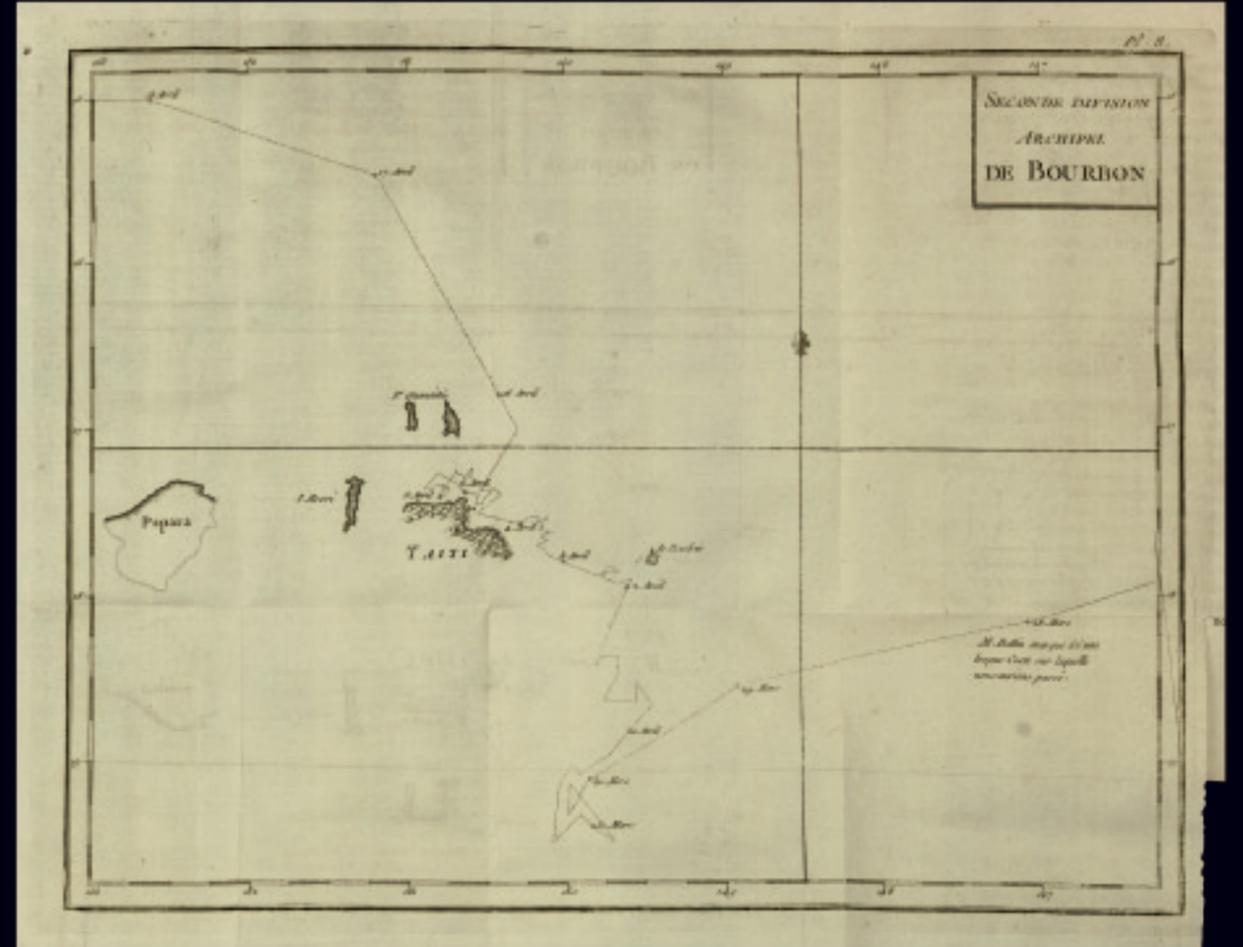
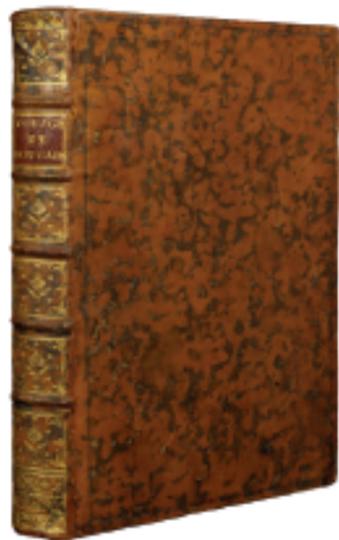
References

Borba de Moraes, p. 115; Hill I, pp. 31–32; Sabin 6863.

The first French expedition to sail around the world.

Bougainville had been sent to hand over control of the Falkland Islands to Spain. “He gives an account of the discovery and occupation of the islands ... and a chapter devoted to their natural history ... He then proceeded through the Strait of Magellan and across the Pacific to the East Indies and thence home in a three-year voyage that was France's first official circumnavigation of the world ... Bougainville created a great deal of interest among the French in the Pacific, which resulted in the voyages of Nicholas Marion du Fresne and Jean Francois de La Perouse. The largest island in the Solomons and two straits in the Pacific bear his name, and the tropical flowering vine *Bougainvillea* was named after him. Later in life, Bougainville took part in the American Revolution and was made a senator and count of the Empire of Napoleon I. This account confirmed Jean Jacques Rousseau's 'noble savage' concept, and inspired Denis Diderot to pen his denunciation of European contact with indigenous peoples” (Hill).

Bougainville's voyage across the Pacific touched at the Tuamotu archipelago and Tahiti (where Ahu-toru, a Tahitian, was taken back to France), before progressing to Samoa, the New Hebrides, the Solomon Islands, and the previously unknown Louisiade Archipelago.



A fine example of Jefferys' 'West India Atlas'

38 JEFFERYS [Thomas]

The West India Atlas or, A Compendious Description of the West-Indies; Illustrated with Forty Correct Charts and Maps, Taken from Actual Surveys. Together with An Account of the Several Countries and Islands which compose that part of the World: Their discovery, situation, extent, boundaries, product, trade, inhabitants, strength, government, religion &c. By the Late Thomas Jefferys, Geographer to the King.

Publication

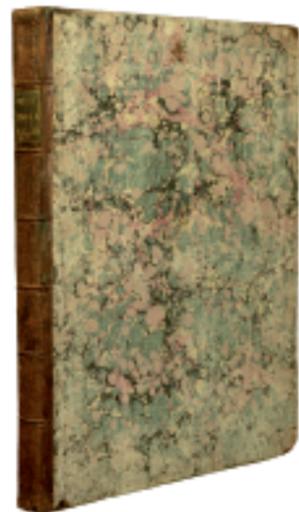
London, Printed for Robert Sayer and John Bennett, Fleet Street, 1780 [-1782].

Description

Folio (550 by 400mm), engraved frontispiece, title page and dedication, 27pp. introduction, index of charts, 40 charts (37 of them double-page) slight offsetting to a few charts, ownership inscription of 'Friderich Christian' in manuscript to title page, original half-calf over blue marbled paper boards, rubbed, spine in seven compartments separated by raised bands, label lettered in gilt.

References

Gestetner, David, 'Thomas Jefferys: The West India Atlas, 1775', *Map Forum*, Issue 8, 2005, pp. 30–35. State 3.



The atlas, first published in 1778, was designed to aid the highly lucrative sugar trade, which by this point accounted for around one-fifth of all imports to Europe, eighty percent of which was supplied by French and British colonies in the West Indies. Unfortunately, Europe's insatiable desire for sugar drove a viler – although no less lucrative – trade: that of the trafficking of slaves from the west coast of Africa to the Caribbean plantations. It is estimated that by the time the atlas was published, some 400,000 enslaved people were at work in the British Caribbean colonies.

The introduction to the atlas gives details of its genesis ("This work unites the Atlas and pilot for the West-Indies, shewing both the Geographic and Hydrographic parts"), as well as notes on the sources of the individual maps. This is then followed by 23 pages of text on the West Indies, the Islands, and the industries that they support, including an early polemic against the slave trade. The charts themselves are divided into three parts. The first part, which contains six charts, is designed to give information to a navigator wishing to sail from England to the West Indies, starting with a map of the English Channel, then a general Atlantic chart, followed by more detailed charts of the Azores, the Canaries, the Cape Verde Islands, and Bermuda. The second section is made up of an index map of the West Indies, followed by 16 detailed charts that could be joined to form a single large chart detailing the Caribbean and the Gulf of Mexico. The third section contains 17 maps of individual islands or island groups.

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' 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.

Provenance:

The ownership inscription of "Friderich Christian", is possibly that of Frederik Christain Moth who was "Govenor of the Royal Dutch Colonies" from 1770–1772.



“The first significant collection of charts exclusively of the American coasts to be published in England”

39 MOUNT, [Richard] & PAGE, [Thomas]

The English Pilot The Fourth Book. Describing the West-India Navigation, from Hudson's Bay to the River Amazonas [sic.] ...

Publication
London, Printed for Mount & Page, on Tower Hill, 1784.

Description
Folio (290 by 320mm), title, text pp.[3–]68, folding engraved general map with letterpress text on flaps attached to the left and right margins, 25 engraved maps and charts (of which six are double-page, 14 folding, and five within text), with numerous woodcut illustrations, coastal profiles and harbours (including half-page 'Draught of the Bay of Homda'), contemporary sheep, roll-tool in blind to outer margins of boards, expertly rebacked and neat repairs to corners and extremities.

References
Barber, Peter, 'British Cartography', in 'The Age of William III and Mary II', eds. Maccubbin & Hamilton-Phillips, 1988, pp. 95–104; Phillips, Atlases, 1171; Verner, [facsimile] *The English Pilot The Fourth Book* (London: 1689); Cumming, William P., 'British Maps of Colonial America', Chicago & London 1974, p.39.



'The English Pilot', in five separate books, was the first major sea atlas published in England. 'The Fourth Book' was the first wholly English sea atlas of American waters.

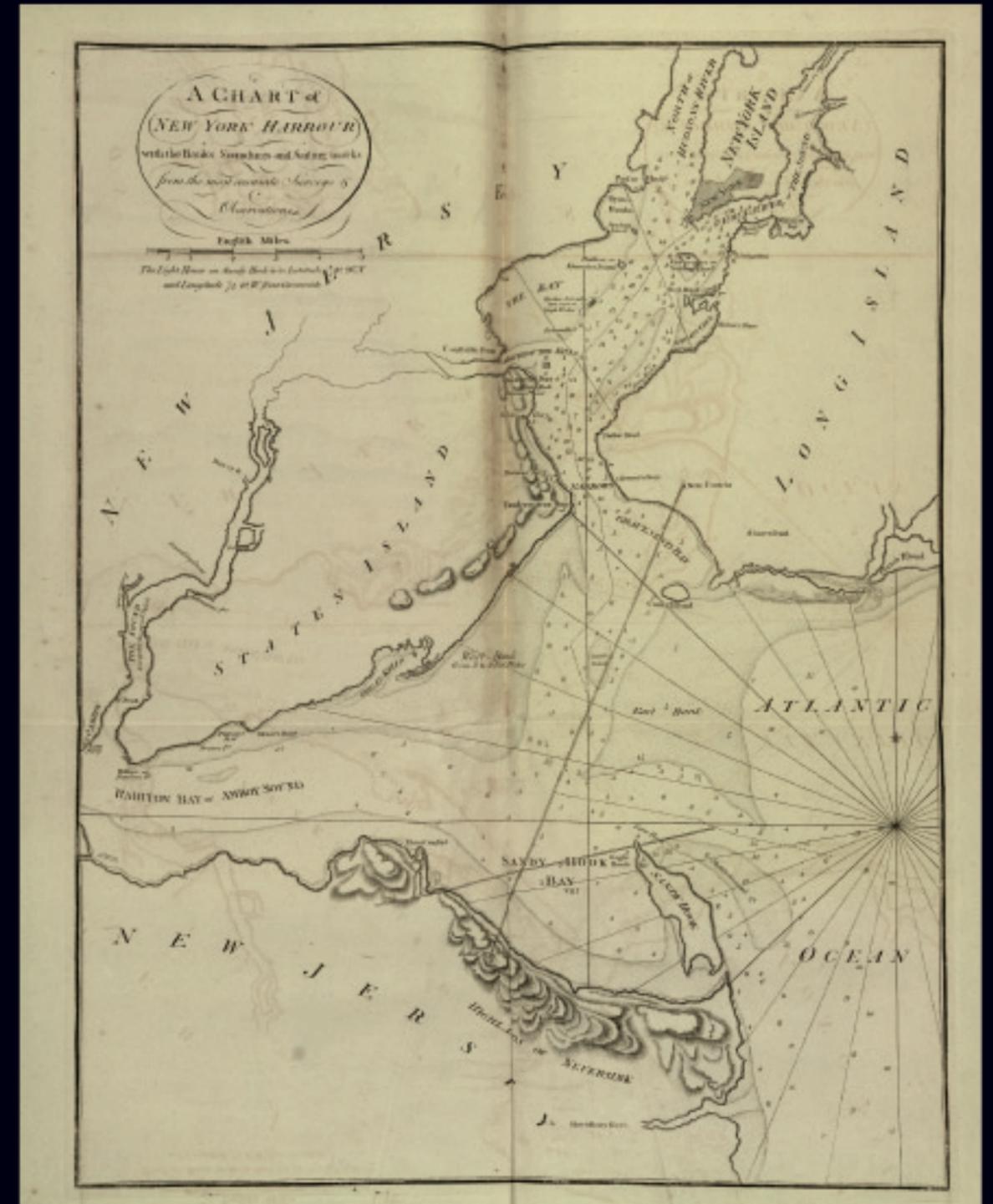
With one of the most complex and longest running publication histories of any atlas, the 'Pilot' was first envisaged by John Seller in 1671 as a five volume work that would cover all the major navigations of the world. However, the project soon ran into financial difficulties and it was not until 1678 that the 'Fourth Book', detailing North American waters, would be published by Seller with the help of several other chartmakers. The plates and text would later be acquired by the publishers William Mount and Thomas Page, who would continue to publish the pilot until the end of the eighteenth century.

Despite the longevity of the atlas, the present 1784 edition of the 'Fourth Book' contains fresh, important material. For example, Andrew Hughes' 'A Draught of South Carolina and Georgia', added in 1778, is one of the best sea charts of these regions of the late eighteenth century; Edmund Halley's 'A New and Correct Chart of the Western and Southern Oceans', in its various editions, is one of the landmarks of English cartography; the revised 1775 edition of Cyprian Southack's famous 'A Map of the Coast of New England', the first to contain the large inset of Boston based on John Bonner's great map, "the earliest and most important engraved plan of Boston" (c.f. Wheat & Brun 224; Deak 79); and the unattributed 'A Chart of New York Harbour' is a significant addition to the cartography of that city, which first appeared in the 1784 edition.

An interesting feature of the Southack 'New England' is the extensive manuscript additions and notations that were clearly made by a knowledgeable contemporary seaman. From a study of the handwriting, it seems that this seaman must have been the 'Pearse' who added his name and the date in ink to the title page. At far right, the "Isle Sable Bank" has been added in, with various notations, including "By a good Observation the 6th April 1789 I find the South part of the Isle Sable Bank to be Lattd. 42° 49m N. NB Sounded directly after Observing with 155 Fathom no Ground".

We are only able to trace five institutional examples of this edition.

Provenance:
Se. Pearse (inscription 'Se. Pearse's Booke 1789' on title).



Set of first editions of Cook's three voyages

40 COOK, Captain James R.N., F.R.S.

[*Complete Set of the Official Accounts of His Three Voyages Round the World*].

Publication
[London, 1773–84].

Description
First editions, nine volumes (comprising folio atlas and eight volumes text, 4to). Text: eight volumes, 4to (280 by 223mm), uniform eighteenth century calf, with single gilt fillet and blind roll-tooled borders to boards, rebacked, spines in six compartments separated by raised bands, red morocco lettering-piece in the second, with onlaid red morocco circular disc bearing the volume number in the third (text vols.), the other compartments with repeat decoration of small tools. Atlas: folio (547 by 402mm), 63 engraved maps and plates, several folding, expertly bound to style in half calf, together nine volumes.

References
Beddie's Bibliography of Captain James Cook, Nos. 648, 1216 and 1543; Holmes Bibliography 5, 24, 47.

“The famous accounts of Captain Cook's three voyages form the basis for any collection of Pacific books. In three great voyages Cook did more to clarify the geographical knowledge of the southern hemisphere than all his predecessors had done together. He was the first really scientific navigator and his voyages made great contributions to many fields of knowledge” (Hill).

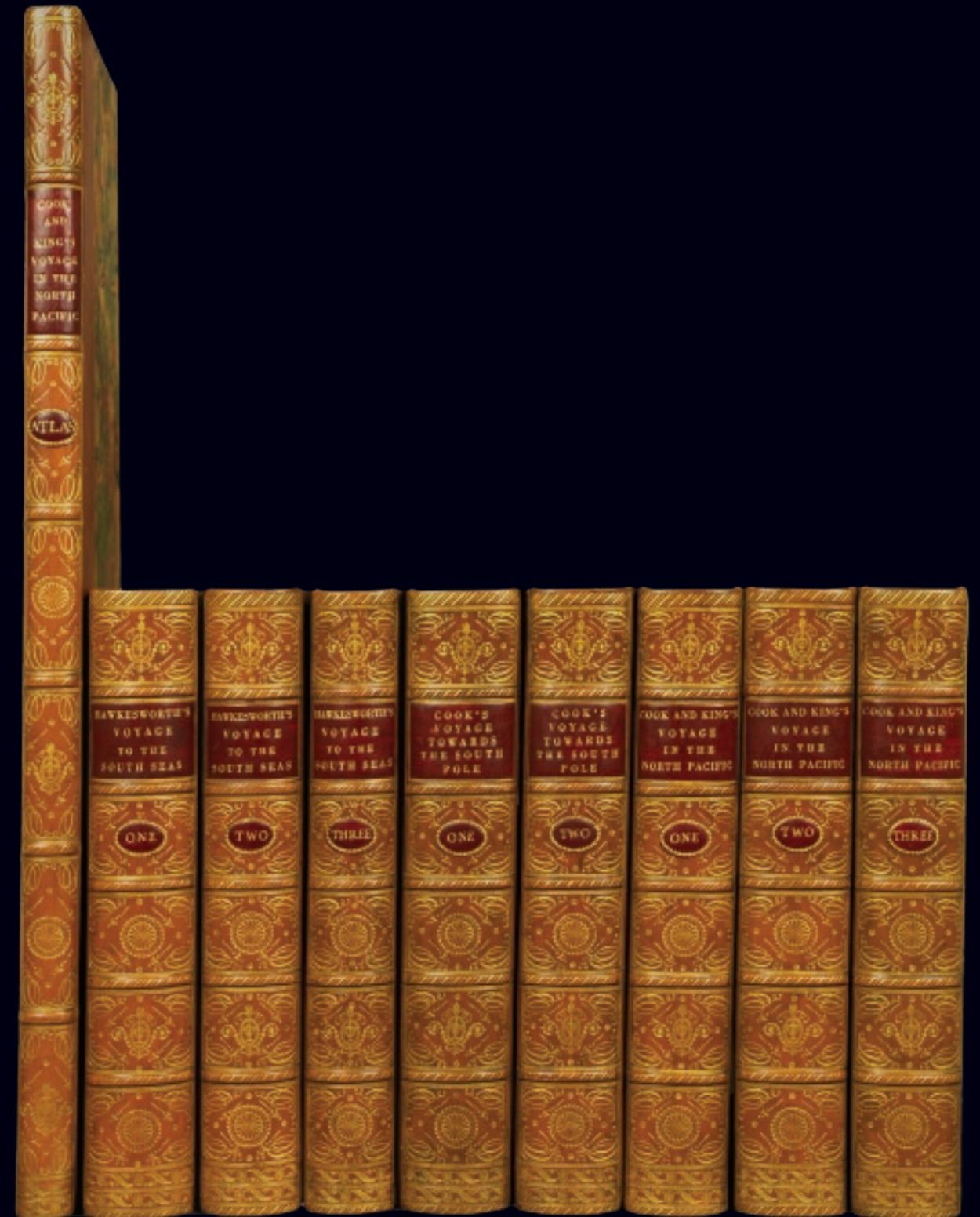
The voyages may be summarized as follows:

First voyage, HMS *Endeavour*, 1768–1771: The publicly stated goal of the expedition was to observe the Transit of Venus across the sun, but the secret purpose was the search for the mythical Great Southern Continent supposed to lie somewhere between New Holland and South America. *Endeavour* left Plymouth on 25 August 1768; among those aboard were Sir Joseph Banks, the naturalist Daniel Solander, and the artist Sydney Parkinson. After completing observations at Tahiti, they sailed westward. On 8 October 1769 Cook became the first European to set foot on New Zealand. They continued to the west and on 19 April 1770, the east coast of New Holland came into European view for the first time, thus determining the limits of the Pacific basin. Cook named the land New South Wales.

Second voyage, HMS *Resolution* and *Adventure*, 1772–1775: Cook refined his discoveries in the South Pacific aided by new and improved methods of determining longitude and latitude. The search for a Southern Continent continued and he determined once and for all that it did not exist.

Resolution and *Adventure* sailed from Plymouth on 13 July 1772. The complement included the naturalists John and George Forster, the artist William Hodges, and the scientist Anders Sparrman. Cook made the first crossing of the Antarctic Circle. March to June 1773 were spent in New Zealand waters then they worked variously north and east to Tahiti. At Huaheine, Omai, a native of Utietea Island, was taken aboard *Adventure* and accompanied them back to England. In 1774 Cook continued through the Pacific from New Zealand stopping at Easter Island, the Marquesas, Tahiti, and the Tuamotus. Further discoveries were made, which included southern islands of the New Hebrides, New Caledonia, and Norfolk Island.

Third voyage, HMS *Resolution* and *Discovery* 1776–1780: Cook's third Pacific voyage was as important for the exploration of the North Pacific as the first two had been for the South Pacific. It was also the best equipped, both navigationally and scientifically, and resulted in the discovery of Hawaii, which Cook himself regarded as his greatest Pacific discovery, and in the disproval of the existence of a navigable northern passage from the Atlantic to the Pacific.



The *Resolution* sailed from Plymouth on 12 July 1776, with Cook, John Gore, and Lieutenants James King and William Bligh. The *Discovery* sailed on 1 August under the command of Charles Clerke; also aboard were James Burney, George Vancouver, William Ellis, George Dixon, Nathaniel Portlock, Edward Riou, and the artist John Webber.

First sailing south to check Kerguelen's Land in the Indian Ocean near the Antarctic, they called at Van Diemen's Land and at Queen Charlotte Sound, New Zealand. In March 1777, the Island of Mangala in the Cook Group was sighted, then in May they discovered the Haapai section of the Tonga Islands. The island of Tubuai was sighted on 8 August 1777.

Sailing north from Borabora they discovered and named Christmas Island on that day, and on 18 January 1778 had their first sight of Hawaii. Continuing on to California, they sighted the coast on 7 March, in the vicinity of Drake's New Albion. The ships worked their way up the American coast, passed through the Bering Strait to latitude 70 degrees 40 minutes before ice made them turn back, and surveyed a part of the Asiatic coast and the island of Oonalashka (Alaska).

Sailing south on 26 November 1778 they discovered more of the Hawaiian chain (Maui) then worked their way round the coast of Hawaii to Kealahou Bay, anchoring there on 17 January 1779. On 14 February Cook was tragically killed in a shoreline skirmish with the native Hawaiians.

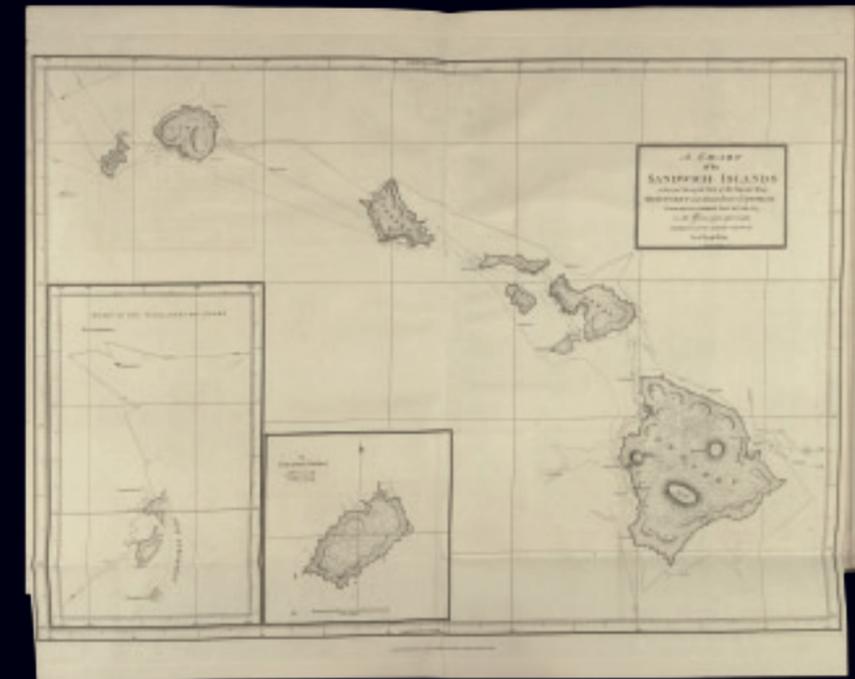
During the third voyage, when Britain and America were at war, Benjamin Franklin, who had met Cook in London and was then serving the Colonies' representative at the court in Paris, wrote a general *laissez passer* for the expedition, requesting that the American and French fleets leave them unmolested, declaring that "The Increase of Geographical Knowledge facilitates the Communication between distant Nations in the Exchange of useful Products and Manufactures and the Extension of Arts whereby the common enjoyments of Human Life are multiply'd and augmented, and Science of other kinds encreas'd to the Benefit of Mankind in general".

The long-delayed official account of the third voyage was so eagerly awaited by the public that it sold out on the third day after publication, and, though the published price was £4. 14s. 6d., as much as 10 guineas was offered by would-be purchasers.

A full Collation is available on request.

Provenance:

Bookplate of the archaeologist John Winter Crowfoot (1873-1959).



“An important and scarce collection, which includes accounts of all the principal early Australian voyages” from the author of Manon Lescaut

41 PREVOST D'EXILES, Antoine François, and BELLIN, Jacques Nicolas

Histoire generale des voyages, ou nouvelle collection de toutes les relations de voyages par mer et par terre, qui ont été publiées jusqu'à present dans les différentes langues de toutes les nations connues ...

Publication

Paris: Chez Didot, Libraire, Quai des Augustins, à la Bible d'or, 1746–1757 [vol. I–XV]; Chez la veuve Didot, 1759 [vol. XVI]; Amsterdam: Chez Arkstee et Merkus, 1761 [vol. XVII]; Paris: Chez Rozet, 1768 [vol. XVIII]; Chez Panckoucke, 1770 [vol. XIX]; Chez Moutardier, 1792 [vol. XX].

Description

20 volumes, 4to (260 by 190mm), 598 maps and plates, many folding or double-page, volumes I–XIX titles in red and black, 11 volumes with half-titles, preliminary leaves and directions to binder where required, printed side-notes, woodcut vignette head-pieces, contemporary French mottled calf, boards with borders of triple blind rules, spines in six compartments, gilt, separated by raised bands, gilt citron morocco lettering-pieces in two on volumes I–XIX, green morocco lettering-pieces to volume XX.

References

BL 211.f11–16, six vols., and 212.f1–13, 13 vols. (lacks volume XX, and a number of maps and engravings); Brunet IV, 868 (noting that the present edition contains “des augmentations considerables”); Hill 1391; Sabin 65404; Spence 936.

A fine set of the scarce complete Paris edition of this very extensive collection of voyages.

“An important and scarce collection, which includes accounts of all the principal early Australian voyages ... as well as an account of the discovery of Australia by the Dutch, early voyages to New Guinea and the Palau islands, and Roggeveen’s voyage to the Terres Australes. African voyages include the early Portuguese and English voyages to West Africa and the Cape of Good Hope, with a general account of the Dutch at the Cape. Pacific voyages include those of Magellan, Schouten and Le Maire, Drake, Sarmiento, Cavendish, Spilbergen, Narborough, Rogers, Cowley, Frezier, and Anson. Particularly full accounts are given of the Dutch and French voyages to the East Indies, voyages to China, and the British East India Company’s voyages to India and Ceylon” (Hill).

The first seven volumes are a translation of the first four volumes of Green’s Collection (published by Astley, London 1745–1747), while volumes VIII–XV were compiled by Abbe Prevost, with volumes VIII–XI on the East Indies and Asia and volumes XII–XV on the Americas. Volume XVI is the index printed by Didot’s widow and volume XVII is a supplement of new voyages to the East Indies, taken from the edition printed at The Hague in 25 volumes (1747–1780). Volumes XVIII–XX are the continuation by Meusnier de Querlon, A. Deleyre, and Rousselot de Surgy, with voyages to the Arctic regions, and the final volume is devoted to the voyages of Cook, Wallis, Byron, and Bougainville. All the principal early voyages to the Pacific are included, as well as those to Africa, Asia, and the Americas. The many plates and maps are variously engraved by Cochin fils, Tardieu, and others from the original published voyages and all are strong, crisp impressions. Brunet notes that, although prepared in haste and perhaps a little lacking in method, this collection “n’est certainement pas sans merite” and could even be said to be preferable to the edition published in The Hague, adding that volume XX is frequently lacking and difficult to find. This is because the first edition of the final volume was printed in the tumultuous early days of the French Revolution. Because so few copies were printed, it had to be especially reprinted in 1802 for owners to complete their sets.



L'Abbé Antoine-François Prévost d'Exiles (1697–1763) was a French novelist, perhaps best known as the author of *Manon Lescaut*, although, according to Diderot, his lifetime's output amounted to some 200 volumes. The *Encyclopédie* relates the unusual manner of Prévost's death: Prévost had been walking in the woods near his country house in Saint Firmin, near Chantilly when he suffered a sudden attack of apoplexy. Some locals found him and summoned the Gendarmerie who, in turn, summoned a doctor, who pronounced Prévost dead. As foul play was suspected, the doctor was asked to perform an autopsy on the spot. The doctor then plunged a scalpel into Prévost's stomach, who, being still alive, let out a great cry and then expired, victim of the doctor's stab wound!

The success of the 'Histoire des Voyages' was such that it was copied and republished in French, in the Netherlands and, in one form or another, in German, Dutch, Italian, Danish, Russian, and Spanish, including copies of the maps by Bellin in those languages. The series was republished by J.F. La Harpe as 'Histoire générale des voyages de M. l'abbé Prévost, abrégée et rédigée sur un nouveau plan', 1780–1801 in a 32 volume, 8vo version, and a 126 volume, 12mo version.

Jacques-Nicolas Bellin the elder (1703–1772) joined the "Dépôt des Cartes et Plans de la Marine" in 1721, at the age of 18, one year after it had been established, as the first "Ingénieur hydrographe de la Marine", a post he held until his death in 1772.

Bellin's output was enormous, and his maps were copied throughout Europe for decades. In addition to the maps included in the 'Histoire des Voyages', he produced, among other works, 'Le Neptune Française' (1755) and 'Le Petit Atlas Français' (1763), reissued as 'Le Petit Atlas Maritime' in 1764.

A full collation is available on request.



“One of the great documents of French exploration in the Pacific Ocean”

42 LA PÉROUSE, Jean François de Galaup de

Voyage de la Pérouse Autour du Monde ... rédigé par M.L.A. Milet-Mureau.

Publication

A Paris, de l'imprimerie de la République, 1797.

Description

First edition, five volumes (comprising folio atlas and four volumes text). Text: four volumes, 4to (280 by 212mm), [4], lxxii, 346pp., [1, imprint], [1, blank]; [4], 398pp., [1, imprint], [1, blank]; [4], 422pp., [1, imprint], [1, blank]; [4], 309pp., [3, blank], with engraved frontispiece portrait in vol. I, each volume with half-title, vol. I, p.1 with small area of loss at lower right. Atlas: folio (590 by 430mm), engraved title and 69 maps and plates (many folding), text volumes in contemporary red straight-grained morocco backed boards, flat spines gilt in compartments divided by decorative rolls, atlas volume expertly bound to style.

References

Barrett 1435; Ferguson, Australia, 268; Graff 2397; Hawaiian National Bibliography 272; Hill p. 173; Howes L93.

First and best edition of the official French account of the voyage.

La Perouse, one of the foremost French navigators of the eighteenth century, left Brest in 1785 with two vessels to explore the northwest coast of America. He arrived there the following summer, explored extensively along the Alaska coast, then sailed south to California. The expedition's goals were to explore the potential for fur trading ventures, pursue the geographical exploration of both America and Siberia, investigate the possibility of a northwest passage, and establish some French claim north of Spanish and south of Russian claims on the American coast. After his California visit, La Perouse visited China, some Pacific islands, and the Siberian coast. He sent back copies of his journals both overland across Russia and via British ships met at Botany Bay in the spring of 1788. After he left Australia, his party was never seen again, and it was not until the 1820s that the wrecks of his ships were discovered on a reef in the Santa Cruz group.

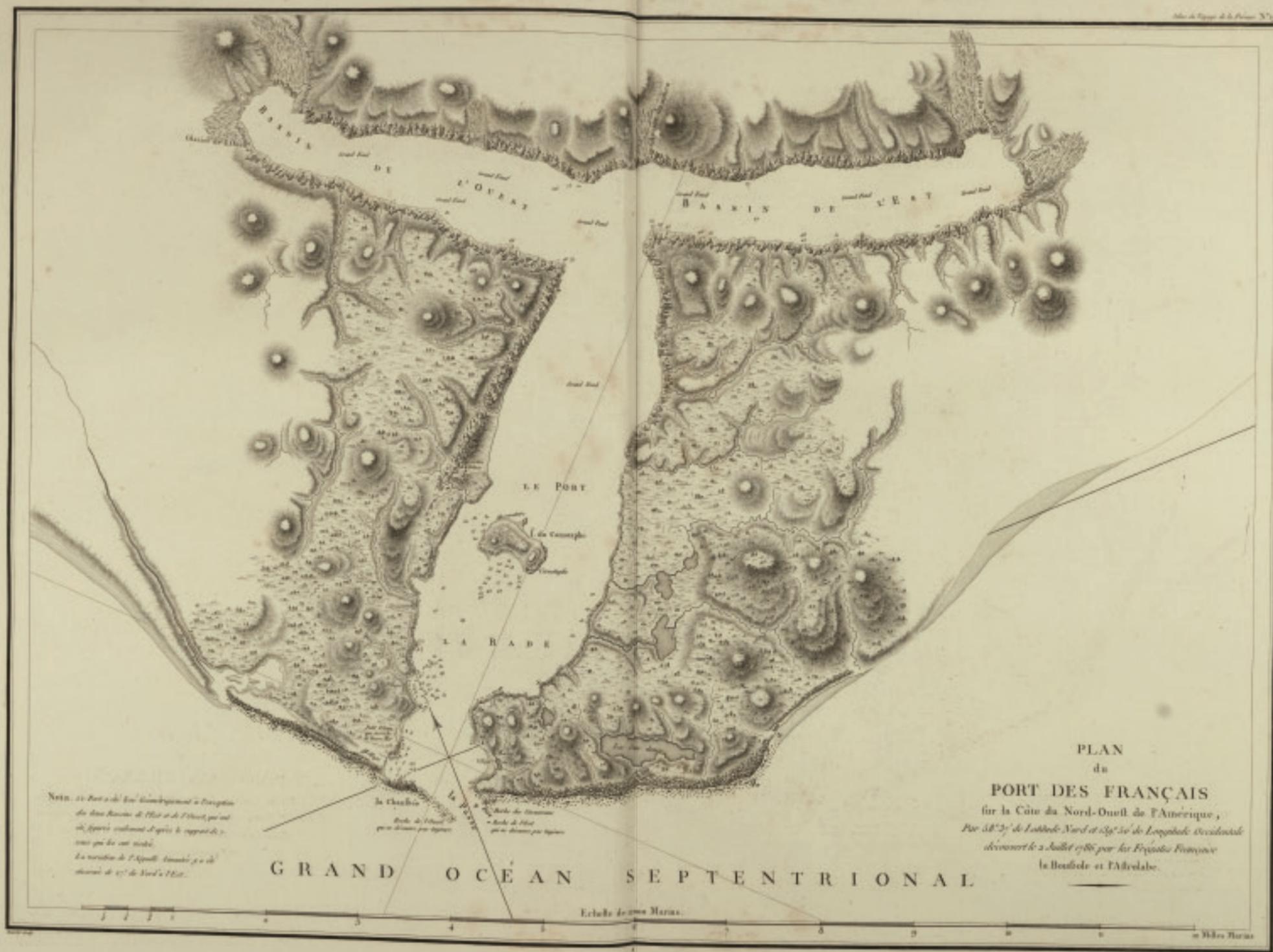
Observations on the natives of Chile, California, etc. by M. Rollin and other descriptions by M. de la Monueron are given in the Appendices.

Narratives of a voyage from Manila to New Guinea, Tonga, thence to San Blas (California) in 1780–81, and to the North West coast of America in 1779, both by Don F.A. Maurelle, are prefixed to the narrative of La Perouse in the first volume.

“La Perouse’s Voyage is one of the great documents of French exploration in the Pacific Ocean. In addition to a detailed account of the expedition itself, these volumes contain invaluable scientific information, observations on the natives that were encountered, and a wealth of geographic and cartographic data. The beautiful Atlas, with its finely engraved maps, charts, and plates, includes a detailed chart of San Francisco Bay, the first representation of the crested quail, and several plates and maps of the harbors at Monterey and San Diego, as well as two charts and one view of the Sandwich Islands. It is a magnificent production, and some authorities consider the engraving and craftsmanship to be superior even to that in the Cook-Weber Atlas that accompanies the journals of the great English explorer’s third voyage. Like Cook, La Perouse died in the service of his King and in the pursuit of geographical knowledge. Unlike Cook, however, he has not achieved the international recognition accorded the English navigator. Nevertheless, it is one of the finest narratives of maritime exploration ever written, and certainly deserves to hold a place of high honor among the great travel accounts of the eighteenth century” (Howell).

The atlas contains 31 maps, four costume plates, 11 plates of natural history objects, six of boats, 15 views and two other plates.





A fine set, complete with the half-titles, of
“one of the most important [voyages] ever made”

43 VANCOUVER, Captain George

A Voyage of Discovery to the North Pacific Ocean, and Round the World; In Which the Coast of North-West America has been Carefully Examined and Accurately Surveyed undertaken by His Majesty's Command, Principally with a View to Ascertain the Existence of any Navigable Communication between the North Pacific and North Atlantic Oceans; and Performed in the years 1790–1795, in the “Discovery” Sloop of War, and Armed Tender “Chatham” under the Command of Captain George Vancouver.

Publication

London, Printed for G.G. and J. Robinson, Paternoster Row; and J. Edwards, Pall-Mall, 1798.

Description

First edition, four volumes (comprising folio atlas, and three volumes of text, 4to), contemporary tree calf, rebacked, full gilt panelled spines, red and green morocco lettering pieces, atlas expertly rebacked to style in half-calf over original boards.

References

Ferguson 281; Forbes 298; Hill p. 303; Wantrup 63a.

Vancouver, who had served on Captain Cook's second and third voyages, was made commander of this expedition to reclaim Britain's territory, resulting from the Nooka convention. The expedition sailed by way of the Cape of Good Hope to Australia, where he discovered King George's Sound and Cape Hood, then to New Zealand, Hawaii, and the Northwest coast of America. In three seasons work Vancouver surveyed the coast of California; visited San Francisco, San Diego and other Spanish Settlements in Alta California; settled the necessary formalities with the Spanish at Nootka; investigated the Strait of Juan de Fuca; discovered the Strait of Georgia; circumnavigated Vancouver Island; and disproved the existence of any passage between the Pacific Ocean and Hudson Bay.

The scarce first edition of “one of the most important [voyages] ever made” (Hill).

Collation:

Text: Three volumes, 4to (305 by 235mm), [8, including half-title, title, and dedication], xxix, [9, blank, two page advertisement, two page list of plates, and four page contents], 432pp.; [10, including half-title, title, four page contents, list of plates, blank], 504pp.; [10, including half-title, title, four page contents, list of plates, blank], 505pp., [3, errata], 18 engraved plates.

Atlas: 16 engraved maps, charts, and coastal profiles, several folding.



The search for La Perouse

44 LABILLARDIERE, Jacques Julien Houten de

Relation Du Voyage a La Recherche De La Perouse, fait par Ordre de L'Assemblée Constituante, Pendant les Annees 1791, 1792, et pendant la 1^{ère}, et la 2^{de} année de la République Française ...

Publication

A Paris, chez H.J. Jansen, imprimeur-libraire, rue des Pères, No. 1195, F.G., 1800.

Description

First edition, three volumes (comprising folio atlas volume and two volumes text, 4to). Text: 4to (298 by 225mm), xvi, 442pp.; 113, [three, errata and two blank]. Atlas: Folio (533 by 350mm), engraved title ("Atlas pour servir à la relation du voyage à la recherche de La Pérouse ...", Chez F. Schoell, Libraire, Rue des Fossés St. Germain l'Auxerrois, No. 29. 1811), containing 44 charts and engraved plates, original boards, edges uncut as issued, preserved in blue cloth solander boxes.

References

Davidson, pp. 105–6; Ferguson 307; Hill 954; Sabin 38420.

The first edition of this extensive account with splendid and important illustrations of birds, plants, native peoples, and artefacts by the naturalist and surgeon Jacques Julien Houton de Labillardière (1755–1834), who accompanied the search for the famous French navy officer and explorer Jean-François de Galaup, Comte de la Pérouse (1741–1788?), whose expedition had vanished in Oceania after having left Botany Bay in January 1788.

The rescue expedition was sent out under rear admiral Joseph Bruni d'Entrecasteaux and Kermadec. On 25 September 1791 the ship left Brest and followed La Pérouse's proposed course around the Cape of Good Hope to Tasmania, via the islands northwest of Australia, while at the same time making scientific and geographic discoveries. In May 1793 the expedition arrived at the island of Vanikoro in the Santa Cruz archipelago. D'Entrecasteaux thought that he saw smoke signals from several elevated areas on the island, but was unable to investigate and forced to leave due to the dangerous reefs surrounding the island.

The expedition twice circumnavigated Australia, but was beset by difficulty throughout. D'Entrecasteaux died in Batavia, and news of the French Revolution fragmented the crew and ended the expedition. The papers of the voyage fell into British hands but were returned under a flag of truce in 1796; Labillardière was the first to publish his account.

Although the expedition was not successful in finding traces of La Pérouse, it "made several important contributions to geographical knowledge, and the investigations of the naturalists were of special value" (Ferguson). Of particular cartographic interest were the surveys of the coasts of Tasmania, Tonga, New Caledonia, the northern coast of New Guinea, and the south-western coast of Australia, and the atlas contains important views of these areas by the artist Piron. Also of interest are the 14 botanical plates engraved by Redouté and the first printed depiction of a Black Swan. The vocabularies of the languages spoken at Malay, the Friendly Islands, New Caledonia, and Waygiou, printed in the Appendix, add much to the study of linguistics, and Labillardière's account of the Tongans is among the best contributions to the ethnology of that people.

Provenance:

Library stamp of A.L. Beaujour, Caen.



Serres's scarce work detailing the marine painters' art

45 SERRES, Dominick, R.A.; [and] SERRES, John Thomas

Liber Nauticus, and Introductor in the Art of Marine Drawing. By Dominic Serres, R.A. and John Thomas Serres, Marine Painter to His Majesty, His Royal Highness the Duke of Clarence, And the Marine Draft-Man to the Honourable the Board of Admiralty. Part First.

Publication

London, Published and Sold By Edward Orme, His Majesty's Printseller, No. 59 New Bond Street, 1805-06.

Description

Folio (470 by 330mm), two parts bound in one volume, 26pp., including engraved title, part title, addresses to "Amateurs of Marine Drawing", list of plates, and 17 engraved plates, eight with fine original hand-colour, modern half-russia over marbled boards, inlaid russia lettering piece, gilt, to upper cover.

References

Abbey, Life, 345.

A very fine example with eight hand-coloured plates (Abbey's copy had only one coloured plate.) This, the first issue with the 'm' in 'Nauticum' overprinted with an 's' on the title, and p. 16 with printed overslip for "end of part first".

'Liber Nauticus', the largest format English book of seascape aquatints, was published in two parts: the first in 1805 and the second in 1806. Dominick Serres, R.A., and his son, John Thomas Serres, were both marine painters to the Crown but it is the father, Dominick, who is chiefly remembered for his important plates from the second part.

In the first part, J.T. Serres's aim was to illustrate the essentially practical aspects of the art of marine painters and draughtsmen. He draws and describes with great charm and exactitude the components of ships of Nelson's navy, with details of their construction and ornamentation as well as the "ship and the sea", the latter drawn and described in all its moods. The second part, with the finer plates, was intended as a collection of typical or genre sea-pieces, leading the reader to an appreciation of the elements of marine painting. The 41 plates are covered by an index at the rear.

Dominick Serres was born at Auch, Gascony, in 1722. He ran away from his native town and found his way to Spain where he joined, as a seaman, a ship bound for South America. In the course of time he learnt the art of seamanship and became master of a vessel trading to Havana. During the war of 1752 he was taken prisoner by an English frigate and brought to England. Released on parole, he began to earn a living as an artist and liked the country so much that he remained. On the establishment of the Royal Academy in 1768, Dominick was chosen as a foundation member and became its Librarian in 1792. He died a year later and is buried in St. Marylebone Church. All of his four children became artists in their own rights. His son John was appointed marine draughtsman to the Admiralty in 1793, and his duties included spying on the French and sketching coastal installations along their coasts.

Copies of these works are very scarce, and we are unable to trace any copy coming up for sale in the past 30 years.



The first complete chart of the Australian continent

46 PERON, Francois and Louis FREYCINET

[Complete set of first editions of account of Captain Nicolas Baudin's expedition 'Voyage de Découvertes aux Terres Australes'].

Publication
Paris, 1807–12.

Description
First editions, five volumes, comprising the three volume "Partie Historique": two volumes text, together with the two part atlas bound in one volume, 4to (345 by 255mm); and the two volume 'Partie Navigation et Géographie': one volume text 4to (345 by 255mm), and one folio atlas (555 by 445mm); contemporary red straight-grained morocco over red cartonnage boards with a gilt fillet and roll-tool border, flat spines in seven compartments separated by gilt bands, split at lower joint to vol. I, atlas volume expertly bound to style, a few scuffs and scrapes.

References
Davidson, A Book Collector's Notes, p. 109; Ferguson 449 and 536; Howgego, Encyclopedia 1800 to 1850, B18, F32, and P21; Wantrup, p. 157.

A complete set of this important French scientific voyage, together with the navigation text volume and the folio atlas, which was issued separately.

The expedition was sent by Napoleon Bonaparte in 1800 to complete the discovery of Terra Australis with two ships, *Le Géographie* and *Le Naturaliste*, under the command of experienced captain Nicolas Thomas Baudin (1754–1803). The original purpose of the voyage was to examine the Australian south coast in order to find a strait which supposedly divided the Australian island in two halves. The French zoologist François Auguste Péron (1775–1810), who had studied under the anatomist George Cuvier in Paris, was the naturalist of the expedition, and Louis Claude de Saulses de Freycinet (1779–1820) served as cartographer.

Flinders and Baudin's circumnavigation of the Australian Continent was happening at the same time, and they met each other in the consequently named "Encounter Bay". Although Flinders completed the task before Baudin, he was captured and imprisoned for six years at Mauritius on his voyage home, along with his charts and manuscripts. This allowed the French explorers to print their account of the new discoveries before Flinders, and to produce the first complete chart of the Australian continent in 1807.

The maps and charts prepared by Freycinet entirely ignored the discoveries of Grant and Flinders and depict the whole of the newly discovered coast of Melbourne to the border of Western Australia as the 'Terre Napoleon'.

When Baudin died during the voyage in 1803, Freycinet took over command and brought the expedition back to France. On the return of the expedition, Péron was charged with producing the narrative for publication. However, he died in 1810 before the second volume had been finished, with the result that the work had to be completed by Freycinet. Baudin had failed as a leader during the expedition: 46 sailors and ten scientists deserted due to quarrels, illness, and poor conditions, and the primary goal of the expedition (to explore the south coast) was not accomplished.

Despite the lack of respect for their leader, Baudin (neither Péron nor Freycinet mention his name), the work became an outstanding example of a description of an exploratory expedition, including extensive descriptions of Timor and Sydney, where the expedition stayed over six months. The atlas volume contains two fine views of Sydney, one double-page, and a double-page view of Timor. In addition to these views, and the large map of Australia by Freycinet (1808), the atlas is noteworthy for its 23 full-page plates of native people of Africa, Timor, and Australia (15 of which are hand-coloured), and 35 plates of weapons, houses, utensils, and animals.

"The journals of this expedition are among the finest items of Australiana ever published" (Davidson).

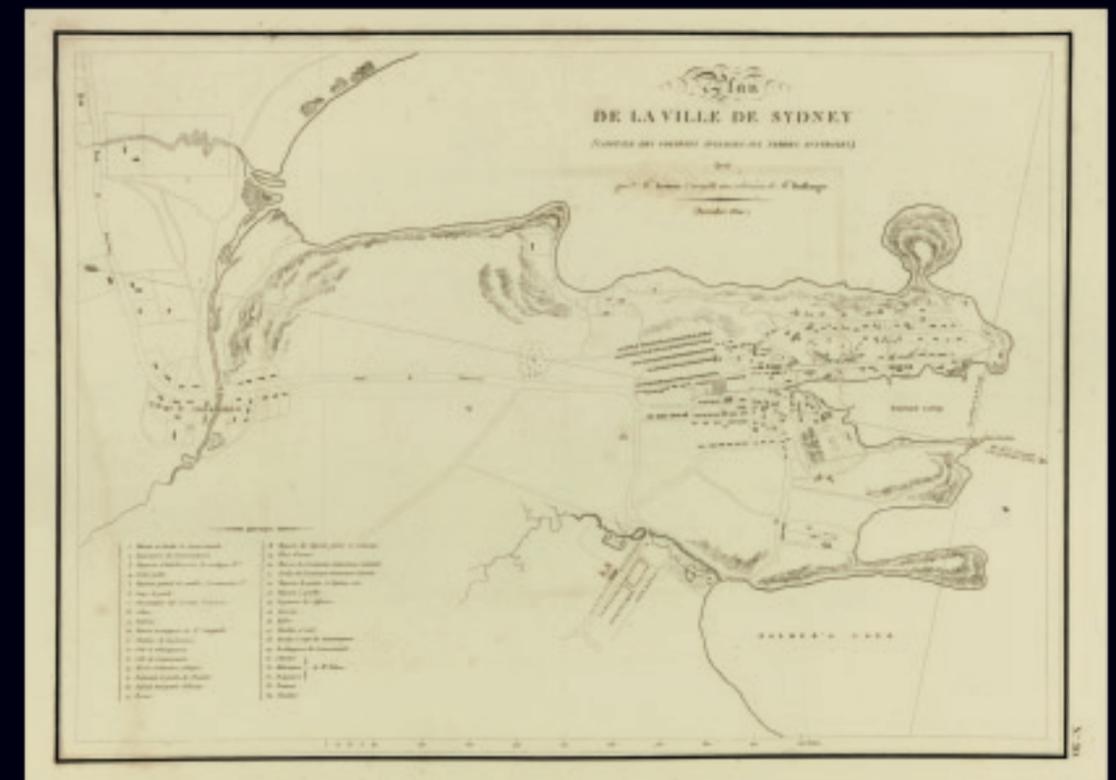
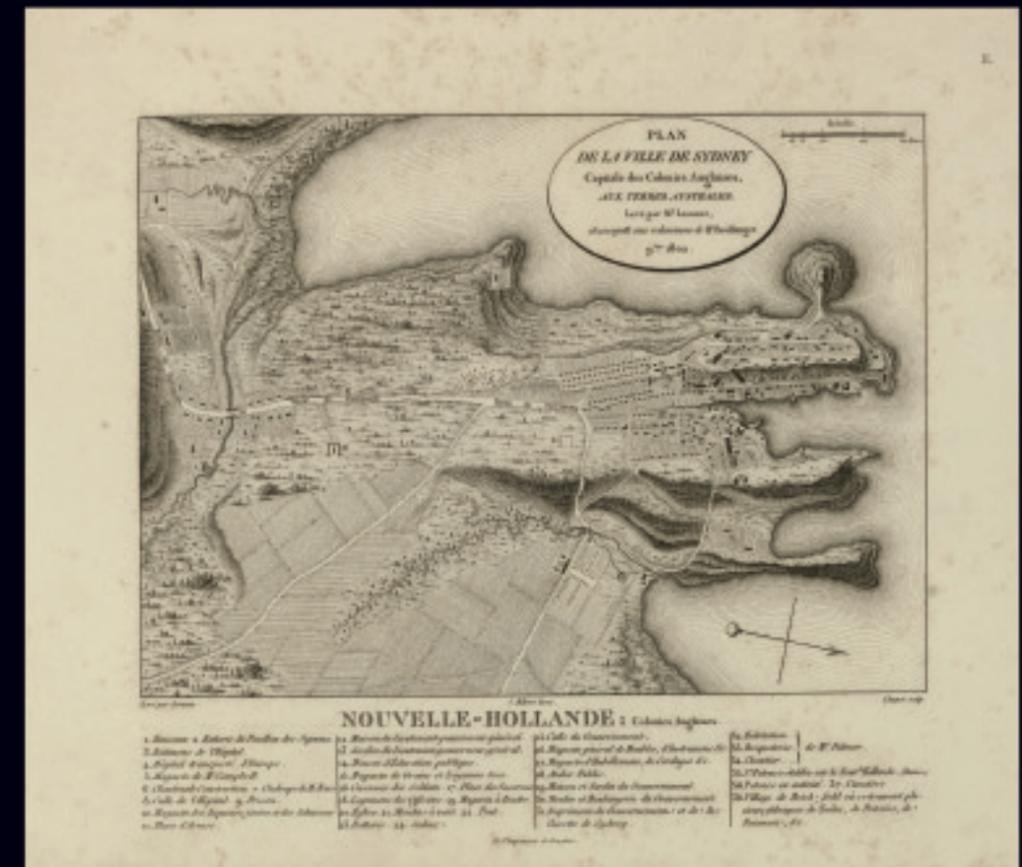


Collation:

'Partie Historique': Peron, François, Voyage de Découvertes aux Terres Australes exécuté par ordre de sa Majesté l'Empereur et Roi, sur les Corvettes le Géographe, le Naturaliste, et la goelette le Casuarina, pendant les années 1800, 1801, 1802, 1803 et 1804; publié par décret impérial. [with] Voyage de Decouvertes aux Terres Australes ... Atlas par MM. Lesueur et Petit. Dirige par J. Milbert. A Paris, de l'imprimerie Impériale, 1807. First edition, text: two volumes, [6, half title, title, errata], xv[i], 496pp.; [1, half title], xxxi[i] (including engraved portrait of Peron by Lambert after a drawing by Lesueur taken 15 days prior to Peron's death), 471pp.; atlas: two parts in one volume, part one comprising engraved title, 4pp. 'Tableau Général', and 40 plates (23 hand-coloured, some folding); part two comprising engraved title, 3pp. 'Table des cartes et plans', blank, and 14 maps and charts (several folding).

[With]

'Partie Navigation et Géographie' Freycinet, Louis de, Voyage de Decouvertes aux Terres Australes ... Navigation et Geographe, A Paris, de l'imprimerie Royale, 1815. First edition, text: one volume, vxi, 576, [2, 'errata et additions']; atlas: engraved title page, table, and 32 engraved charts, Paris 1812.



“The most important colour plate book on British Topography”

47 DANIELL, William and Richard AYTON

A Voyage Round Great Britain, Undertaken in the Summer of the Year 1813, and commencing from the Lands-End, Cornwall, by Richard Ayton. With a series of views, illustrative of the character and prominent features of the coast, drawn and engraved by William Daniell, A.R.A.

Publication

London: Printed for Longman, Hurst, Rees, Orme, and Brown, Paternoster-Row; and William Daniell, No. 9, Cleveland-Street, Fitzroy-, 1814 [but 1818]–1825, 1825.

Description

First edition, eight volumes in four, large 4to (365 by 260mm), dedication, large folding engraved chart of Great Britain and 308 aquatint plates, with fine original hand-colour, within grey wash borders (by and after William Daniell), occasional light damp-spotting to text, nineteenth-century straight-grained red morocco gilt, upper cover with five line gilt fillet border, spine in five compartments separated by raised bands, richly gilt, all edges gilt.

References

Abbey Scenery 16; Sutton 28; Tooley 177; Upcott p. xxxv.

A finely bound set with early issues of the aquatints of “the most important colour plate book on British topography” (Tooley).

William Daniell (1769–1837) asked Ayton to contribute to the text descriptions in the work. However this partnership only lasted for the first two volumes as the two men disagreed over plans for the future of the work, and Ayton turned his attention to adapting comedies for the English Opera House. The text for the first two volumes is noticeably longer than that accompanying those subsequent.

The voyage circumnavigated the whole of Great Britain and is “valuable as a record and exquisite in its presentation” (Tooley).

In addition to the fine binding, the present example is remarkable both for the inclusion of the index chart (which was not included in all copies) and for the fine, early impressions of the aquatints bound from the original parts, issued from 1 January 1814 and not completed until 1825. The plates bear the following “J. Whatman, Turkey Mill” watermarks: volumes I and II: 1811; volumes III and IV: 1816; volumes V and VI: 1820; and volumes VII and VIII: 1823/4. The map and endpapers are dated 1825 and 1826 respectively.

Provenance:

Bookplate of the Pierpont Morgan Library, together with note slip “The gift of Henry S. Morgan 1951”.



The first circumnavigation of Australia

48 FLINDERS, Captain Matthew, R.N.

A Voyage to Terra Australis: Undertaken for the Purpose of Completing the Discovery of that vast Country, and prosecuted in the years 1801, 1802 and 1803, in His Majesty's Ship The Investigator ... with an Account of the Shipwreck of the Porpoise, Arrival of the Cumberland at Mauritius and Imprisonment of the Commander ... in that Island, [Together with] [The improved atlas published by the Admiralty].

Publication

London, Printed by W. Bulmer and Co. Cleveland-Row, and published by G. and W. Nicol, Booksellers to His Majesty, Pall-Mall, 1814[-1829].

Description

First edition, three volumes (comprising folio atlas and two volumes text, 4to). Text: two volumes 4to (300 by 230mm), [4], ix, [10], cciv, 269pp.; [2]; 613pp. plus nine engraved plates by John Pye, W. Woolnoth, S. Middiman, and others after William Westall, some off-setting and toning to plates, otherwise a clean and broad-margined example, contemporary tree calf rebacked, small area of abrasion to upper board of second volume, joints expertly repaired, spine in six compartments each with roll-tool border and central celtic device, gilt, green morocco labels for title and volume number lettered in gilt. Atlas: large folio (670 by 490mm), 16 engraved charts, four plates containing 28 coastal profiles and ten engraved botanical plates after F. Bauer, half-calf uniform to the reback of the text volumes, corner of one chart slightly restored.

References

Clancy 9.5; Davidson, pp. 121-23; Ferguson 576 (miscounting the preliminaries in the first volume); Great Flower Books, p. 94; Hill 614; Ingleton 6487; Kroepelien 438 (text volumes only); Mosley, Charles, *Burke's Peerage and Baronetage*, 107th edition, volume 1, p. 516; Nissen (BBI) 637; Tooley 570-585; Stafleu & Cowan 1806; Wantrup 67a, pp. 138-44.

The first edition of the text of the official account of the first circumnavigation of Australia: “the most outstanding book on the coastal exploration of Australia” (Wantrup).

Flinders sailed from England on 18 July 1801, and during the next two years he surveyed the entire coast of Australia from Cape Leeuwin to Bass Strait. He returned to Port Jackson in 1803 having completed the first circumnavigation of Australia, thus establishing that it was a continent. The text offers a day-by-day record of the expedition. To this work Flinders prefixed an elaborate introduction relating the prior discoveries of the Dutch on the North West and South Coasts of Australia, short accounts of Tasman, Cook, Marion, and his own boat expedition with Bass in which Tasmania was circumnavigated for the first time. Flinders sailed on Bligh's second expedition in 1792, and he includes a brief account from his own journal of the discoveries then made in Torres Straits, as well as an appendix by the expedition botanist, Robert Brown: “General Remarks, Geographical and Systematical, on the Botany of Terra Australis” (Appendix III, pp. 533-613 in vol. 2).

Flinders received little formal training in surveying, but his achievements on this voyage, working under very difficult circumstances, established him as one of the greatest of all coastal surveyors. His natural ability, allied with the great pains he took to insure the accuracy of the printed results, have ensured that the present work is of monumental cartographical significance and that it should be “the centerpiece of any collection of books dealing with Australian coastal discovery” (Wantrup).

On his return voyage to England, Flinders was forced by the state of his ship to seek assistance at the French island of Mauritius. There, despite his passport that instructed all French officers to render him assistance, the French Governor, General De Caen, arrested Flinders, accusing him of spying, and impounded his papers. Ignoring numerous official protests and disregarding even a direct order from Napoleon, De Caen held Flinders prisoner on Mauritius for the next six and a half years, finally releasing him on 14 June 1810. Although mortally ill, Flinders spent the last years of his too-short life preparing this detailed record of the *Investigator* voyage.



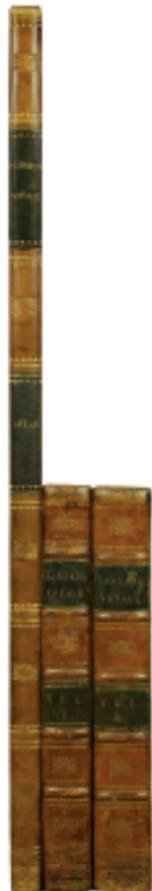
By 1822 several of the charts published in 1814 were obsolete, so they were revised and the whole atlas re-issued by the Hydrographical Office of the Admiralty. Some plates were issued with the statement "Corrected to 1822", and the remaining plates, including the coastal profiles and botanical illustrations were issued with the revised imprint and the Hydrographical Office seal, and, in the case of the charts, with compass roses and rhumb-lines. The complete atlas was not again issued by the Hydrographical Office but, as time passed, individual plates were revised and reprinted, reprinted without revision, or withdrawn as necessary.

In the present example 12 charts and the four profiles are later, published by the Hydrographical Office to the Admiralty rather than by G. & W. Nicol, and all 16 are watermarked "J. Whatman Turkey Mills 1836". A full list is available on request. The ten botanical plates retain the original publisher's G. and W. Nicol imprint.

According to the original manuscript accounts found in the Admiralty Library Archives, the total production cost of printing Flinders work was £628: 7 shillings and 6 pence, plus Paper £1452: 12 shilling and 4 pence, plus engravings £58: 10 shillings, making a staggering £2139: 9 shillings and 10 pence! These records also show that 1,000 copies of the 4to edition and 150 large paper copies were ordered. Due to poor sales, only 98 complete sets of the large paper edition were sold, the remaining 52 were sold at a trade sale without the folio atlas, and only 422 complete sets of the normal 4to edition were sold. The remaining sets were either sold without the plates or charts, and again the residue sold to trade. This explains why the text is found frequently without the atlas.

Provenance:

Bookplate of William Brodie of Brodie (1799–1873), 22nd of Brodie held the office of Lord-Lieutenant of Nairnshire between 1824 and 1873. He held the position of 22nd Chief of Clan Brodie from 17 January 1824.



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