MAPS: Capture, Create, Communicate

See page 18 for a report on the BCS’ Symposium 2014
Notes from our President

As I write this, Germany have just won the World Cup. England have drawn the First Test with India, the Tour de France is well underway, the Open is due to start in a few days time, the Commonwealth Games is just a couple of weeks away and the new football season starts in less than a month. If you are not a sports fan then I guess you haven’t been, or won’t be, watching the television much! Global sporting events such as the World Cup always spawn maps and some have been featured in my online monthly bulletin. Whilst they may not always be of the highest quality, they do increase awareness of global geography and as mapping is making something of a resurgence in the National Curriculum, we can only hope that awareness of place and location will improve over time.

The Restless Earth programme for the Academic Year 2014/15 finished recently with our 23rd workshop of the year at Alsager in Cheshire. This engagement with mostly Year 10 students has been incredibly popular amongst schools and has highlighted some of the problem areas that geography in general and mapping in particular is experiencing. Awareness of different scales seems to be a common issue, with students struggling to understand how the same feature is symbolised at a variety of scales. Zooming in and out of internet maps doesn’t seem to translate well into appreciating size and position when relating to printed mapping. Workshops for 2014/15 have already exceeded this year’s figures and with lots of new schools having registered we will be getting to even more areas, including Northern Ireland in the autumn. By my reckoning, we have now delivered the workshop at over 30 venues, which have been attended by over 70 schools and 4000 pupils. Can you help at any of these? We are always looking to involve our members, so if there is one taking place near you please do consider volunteering to come along and help – the work is hard but great fun too. Full details are available on the Restless Earth page of the BCS website.

The BCS Symposium was another very successful event, with delegate numbers exceeding those for our 50th Anniversary celebrations last year. This year the event was run jointly with the International Map Industry Association (IMIA) and the extra dimension that this commercial international organisation brought to the event was refreshing. Marwell proved to be a popular venue due to its ease of accessibility and the weather was particularly kind to us. Lots has been written about the Symposium in this issue, so I won’t dwell on it other than to say a huge thank you to all involved with every aspect of running our annual showcase event. A lot happens in the run up and behind the scenes, much of which goes unnoticed as everything runs so smoothly.

My President’s address at Symposium was on the topic ‘Cartography is not dead’. I drew the analogy of Sherlock’s ‘death’ in the BBC TV Series and hopefully managed to get across the message that although techniques and tools have certainly changed, cartography itself is still very much alive and perhaps more important now than it ever has been in having a voice to showcase good maps and provide a critical overview of bad maps. Thanks to the proliferation of tools on the Internet there are a lot that fall into the latter category and whilst we should not set ourselves up as the ‘carto police’ we do need to point out when things go wrong.

We are currently in the early stages of planning for Symposium 2015, so please look out for announcements via the website as location, dates and details are decided.

Looking ahead, the BCS AGM will be held at the RAF Club in London on Monday 17th November. Nominations for the BCS Council close on 1st September, so if you are thinking of putting your name forward please do so swiftly. The AGM will be followed by our guest speaker, the BBC weather presenter Helen Willetts, who will talk on ‘The Changing Face of the Weather Map’. I heard Helen speak at the RGS a few years ago and she is a very engaging presenter. It promises to be an enjoyable evening so book early and I hope to see you there.

Louisa On behalf of Martin, Mark and Louisa Maplines Editors
The now famous tag line from the Monty Python comedy “And now for something completely different” has become something of a mantra to the Cadets of Warsash Sea Cadet Unit. Not content with learning reef knots and rowing in a classroom, these Sea Cadets like to use these newly acquired skills in more practical, relevant and innovative ways, such as their Duke of Edinburgh expedition to Australia not so long ago. This time the Cadets spiced up their syllabus water-based navigation training with some amateur hydrography, making their very own chart of the Warsash Maritime College Jetty where they are based, located at the entrance to the River Hamble near Southampton.

The genesis for the project originated from the need for the author, one of the unit’s Civilian Instructors, who also happens to be a Royal Navy Warfare Officer to gain some experience of basic surveying techniques prior to starting his Hydrographers Course at the Royal Navy’s Hydrography & Meteorology School in Devonport, Plymouth. As a consequence of the demands on today’s Royal Navy, there wasn’t any naval manpower to spare to assist and such a task would be so much easier with extra hands to help. As it happened, a handful of the Warsash Sea Cadets expressed an interest in completing the Sea Cadet Navigation Badge, which follows closely the Royal Yachting Association’s navigation theory syllabus. Seeing the potential to consolidate the classroom theory with a practical opportunity, a formal approach was made to the Cadets Commanding Officer, Lieutenant Tony Thurgood, who was delighted to provide the Cadets with a quality learning opportunity.

Now equipped with a band of eager volunteers and the target of the half-term week in which to collect the data, the author obtained the necessary permissions and equipment to complete the task. In a meeting with the River Hamble’s Harbour Master, Mr David Evans, it transpired that the timing of the survey was indeed fortuitous; the neighbouring commercial Port of Southampton were about to start dredging operations in order to take bigger ships. Therefore, affected users including the River Hamble had been instructed to survey their areas to monitor for any build-up of sediment arising from the work.

Not having access to a purpose built ship, complete with sophisticated equipment, or the technical expertise available to modern hydrographers, the Cadets would have to rely on the more traditional methods of mapping their environment as used by Cook or Shackleton, namely a hand-bearing compass, leadlines, sextants and a tidepole, to name but a few. As some of the equipment needed is no longer in common use, such as the Abney and Adelaide levels, some of the equipment needed is no longer in common use, such as the Abney and Adelaide levels, their procurement proved to quite a challenge.

The team was now selected, activity authorised and logistical demands satisfied including the loan of the former police motor launch “JUNO” to act as “mothership”, and assembly instructions were issued. All that was left was good weather, although fate seemed to have other ideas. Over the weekend the UK experienced some of the worst storms in years. On the Monday morning the high winds forced the team to postpone JUNO’s relocation from Portsmouth to the River Hamble for 24 hours. This proved only a minor setback to the computer prediction of the tide from the UK Hydrographic Office, as well as the electronic gauge used by the Port of Southampton. The readings highlighted some minor local variations in the tide difference and heights predicted. Simultaneous observations were also conducted on the horizontal movement of the tide using a “Pole Logships”, a timber pole, ballasted so as to float upright with a 200 metre floating line attached to it. With JUNO attached to a buoy, the pole is released and line paid out. At the end of a given time, in this case 2 minutes, the pole’s position, range and bearing are recorded and from these the speed and direction of the tidal stream would be derived.

Day three and whilst tidal data collection continued part of the team began collecting images of lights, beacons and other landmarks which may be of navigation interest and therefore use to the Hydrographic authorities and mariners. The positions of any buoys were checked using horizontal sextant angles to assess if any had moved during the recent bad weather. During this time, the Cadets also collected data on the various forms of wildlife present, as adjacent to the survey ground is a nature reserve. By the evening, sufficient tidal height observations had to consolidate the tide pole, ballasted so as to float upright with a 200 metre floating line attached to it. With JUNO attached to a buoy, the pole is released and line paid out. At the end of a given time, in this case 2 minutes, the pole’s position, range and bearing are recorded and from these the speed and direction of the tidal stream would be derived.

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Collecting the data, it transpired, was the easy bit. Converting it all into a form easily understood proved to be a more time-consuming and thought-provoking task. Drawing an accurate, top-scale chart without errors turned out to be quite a time-consuming task. Bent over a dining room table is not good for one’s posture, but the efforts have resulted in a number of submissions to the UK Hydrographic Office in Taunton, which hopefully may be incorporated into charts and other relevant publications of the area used by seafarers in the near future.

By Paul Lane
bees, keeping fish stocks for plate, horses for transport, constant stream of visitors and supplying ships with logging. My sense of the place was of an estate waiting to be made alive by people to-ing and fro-ing, horses being made ready, stately women trying to keep the skirts out of the dirt and maids continually sent to fetch water. There was incredible architectural details waiting to be discovered. High in biodiversity the site would be throbbing with wildlife in the Summer heat. Unlike other properties, Godolphin House has kept most of the working estate within walking distance of the house and therefore feels compact, while still being part of the historic landscape. In years past, I don’t think that the space around the house would be still or quiet at any time of the day or night.

The joy of starting to compile a new map, always starts with some research and defining the reason for being. What does it show and almost more importantly, what do you leave out?

Students at Falmouth University studying BA Drawing, were invited to come along to historical and contemporary lecture on cartography with me, to start their journey into map-making. We went through what a map was, how they are made and what projections are. The course is led by architect Peter Skerrett, and it aims to explore all different methods and principles of drawing, while engaging in different fields such as cartography.

To start with the students learnt how to read an Ordnance Survey map, understand co-ordinates and symbology. We then, went to do some actual research – shock – with actual printed books and maps from the local history group based at the Royal Polytechnic, Falmouth. There they got to explore prints of old Ordnance Survey maps, nautical charts and books on the history of Cornwall. It was a fantastic experience and handing old printed maps in various historical styles got them excited about their own projects.

The next day we went to visit Godolphin House and Estate in wellies. It wasn’t full-on raining but a mixture of mist and drizzle (mizzle), not the best, first on-site experience! There were various leaflets, containing maps, all with different parts of the estate emphasised to get everyone started. Soon, the students were exploring all over the grounds, taking photos and making sketches of the sense of place.

I found it a bit eerie. The estate was built on the success of owning land rich in tin and copper. It would have obviously have been a bustling centre of activity; making cider, keeping bees, making honey.
The saying that ‘a picture is worth a thousand words’ means that a picture tells a story just as well as a large amount of descriptive text. I understand that this phrase emerged in the USA in the early part of the 20th century. Its introduction is widely attributed to Frederick R. Barnard, who published a piece commending the effectiveness of graphics in advertising with the title ‘One look is worth a thousand words’, in Printer’s Ink, December 1921. And what is mapping if not a picture seeking to describe something which, if set out in words, would be difficult to describe, often incomprehensible to many?

Maps and Traffic Orders

In 2001 Chris Brimley, Chief Engineer (Traffic and Transportation) for Brentwood Council, considered whether written descriptions of where controls exist were the best way to communicate the provisions of a Traffic Order. If it is necessary to map out restrictions in an area to get a comprehensive understanding of what a Traffic Order is imposing, why not use a map as part of the Traffic Order in the first instance? He therefore undertook a study to determine whether a map alone could be used to communicate where controls imposed by a Traffic Order apply. This study was a great success. It gained acceptance from the Department of Transport that there was no reason why a map could not be used as the schedule to a Traffic Order. Given the Regulations were created under powers given to highway authorities under primary legislation, it was important for the study’s success to establish that this legislation would allow the use of a map in place of the traditional text schedules that were being used. There was one constraint within legislation that required the locations where Traffic Order restrictions would apply to be ‘described’. The interpretation of this description continues today to be a written description, which highway authorities are obliged to follow when communicating the intention to introduce new Regulations. A recent consultation in January 2012 was undertaken by the DfT, designed to modernise this legislation and give authorities more freedom on how new Traffic Orders can be communicated. The consultation recognised the benefits derived from using maps for communicating Traffic Orders but unfortunately was not taken forward as proposed. It is currently necessary to also supply plans or maps to accompany the text descriptions used in the legal Notices of Traffic Orders, to help easily communicate their intentions, which the legally required text often fails to do effectively. Modernisation of procedures for the implementation of new Traffic Orders is still an aspiration for traffic engineers and parking managers. Putting this aside the acceptance and use of map-based Traffic Orders has been steadily increasing across the UK with more highway authorities switching to the new style of Traffic Orders.

Mapping Traffic Order data on GIS systems, such as the Buchanan Computing’s ParkMap system, pre-dated Chris Brinley’s study, but was originally mainly used by those within the authority responsible for management of Traffic Orders. Today this system can link to the web through TraffWeb to put Traffic Order data into the public domain. It also has functionality to help highway authorities adopt and manage map-based Traffic Order preparation. An electronic map version of traffic controls available for all to access and view is well within the capabilities of current technology. From here it would be a relatively small move forward to have Traffic Order controls available nationally within our vehicles on our SatNav screens and helping us to understand where, or where not, to park. It would therefore be very advantageous if the legislation was reviewed and updated to make the procedures surrounding Traffic Order making consistent with a wholly map based approach, especially as the desire to do this had been expressed in the recent consultation process. It is believed this would be welcomed as a reduced procedural and financial burden on highway authorities responsible for Traffic Order making.

Example of mapping a Traffic Order

As an example of the real world, consider a Map-base Traffic Order Schedule and Legend from the Royal Borough of Kensington and Chelsea showing all the controls presented by a map.

What’s your preference? Text or Map for Traffic Orders

Try to imagine the locations where restrictions apply as communicated by the following text taken from a Traffic Order:

**Market Place (northern arm), north side from a point 10 metres east of the projected eastern kerb line of Market Place (western arm), for a distance of 17 metres in an easterly direction.**

**Market Place (southern arm), north side from a point 10 metres east of the eastern kerb line of Market Place (western arm), for a distance of 17 metres in an easterly direction.**

Read it again and compare it to the map representation of the same restrictions as follows:

Consider what the text was attempting to communicate, compared to how quickly you are able to interpret and understand the map presentation of these Traffic Order parking bay locations.

1. The Use of Mapping to Define Waiting Restrictions in Brentwood, Chris Brimley & Ann Horgan, June 2001
2. Road Traffic Regulation Act 1984 c27

Traffic Management Systems

Bringing Order to parking management through mapping

Traffic Management Systems
Below: Screenshots from the Parkopedia mobile app

above: Screenshots from the Parkopedia mobile app

Thankfully car parks are static and private driveways and can be accessed online, through SMS or as an iPhonelPad/Android app and also in in-car.

Identifying somewhere safe to park: Enter ParkMark®

There are over 5,000 car parks in the Safer Parking Scheme. When a car park meets the scheme’s standards it is given the Park Mark award and its location is updated onto a specially designated website www.parkmark.co.uk

Digital mapping of ParkMark awards website updated onto a specially designated website www.parkmark.co.uk

Our collaboration with DT and Transport Direct also means that the digital mapping geocodes for Park Mark awards are now available on Open Data and we expect to see a number of journey planning apps being developed by third parties which will help to promote public awareness of ParkMark, and already The AA, Confused.Com and Parkopedia have done this.

The new website, with its digital mapping and is due to launch in summer 2014 coinciding with the Safer Parking Scheme’s 10 year anniversary. With new car parks achieving the Park Mark award added every month, finding a well-managed, safer, cleaner and brighter car park has never been easier. Moreover, the more people that take advantage of finding safe places to park so the downward trend in car crime will continue.

The end of the road?

And so we come to the end of our journey, exploring the world of mapping in traffic and parking management, which from its humble beginnings of printed maps used by engineers to plot new roads and has moved onto helping residents and businesses better understand the nature of parking and traffic management schemes in their locality and now self-help navigation systems available to all in the palm of your hand. The end of the road or just another stopover on the great journey of mapping the world of parking and traffic management?

By Kelvin Reynolds, I.Eng, FIHE, MBPA, Dip HE (Milex), Director of Policy and Public Affairs, British Parking Association

So that users of smart devices and mobile phones can obtain readable data at the flick of a finger so to speak. This is a new innovation for www.parkmark.co.uk but one that still allows users to search for their nearest Park Mark awarded car park direct via smartphones or tablets from a list of over 5000 nationwide.

Curious and curious! T aschen’s recently published tome, Information Graphics, makes me feel a little like Alice in Wonderland! Not in the dress and hair-style sense … but the general feeling of having entered a wondrous domain. First, the book is enormous … it ‘weighs in’ at well over 3kg on my bathroom scales (I was not prepared to risk the more delicate kitchen set!). In comparison, The Times Atlas of World History (prehistory to the present) comes in at bantamweight at only 2kg, while my rather careworn edition of the AA Street by Street - London (published in 1987) still allows users to search for their parking and traffic management?

Simon Rogers, editor of the Guardian’s ‘Datastore’,
Turning visualisations into stories

Finally, Paolo Ciuccarelli’s essay, ‘Communicating graphically to ensure that this is finance to pandemics, also need not be afraid of the numbers however, that reporters, who are not afraid of the numbers’, is a call for humanisation of communication, and an admission of the limits to our understanding of complex systems. Scientists and governments (other technocrats?) are encouraged to face the challenges of the ‘sea of open data’ (a slightly less alarming metaphor than Wurman’s ‘Tsunami’) and move the use of information from informing citizens to mobilising them. His solution is to use graphics as a form of story-telling, to address the fundamental need in all humans to make sense of the world. Alice in reverse?

The ‘LATCH’ explains the organisation of the book into four parts, based on Wurman’s classification of information structure. His schema provides the four major themes ‘location’, ‘time’, ‘category’ and ‘hierarchy’ …never ask what happened to ‘alphabet’**, it suddenly vanished away…for it was a Boojum, you see!

Fit the Second – the main bulk of the book is a series of wonderfully reproduced information graphics!

This, ironically, is the largest section of the book, but the most slippery to deal with (a bit like a Cheshire cat). It is a massive collection of information graphics, generally clear and legible (some suffer from being too large to be reproduced with the text at a readable scale, even in such a large tome, although fold-outs help), and reproduced in high-quality. The main critique (and one addressed by several reviewers) is the lack of evaluative commentary. The text accompanying the graphics is largely descriptive, however, this may actually be its merit – it provides a resource that can be used with students without prejudice. The first section on ‘location’ provides an enormous number of maps and related graphics. It must be presumed that the graphics are deemed best-practice, but a trawl offers much to critique, ranging from a neat map-graphic of voting shifts in the US (New York Times), to the usual failure to pick appropriate world projections for the task in hand. While some are little more than ‘infotainment’, others surprise; a graphic for bicycling magazine turns out on closer examination, to be an engaging and effective map of the 2010 Tour de France. Maps also turn up, if less frequently, in the other three sections. The most obvious thing that stands out this range of Harry Beck/tube map derivatives, illustrating the linkages between anything from online-services to the influence of ‘rock ‘n’ roll’ bands. Time-lines as route maps are another frequent visual metaphor through the book.

Fit the Third – A large poster (or ‘map’) of infographics …that leaves me cold! It is not beautiful – which is what one would expect from a special insert in a book of this quality, and it’s not particularly informative. A dreadful verbal-visual pun in the top right corner, relating to pie-charts and pies-in-the-sky is enough to send it to the waste-bin of eternity! The main part of the poster simply provides (in its own words) ‘an idiosyncratic taxonomy’ of infographics. There is little that comes as a surprise despite this characterisation. A time-line, with examples of graphics, runs under the main diagram, but it too is a little tame, featuring the usual suspects… ancient Egyptians hieroglyphs to graphics by Playfair, Beck and Neurath.

To end on a ‘high’** – I do love this volume...I really do! This review operates entirely with no graphics from the book, only the door (oops! cover) to Wonderland...you have to tumbl down the rabbit hole for yourself!!!!

By Peter Vujakovic, BCS Map Design Group & Canterbury Christ Church University.

*Lewis Carroll’s The Hunting of the Snark, is an Agony in Eight Fits! Strictly speaking a ‘fit’ is a division of an epic poem!

** The removal of ‘alphabet’ as a theme explained on p.96 of the book… but not very convincingly.

Historical Military Mapping Group

Bomber Command Study Tour

Lincolnshire

Above: Lancaster “Just Jane”, East Kirby

Historical Military Mapping Group

The beginning of LIE IN THE DARK AND LISTEN by Noel Coward is very timely. The Centre is now widely seen as a living memorial to the 55,500 men of Bomber Command who lost their lives during the war. There is a great deal to see at the Centre but the highlight is undoubtedly Avro Lancaster heavy bomber NX611, called “Just Jane” after the heroine of the wartime strip (in both senses) cartoon. Based at the old wartime airfield of RAF East Kirkby, the site retains the original 1940s control tower. The airfield is on the prime meridian and has a pillar to that effect.

We stayed at the excellent Petwood Hotel in Woodhall Spa, a former stately home which served during the war as the officer’s mess of the legendary 617 Squadron of Dambusters fame. We held a series of evening talks during the Petwood Hotel’s spectacular evening dining. The first evening’s guest speaker was Stuart Compston, Commander of the 617 Squadron, who spoke about the squadron’s role in the Dambusters raid.

On the final evening, we were treated to a display of photographs, maps and artifacts from the 617 Squadron’s airfield at Faldingworth, which has a large bit of a tree inadvertently acquired by a Lancaster on a raid (that is what you call low flying). After a drinks reception and the viewing of a Bomber Command map display, on the first evening we heard two fascinating talks. Assisted by his wife Christine, Chris Halsall (an ex Army PI) told us about Photographic Interpretation. Chris and Christine are both members of the Medmenham Club and few know more about PI and the crucial but largely unspoken role it played during the war. Phil Bonner (ex RAF Sdn Ldr and now Lincolnshire Council’s aviation heritage officer) told us about Air VCs of Lincolnshire from both wars. Gibson, leader of the Dams Raid, is of course the most famous Bomber Command VC but there were two others who flew from the county. We then had an excellent dinner at which Phil and his wife were our guests.

On the second day we visited Hemswell Court. A former RAF airfield, the Officer’s Mess has been stunningly restored and turned into a conference hotel. We heard an interesting talk from Phil Bonner about the Polish bomber squadrons that were based there during the war. We then visited the disused RAF airfield at Faldingworth, which has

Lie in the dark and listen, it’s clear tonight so they’re flying high

Hundreds of them, thousands perhaps, Riding the icy, moonlight sky.

Men, materials, bombs and maps

Altimeters and guns and charts

Coffee, sandwiches, fleece-lined boots

Bones and muscles and minds and hearts

T here cannot be many poems that refer to maps and charts but it was appropriate that Coward’s moving poem about Bomber Command did so. Without cartographic support – maps, charts, aerial photographs, relief models, map makers, model makers and photographic interpreters - Bomber Command could not have operated.

I can report that in the spring a group of fourteen comprising BCS members and their guests made a very successful tour of Lincolnshire to study cartographic support to the Bomber Offensive during the Second World War.

We began our tour with an afternoon visit to the Lincolnshire Aviation Heritage Centre at East Kirkby. The Centre is family run and was set up to commemorate a member killed in the disastrous Nuremberg Raid. After losing almost 100 aircraft and 800 men, the survivors of the raid returned home on the morning of 31st March 1944. Our visit therefore

Historical Military Mapping Group

Bomber Command Study Tour

Lincolnshire
By Dr John Peaty, Convener, HMMC

Right: Extract from target map of Nuremburg showing different zones within the city

Below: Fiskerton - Wartime plan and modern aerial photograph

I was born in the Holy Hindu city of Varanasi (which to most of a people is known as ‘Banaras’) and grew up in Mumbai (or, at that time, Bombay). Almost all of my schooling took place in Mumbai, where I studied till 2007. Following the usual stereotype of getting into engineering after school, I came to Bengaluru (which still people call as Bangalore) in 2008. After working in a software company for around a year, I switched over to what I wanted to do the most, to the area where I have always wanted to succeed professionally – filmmaking. Following this decision I came to Bournemouth, Dorset, England and will be finishing MA Directing Digital Film & Television course at Bournemouth University in September 2014.

My interest in mapping developed when I was around 8 years old, back in 1998. My father Sunil Kumar Srivastava, Captain in the Merchant Navy, used to bring naval charts back home for studying. I was always fascinated with borders, the colour combinations in each map, names of places, maps of islands and so on. This unorthodox hobby became a regular practice when I started sketching more and more maps. The quest of knowing about each country and region was fuelling my curiosity in mapmaking. Atlases like National Geographic Atlas of the World, Rand McNally Atlas, Orient Geographic Atlas of the World, and Longman Atlas helped me in gaining more knowledge about mapmaking skills. I like to know more about different places and their surroundings, so mapmaking became my obvious interest. The reason why I chose this subject for filmmaking, is because it is something I am very much familiar with, and it is close to my heart. And as a rule of filmmaking, if the subject is of someone’s interest, and the maker has a thorough knowledge of it, the film becomes more interesting to the viewer. The film, United States of India, is about 2 years of Indian history, starting from 1947 to 1949. In 1947, India was granted independence from the British Empire, and had 562 Princely States. Each of these states were small kingdoms ruled by kings and princes, and wanted to remain independent monarchs. Also, 1947 was the year when British India was partitioned into two dominions of India and Pakistan. Out of these 562 states, some even chose to join Pakistan. The whole phase of these two years went in negotiations between Indian leaders and these kings, to surrender their kingships and join the Government of India. The length of the film would be between 15-20 minutes. The film will be made in a technique of stop-motion animation accompanied by voice-over interviews of people who witnessed this phase. The
interviews would be recorded via Skype and would be placed within unexplored parts of post-independent India, and would each Princely State into the Union that phase. The integration of India shall be done with the help of written texts on each region of the country. The map colours – red, deep yellow and green, where red represents the former British Provinces which automatically became part of Indian Union soon after independence; deep yellow for Princely States and green for three Princely States which had a tough time merging with the rest of India. The movie will show the smooth change of borders of each state, and the end would be one single map of united India, which historically, in 1950 became a republic. The basic narrative would be a brief overview of incidents which took place in the two years post-independent India.

This type of hand made map-movie is one of the first of its kind, with respect to animation and story, where changing of borders is shown with the backdrop of a very short period within a historical timeline. The film would be a fascinating experience, in terms of editing and map-making and would involve a massive editing process in its production phase, involving software such as Adobe Photoshop, Adobe AfterEffects and Google Picassa. The film would be an original approach to make historical short-films, which is an amalgamation of animation and documentary. The film is open to a variety of audiences, but more precisely targeted towards people who would want to pursue an interest in animated history. Since this is a student-based project, not a single penny has been invested in its production. The only purpose of this movie is to show how important maps are in narrative construction. It is hoped to extend boundaries of maps beyond the usual stereotype of restricting maps just to fictional stories and travel shows on television. I am fully aware of films which are based on showing transformation of frontiers as a historical show, but all these maps are computerized and edited at a very high professional studio. United States of India is the first of its kind as a hand-made map based short documentary film. This would open doors to more innovative and creative ways of putting maps in any film. Since I am personally more connected to partition of India phase of Indian history, this film has more of a personal touch.

The further scope of this project, would be the continuation of similar types of hand-made short films. Initially, the concept was to show the entire world history with the help of stop motion and hand-made maps. The project was interesting in its concept, but not from the point-of-view of filming and story narration. So, it had to be dropped, but the idea will be worked on after the completion of United States of India. It would be more complicated but far more interesting. Both the projects are intended to make map studying more interesting, intriguing and blend it with filming in a more creative approach.

By Sagar Srivastava
This year the Symposium and associated events were held at Marwell Hotel near Winchester between 24-27 June. The venue was fantastic, the weather was beautiful and the programme full of outstanding presentations and workshops.

T he GIS SIG kicked off the week on Tuesday 24th June 2014 will now go down in cartographic history as the day the world’s first Charity Mapathon was successfully completed. This event was kindly Sponsored by the ICA Commission on Map Design http://mapdesign.icaci.org/ allowing cartographers to attend for free and the prizes were kindly donated by Esri.

Working with data from the Commonwealth War Graves Commission (CWGC) twenty five cartographers from five different companies were split into teams and given six hours to produce a compelling cartographic product. The aim (which was achieved) was to produce innovative mapping that had the potential to be used within the CWGC’s educational programme.

A fun and informative day was had by all with cross organisational working ensuring participants learnt from each other in a friendly and competitive environment. Congratulations to all that took part in this historic event and particularly praise to those who made it onto the Mapathon podium.

First Place was awarded to the team coming from Ordnance Survey (OS) and Hampshire County Council (Hants CC): Edyta Korczynska (OS), John McKay (OS), Oliver Russell (Hants CC), Christian Carley (Hants CC). Their prizes included: Menno-Jan Kraak’s book Mapping Time: illustrated by Minard’s Map of Napoleon’s Russian Campaign of 1812 which considers the cartographic challenge of visualizing time on a map. http://express.esri.com/display/in dex.cfm?Fuseaction=display&webs iteID=254&moduleID=0

They were also the grateful recipients of Hangar24 Brewery Orange Wheat Beer from Redlands.

Second Place was awarded to Chris Wesson (OS) and Paul Naylor (OS) who also received Menno-Jan Kraak’s book.

Third Place was awarded to Alice Gadney (OMV UK Ltd), Josh Weiland (Steer Davies Gale), Alison Hopkins (HR Wallingford) who received Virtual Geographic Environments, edited by Hui Lin and Michael Batty, a collection of key papers that define the current momentum in GIS and “virtual geographies.” http://express.esri.com/display/in dex.cfm?Fuseaction=display&webs iteID=206&moduleID=0

Following the success of the day and the positive feedback from delegates the GIS SIG plan to run further Mapathons in the future. As the event does not command a delegate fee we are keen to hear from potential sponsors in the form of hosts to provide a venue and prize donations. In addition we would like to hear from charities that have data that delegates can work with. For recommendations please contact Rob Sharpe at rsharpe@esriuk.com to discuss the options.

The Symposium opened on Tuesday evening with the commercial exhibition. This year we were very pleased to welcome IMIA (EAME) members into the exhibition, in total 25 organisations were represented from across Europe including Ireland, Hungary, UK and Sweden. The drinks reception was kindly sponsored by the Symposium’s Silver Sponsors: Cadcorp, Europa Technologies, Google and T-Kartor. The exhibition was accompanied by the World Heritage Site quiz which was organised by Gold Sponsor Collins Bartholomew.

On Wednesday the Symposium conference started with Geography, Generalisation and Grids. AlexKent & Peter Vujakovic were an entertaining ‘double act’ and built on their Maplines article showing how mapping can evoke a sense of place (placae) and the way that heritage and tradition can be worked into advertising seaside resorts. From the examples shown it would appear that the French do it better than we do.

The afternoon session was dedicated to Travel and Exploration.

Josh Weiland (Steer Davies Gale) and David Overton (Spatialise) illustrated their support of the Tour de France. A really useful application of simple technology to produce high quality virtually indestructible maps for the outdoor leisure market. They were also very honoured to have Leo Seldon in the audience. Our youngest delegate who accompanied his Mum, Clare,as she took a break from maternity leave to pop in and say hello to her BCS compatriots.

Phil Dellar generated a lot of interest with his presentation that highlighted the issues faced when mapping constantly changing infrastructure. The case study underlined the project undertaken by The GeoInformation Group to map ground assets at Stansted airport. Alice Gadney closed the session and echoed some of last year’s talk by Richard Carpenter, deligiting the paucity of information about the deep sea floor. Oil bearing areas are well mapped but usually very localised. She included a very interesting artefact of a blob of oil, sealed in Perspex.

After the formal presentations social and networking starting with a wine reception kindly sponsored by Maney to celebrate the launch of the new book Landmarks in Mapping; 50 Years of The Cartographic Journal. The evening was dedicated to the annual gala dinner and awards ceremony. The gala dinner was kindly sponsored by the Symposium’s Platinum sponsors Esri UK and OCAD who investigated their respective software offerings for cartography and visualisation.

For the first time BCS introduced a form of speed dating to the Symposium. This was the Business Connect session run by IMIA (EAME) and offers delegates a dynamic meet and great designed to establish business opportunities and relationships.

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Ken Field closed the session and was as entertaining as always as he highlighted the fact that you don’t have to make everything super-sophisticated to get the message across. Simplification is sometimes the best method of effective communication.

After the break and the final chance to visit the Gold sponsors, Collins Bartholomew quiz we introduced a new session to the Symposium - the debate. A session for all cartography professionals to contribute to a new BCS backed research agenda for contemporary map design. The debate was lead by Peter Vujakovic, Alex Kent & Kate MacLean from Canterbury Christ Church University. The aim to identify interesting new directions for map research which will lead to genuine long term benefits for the profession. The team have already been invited back to report on their progress at the next Symposium. As the debate proved a popular addition to the programme we are now looking for prospective leaders for next year’s session.

Continued on page 22...
The British Cartographic Society 2014 Gala Dinner and Awards

The British Cartographic Society 2014 Gala Dinner and Awards were held at the Marwell Hotel and Conference Centre on 25th June. A total of 89 delegates from both BCS and IMIA attended including Vanessa Lawrence, Head of OS International and Hans-Joachim Niemeyer, President of IMIA Europe, Africa and the Middle East. A comment was made that the Marwell staff were hardly noticed as they deftly served the courses marvelling up the correct menu choices with the delegates. Indeed, it was a superb dinner.

The IMIA Awards were both presented and awarded by Howard Hudson, their Awards Officer.

The BCS Awards followed on, beginning with the Henry Johns Award for the most outstanding article published in the Cartographic Journal the previous year. The winners were Jari Korpi and Paula Ahonen-Rainio for their paper in the ICA Dresden Special Issue entitled “Clutter Reduction Methods for Point Symbols on a Map that Coalesce and Vanish”.

The prestigious BCS Award is made for the overall best map from the winners of each of the four individual categories. This year the judges chose the Historical Map of York by Lovell Johns, historical annotations on a modern map base with additional text descriptions. Louisa Keyworth was present to receive the Award on behalf of Lovell Johns.

And finally I would like to thank everyone who contributed to the 2014 Awards in any way, be they sponsors, hosts for the judging sessions, judges, entrants or those who have simply helped me behind the scenes. I could not have done it alone.

A comprehensive list of the 2014 entries is up on the website along with the results and photos of the Awards.

Vanessa sounded a rallying cry for entries for next year, for not just the OS OpenData Award but for all four awards. There will be slight changes made to the entry criteria for the John C Bartholomew Award as mentioned by Jim Irvine and full details may be found in the Awards section on the website.

The 2015 Awards are now open and entries may be sent to me as soon as they are ready, we look forward to seeing all your excellent cartography.

By Jane Sprague, BA (Hons), FRGS, FBCart.S BCS Awards Officer

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Lovell Johns were proud recipients at the recent BCS Symposium of two awards for their ‘Map of Historic York’

Lovell Johns has a long association with the Historic York Towns Trust and have worked together on various atlases since the company was founded in 1965 by Colonel Henry Johns. The Historical Map of York is one of a long line of products that have been created to show the development of a modern city from its ancient origins. Various towns have been mapped, with a view to the continuing production of full atlases.

To create the map base, mid-nineteenth-century OS mapping was digitised to make a vector base which could be edited. Various academics researched historical information on the location of buildings, which was displayed in a graphic format on the map, with clear colouring for the different stages of development. The map has been published, with textual information on the reverse, by Old House Books, and is selling well in various outlets in York, where it is of interest to tourists, residents and researchers alike. The map demonstrates the way your research into the historic layout of York, and mention must be made of Giles Darke, of the Historic Towns Atlas who has been instrumental in bringing this project to print.

The map was submitted for the prestigious British Cartographic Society Awards 2014, and Lovell Johns are delighted to have been awarded the Stanfords Award for the best printed map, as well as the BCS Award for the best map in all categories. It was an honour to receive the awards, and a complete surprise.

The awards are particularly poignant as the cartographer who produced the map, Chissie Bond, died in March 2014, so this is a fitting tribute to her body of work as a cartographer.
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