

Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 24th November 2020



Auction Enquiries and Information

Sale Number: 026
Code name: VENERABLE

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1. Absentee bid – you can place a bid through our website: www.charlesmillerltd.com/next-auction or using the form on page 121
2. Online via one of the following platforms:



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PLEASE ENSURE YOU MAKE ARRANGEMENTS TO BID IN SUFFICIENT TIME BEFORE THE SALE. WE STRONGLY ADVISE BIDDING SOFTWARE IS TESTED IN ADVANCE.

We regret we are unable to offer telephone bidding for this sale

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Charles Miller Ltd. can supply quotations for shipping of purchases, including transit insurance and VAT refund administration fees, and will assist in the application for any export licences which may be required. Buyers are reminded that it is their responsibility to comply with UK export regulations and with any local import requirements.

Front Cover: lot 151 (detail)
Back Cover: lot 105 (part)
Photography: Max Saber Photography

Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY LIVE WEBCAST AUCTION

Tuesday 24th November 2020 at 10am, precisely

Viewing

We will be offering viewing by appointment only from our offices at 6 Imperial Studios, 3-11 Imperial Road, London SW6 2AG during office hours from **Monday, 2nd November – Monday, 23rd November**.

Please call or email to book a slot: Tel: +44 (0)20 7806 5530 | enquiries@charlesmillerltd.com

Bidding Options

The auction will run 'live but unattended', so you will not be able to bid in the room. Webcast bidding options can be found on the page opposite. *Please note we will not be able to offer telephone bidding for this auction*

Post Sale Collection

The office will not be open to the public on sale day for viewing, bidding or collections, lots may be collected from 10am on Wednesday, 25th November.

Order of Sale

Mercantile	1-98
Naval	101-179
Instruments	181-295



This auction is conducted by Charles Miller Ltd in accordance with our Conditions of Business printed in the back of this catalogue.

Buyer's Premium is payable on every lot. Please see the inside front and back covers for details of this and any other charges.

Explanation of Cataloguing Practice

Pictures

A work catalogued with the name(s) or recognised designation of an artist, without any qualification, is, in our opinion, a work by the artist.

In other cases, the following expressions with the following meanings are used:

"Attributed to..."

In our opinion probably a work by the artist in whole or in part.

"Studio of..."

"Workshop of..."

In our opinion a work executed in the studio or workshop of the artist, possibly under his supervision.

"Circle of..."

In our opinion a work of the period of the artist and showing his influence.

"Follower of..."

In our opinion a work executed in the artist's style but not necessarily by a pupil.

"Manner of..."

In our opinion a work executed in the artist's style but of a later date.

"After..."

In our opinion a copy (of any date) of a work of the artist.

"Signed..."

"Dated..."

"Inscribed..."

In our opinion the work has been signed/dated/inscribed by the artist. The addition of a question mark (?) adds an element of doubt.

"With signature..."

"With date..."

"With inscription..."

In our opinion the signature/date/inscription/stamp is by a hand other than that of the artist.

Models

"Builder's model..."

In our opinion a model produced in the workshops of the yard.

"Boardroom model..."

A model which has been produced under contract by a professional modelling firm for the yard.

"Builder's/Prisoner-of-War-Style..."

In our opinion a modern model which is built closely conforming to the typical types of examples found within the genre.

"Restored..."

In our opinion an original model which has been to a lesser or greater extent restored in some or all areas. The condition report may attempt to detail more precisely which areas these are.

"Restored overall..."

In our opinion a model or object which has been restored in every context, including fixings and mounts.

Model Scales

Where possible indications are given of model scales, in some instances these are provided by individual modellers, or worked out from measurements.

Measurements

These are provided in order of **Height x Width x Depth**, unless otherwise stated. Where it is not possible to separate the model from the case, overall measurements are taken from the widest point of each surface.

Condition

Condition may be mentioned in italics within brackets at the end of a description; detailed condition reports may be had from CM Ltd. prior to sale and are for reference only. Clients should satisfy themselves in person wherever possible as to the condition of a lot, or ask an agent to inspect it for them. All statements provided by Charles Miller Ltd. are honestly given, however our staff are not trained conservators or restorers and accordingly any statement given will not be exhaustive.

Ø PROPERTY INCORPORATING MATERIALS FROM ENDANGERED SPECIES (CITES)

An export licence issued by the Department of the Environment will be required for the export of any item made of or incorporating (irrespective of percentage) animal material such as ivory, whalebone, tortoiseshell, rhinoceros horn, rosewood and lignum vitæ etc., and this may take up to eight weeks to obtain. Clients are advised to check with the regulating body in the country of importation regarding any possible restrictions on the importation of items within this category – some countries have an absolute ban on the importation of certain materials. For example, the United States Government has banned the import of ivory into the USA and generally prohibits the importation of articles containing species that it has designated endangered or threatened if those articles are less than 100 years of age.

Lots which will require CITES licences are denoted by the symbol Ø

Mercantile



Lot 84 (detail)



1

1.

THOMAS BUSH HARDY (BRITISH, 1842–1897)

Shipping by the Guidecca, Venice

Signed 'T.B. Hardy' (lower right) and dated '1891' and indistinctly inscribed

Watercolour

8½ x 27½in. x (21.5 x 70cm.)

£700-1,000



2

2.

A WELL-PRESENTED SHIPWRIGHT'S MODEL OF A THREE-MASTED CLIPPER SHIP, LATE 19TH CENTURY

the 10in. hull carved from contrasting woods, with pinhead portholes, scored decks with simple carved fittings and bowsprit and deck rails, mounted on launching blocks with prop supports and contained within a glazed wooden case — 8 x 16 x 5in. (20 x 40.5 x 12.5cm.)

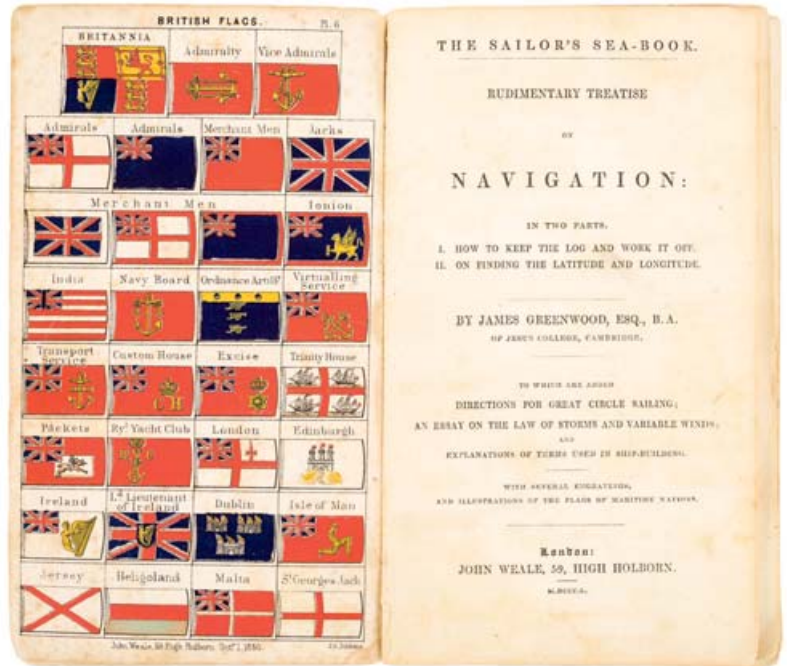
£200-300

3.

'THE SAILOR'S SEA-BOOK, RUDIMENTARY TREATISE ON NAVIGATION IN TWO PARTS...'

by James Greenwood, published by John Weale, London, 1850, title page further inscribed
...*Rudimentary Treatise on Navigation in two parts, to which are added Directions for Great Circle Sailing; an Essay on the Law of Storms and Variable Winds; and Explanations of Terms used in Ship-Building, with several engravings and Illustrations of the Flags of Maritime Nations*, 167 pages plus engravings and coloured flag charts, contemporary blind-stamped green cloth with original paper title on front board
£150-200

The first edition of a succinct but extensive treatise on navigation "intended for the instruction of the professional mariner" which contains three chromolithographed plates (one bound as a frontispiece) depicting the flags of various, mostly European, seafaring nations and includes numerous British flags.



3



4

4.

A DRY CARD BINNACLE COMPASS CIRCA 1860

the 6in. card signed *Lilley & Son, LONDON* and mounted in a white-lined gimbal-mounted bowl with removable faceplate, contained within a pine binnacle base with shaped skirting and removable glazed cover with securing hooks, overall measurements — 16 x 15¼ x 15¼in. (40.5 x 38.5 x 38.5cm.)
£500-800



5

5.

THOMAS BUSH HARDY (BRITISH, 1842-1897)

The Mouth of the Medway

Signed and dated 'T.B. Hardy 1896' (lower left)

Watercolour heightened with bodycolour

12½ x 23½in. (31.5 x 59.5cm.)

£200-400



6

6.

JOSEPH HEARD (BRITISH, 1799-1859)

The barque 'Isabelle' in two positions off the South Stack, Holyhead

Signed and dated on buoy 'J. Heard 1837' (lower left)

Oil on canvas

27 ¼ x 39 ¼ in. (69 x 99.5cm.)

£4,000-6,000

Provenance: Parker Gallery

The wooden barque *Isabelle* was built at Liverpool in 1836 and registered at 215 tons. Owned by Laidman of Liverpool, she began her career sailing out of London to South America under the command of Captain Mackie. In 1842 Captain Turner assumed command and thereafter she traded to South America out of her home port of Liverpool until 1845 when, under yet another new master, Captain Stretton, she undertook a single round trip to the Cape of Good Hope. The *Isabelle* then disappears from view around 1848 and since there is no record of her being wrecked, it can be assumed that she was either sold and renamed, or was broken up due to no longer being seaworthy.

7.

AN 18TH CENTURY PORT CHARGE BOOK FOR MADEIRA

port charges and disbursements for 120 ships between 4 January 1767 — 19 August 1780, in English (*one in Portuguese*), mostly attracting a commission (*or in one case commisas*) of 3½%, the great majority of entries for basic foodstuffs such as meat, fish, vegetables and fruit etc. but also including waiters aboard (*passim*), *two pairs of silk garters, half cask of London Markett wine, To a Baskett of Flowers, To 400 chestnuts, To one Barrel Walnuts (passim), four bottles mustard, two chamber pots, four dozen of cyder, a milk pot and punch bowl, 200 wooden hoops, grass for a goat, chacholate, two pairs of white boots for Mr Shakespear and round stones*, priced almost exclusively in escudos, and centavos with a few commissions priced in pounds, shillings and pence, contemporary vellum inscribed at head *1767 Book Port Charges* — 16 x 6½ in. (41 x 16.5cm.)

£600-800

Madeira's strategic position was of enormous importance to merchant shipping and especially the Royal Navy which, according to the Methuen Treaty of 1703 between Britain and Portugal, derived enormous strategic benefits. Portugal gained support in preserving her independence while the Royal Navy could access servicing ports on both the Iberian mainland and on Atlantic islands.



7

**ATTRIBUTED TO
JOHN LYNN (BRITISH,
ACT. 1826-1869)**

*The Merchant Brig
'Madonna'*

Oil on canvas laid
down on board

19½ x 27½in. (49.5 x 70cm.)

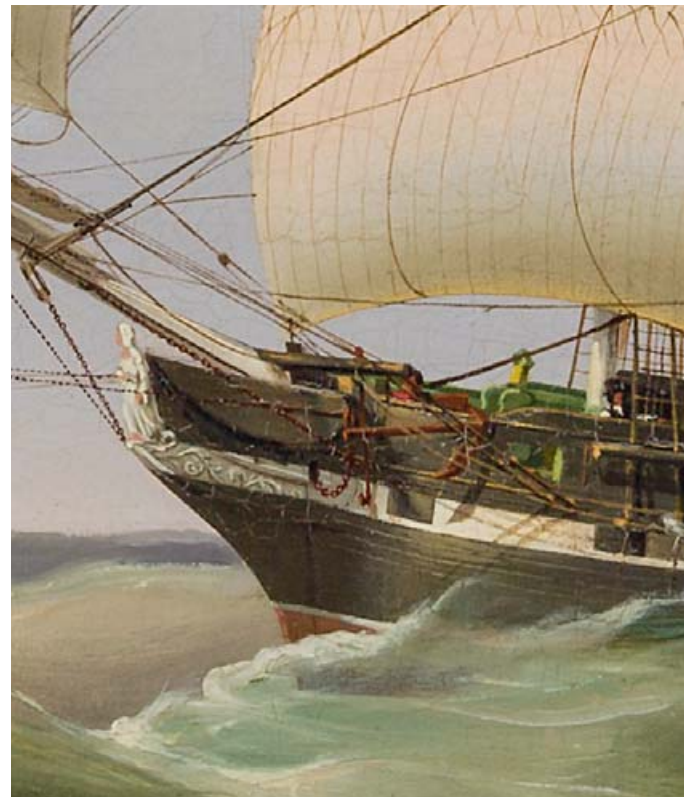
£1,500-2,500



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7 (detail)



8 (detail)



9

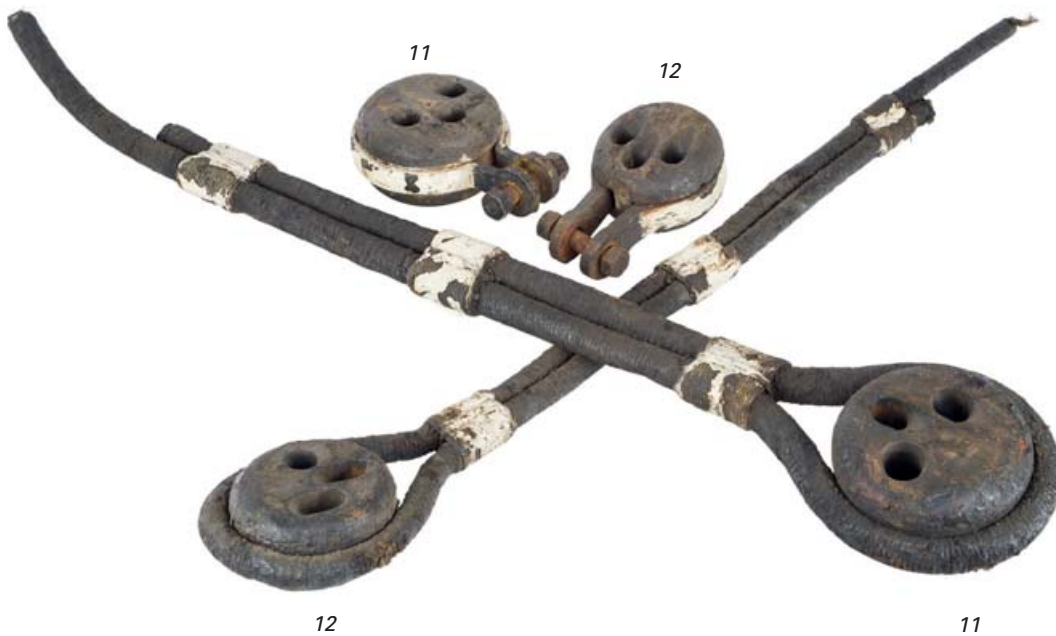
9. 5
ROBERT MOORE (BRITISH, 1905-1963)
Shipping off Portsmouth
 Signed 'Robt. Moore' (lower left)
 Oil on panel
 9½ x 15¼in. (24 x 39cm.)
 £300-500

10.
A 1:36 SCALE BUILDER'S HALF-BLOCK MODEL FOR THE THREE-MASTED SHIP *GRATITUDE*, 1876
 the 60in. hull carved from ½in. laminated yellow pine, ebonised topsides with stringing, three cutaway masts mounted on shaped display board with painted nameplate — 21 x 74in. (53.5 x 188cm.)
 £800-1,200

The wooden barque *Gratitude* was built and owned by J. & W.B. Harvey of Littlehampton, West Sussex, in 1876. Registered in Liverpool at 555 tons gross (544 net), she was 149 feet long with a 30 foot beam and was rated A1 by Lloyd's surveyors. Still owned by Harvey in 1882, she disappears from record soon after, almost certainly sold and then renamed.



10



11.

A RELIC OF THE CUTTY SARK

comprising a wooden 8in. deadeye in tarred steel wire shroud with white painted intersections — 60in. (152.5cm.) long; **together with** a similar 8in. deadeye painted metal shackle with bolt; and a certificate of provenance from *Cutty Sark* no. 480

(3)

£300-500

12.

A RELIC OF THE CUTTY SARK

comprising a wooden 6½in. deadeye in tarred steel wire shroud with white painted intersections — 54in. (137cm.) long; **together with** a similar 7in. deadeye painted metal shackle with bolt; and a certificate of provenance from *Cutty Sark* no. 481

(3)

£300-500



13 (detail)

13.

A 19TH CENTURY SAILOR'S SEA CHEST

of typical tapering form with painted ropework handles in carved beackets, tarred canvas to lid edged with polished brass pins, painted to the inside with a British four-masted barque underway and dated 1913 in carved cartouche top right, painted interior with ditty box — 17 x 36 x 19¼in. (43 x 91 x 49cm.)

£250-350



13



14

14.
JOHN H. 'JOCK' WILSON (BRITISH, 1774-1855)
Beached Fishing Boats
 Signed 'J. Wilson' (lower right)
 Oil on panel
 7½ x 11in. (19 x 28cm.)
 £200-400



15

15.
A DRY CARD BINNACLE COMPASS FROM THE KETCH CLARA MAY OF BRAUNTON, CIRCA 1891
 the 7in. card signed *D. McGregor & Co., Liverpool, Glasgow & Greenock*, gimbal-mounted within glass bowl with 'onion'-shaped brass cover, with side lamps and removable top plate stamped *CLARA MAY* loosely mounted on an associated wooden cask inscribed *Clara May Braunton — 29½ x 18in. (75 x 46cm.)*
 £500-800



16

16. 8
PAUL GUNN (BRITISH, B. 1934)
Chelsea Wharf
 Signed and dated 'Paul Gunn '85' (lower left) and inscribed to reverse
 Oil on panel
 5½ x 11½in. (14 x 29cm.)
 £200-300



17

17.
THOMAS LUNY (BRITISH, 1759–1837)

East of Teignmouth

Signed 'Luny' (lower left), old label to verso with title and inscribed 'bought from artist'

Oil on canvas

9½ x 13½in. (24 x 34cm.)

£700-1,000

18.
AN EIGHT-DAY SHIP'S CLOCK FROM THE BARQUE ABRAHAM RYDBERG, 1892

the 7in. enamelled dial signed *Whyte Thomson & Co. Glasgow*, black steel hands, slow/fast lever about XII and winding arbour to eight-day fusee movement, contained within brass recessed bulkhead case, the hinged faceplate with bevelled glass, mounted on wooden display board with silvered plate inscribed *Abraham Rydberg 2345 tons, barque 1892* — 11in. 28cm.) overall

£400-600



18

19.

ROBERT BAGGE-SCOTT (BRITISH, 1849-1925)

Dutch Pinks Coming Ashore, Katwijk

Signed 'R Bagge Scott' (lower left)

Oil on panel

7¾ x 11in. (19.5 x 28cm.)

£200-400



19



20

20.

A MERCHANTMAN'S FIGUREHEAD, PROBABLY AN AMERICAN SHIP OWNER'S SON, CIRCA 1830

carved from yellow pine and modelled as a bust-length young man fashionably attired in a blue coat with stock, his cloak and securing tassel off his shoulders, finished in old polychrome — 29in. (74cm.) high

£2,500-3,500



21

21.

A RARE NAVIGATION LAMP BY CHANCE BROTHERS & CO. LTD, CIRCA 1900

constructed in polished copper and brass, bell top with chimney and substantial handle, hinged lamp compartment with Fresnel-type lenses in shaped guards, maker's label to reservoir and tubular suspension bracket, now converted to electricity — 22in. (56cm.) high (not including handle)

£800-1,200



22.

22.

A RARE AMERICAN DOUBLE SHELLWORK VALENTINE WITH SAILOR'S WATERCOLOUR INSERTS, CIRCA 1840

depicting an American 'tar' leaning on an anchor with US 'stars and stripes' shield by his feet, the US eagle holding a banner inscribed *FREE TRADE AND SAILORS RIGHTS*, tipping his hat to a lady in the opposite frame, she dressed in a 'stars and stripes' dress, also leaning on an anchor and holding a US shield, both framed within geometric shellwork designs within octagonal glazed wooden cases hinged at centre — 9in. (23cm.) diam.

£2,000-3,000

23.

A 19TH CENTURY DOUBLE SHELLWORK SAILOR'S VALENTINE

with geometric shell patterns, to the left-hand side *Think of Me*, the right-hand side with heart motifs, with securing hook, each side — 9in. (23cm.) wide

£1,000-1,500

24.

A 19TH CENTURY SAILOR'S SHELLWORK VALENTINE

with central rose motif worked in shells and geometric patterns including a star and swags, in octagonal glazed case with suspension loop — 13 $\frac{3}{4}$ in. (35cm.) wide

£800-1,200



23

25.

A 19TH CENTURY SAILOR'S WOOLWORK PICTURE

worked in colours and depicting the brigantine *Gwen* sailing on a calm blue sea and flying a red ensign — 10 x 17in. (25.5 x 43cm.)

£100-150



25



26



27



115 (part)



28

26. Ø

A RARE AND UNUSUAL BALEEN SAILORWORK 'SEA SERPENT' STICK

the shaped shaft terminating with an open jaw and red glass eyes — 32in. (82cm.) long

£1,000-1,500

27. Ø

A 19TH CENTURY MALACCA AND MARINE IVORY WALKING STICK COMMEMORATING THE WHALER *CAMBRIAN*

plain tapering shaft with loop hole and turned handle scrimshaw decorated with profile of ship in full sail and inscribed *CAMBRIAN* over, terminating in a brass ferrule — 36½in. (93cm.) long

£300-500

28. Ø

A RARE SILVER-MOUNTED MARINE IVORY CAGEWORK WALKING STICK, CIRCA 1898

with barley twist hatchwork cage section and fluted knob, intersected with four silver cuffs, inscribed overall *Renata Rubia / From Andrew Wales Esq. / To Henry Farr Wigan 1898* — 35½in. (90cm.) high

£2,500-3,500



29.

A FINELY CARVED COCONUT BUGBEAR FLASK, FIRST QUARTER 19TH CENTURY

with finely worked depiction of the Légion d'Honneur medal and inscribed *Honneur et Patrie* and flanked by laurels, badges of military instruments to reverse, one end carved with face, glass eyes and brass stopper mouth — 5in. (12.5cm.) high

£450-550

30.

A 19TH CENTURY CARVED COCONUT BUGBEAR

carved in the round with conquistadores boar hunting, sporting couples, the face with glass eyes, mouth with metal spout with cork stopper — 6in. (15cm.) high

£350-450

31.

A 19TH CENTURY FRENCH CARVED COCONUT BUGBEAR

carved in the round with military roundels including a Napoleonic hat and eagle and swags of arms, the end with gaping mouth and glass eyes set in metal plaques (*lacking stopper and chain*) — 4½in. (11.5cm.) high

£350-450

32.

A 19TH CENTURY CARVED COCONUT BUGBEAR

carved in the round with five badges with designs for military arms, music, gardening, flowers, heavily eyebrowed glass eyes and gaping mouth with horn stopper on later chain — 5in. (12.5cm.) high

£350-450

33.

A 19TH CENTURY CARVED COCONUT BUGBEAR

carved in the round with birds and rushes and a dog, the face probably depicting the Green Man, lacking glass eyes and stopper — 4½in. (11.5cm.) high

£350-450

34.

AN UNUSUAL 19TH CENTURY CARVED COCONUT BUGBEAR

carved in the round with fantasy figures including winged warriors, birds, dogs, mermaid with scythe, etc., the 'face' with glass eyes and handlebar moustache, coin slot behind, with suspension string with tassel — 4in. (10cm.) high

£350-450



35 (part)

35.

AFTER THOMAS BASTON (BRITISH, Fl.1699-1730)

The Greenland Whale Fishery

Printed for Carington Bowles, circa 1765

Etching with later hand colouring

10½ x 15in. (27 x 38cm.); **together with** an American print entitled *Whale Fishery*; and an untitled 18thC print of a whaling scene, annotated in pencil and dated 1764

(3)

£200-300



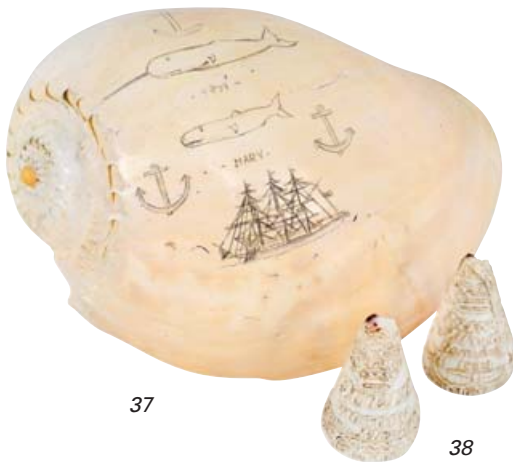
36

36.

A PAIR OF 19TH CENTURY SCRIMSHAW DECORATED BOTTLENOSE DOLPHIN JAWS

the upper jaw inscribed *HARPOONER JOHN CURLY / SHIP HENRY 1864* the lower jaw worked on each side with whaling scenes — 14½in. (37cm.) long

£400-600



37

38



39

37.

A SCRIMSHAW DECORATED POLISHED HELMET SHELL

probably a clench's helmet shell (*cassis madagascariensis*), inscribed with three anchors, a narwhal, a profile of a whaling ship inscribed *Mary 1891* — 10½in. (27cm.) wide

£150-250

38.

A PAIR OF 19TH CENTURY CARVED HELMET SHELLS

possibly filled horned helmet shells (*cassis cornuta*), inscribed *Prince Alfred Born Aug 6th 1891*; and *Queen Victoria Born May 24th 1819*

(2)

£80-120

39. Ø

A 19TH CENTURY COROMANDEL WOOD AND MARINE IVORY SWEETHEART OR DITTY BOX

the lid with relief carving of a stylised fish, the sides inset with decorative roundels and initialled M.J. / J.M. to the front and back — 5 x 12½ x 7½in. (12.5 x 32 x 18.5cm.)

£600-800

40. Ø

A GOOD SCRIMSHAW DECORATED SAILORWORK BALEEN PLAQUE, CIRCA 1860

finely worked and depicting two British whalers and their cutters in a busy whaling scene with dogtooth border, on large temple topped plaque — 6½ x 16in. (16.5 x 40.5cm.)

£500-800



40

41. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH

depicting a Fijian warrior chief in feathered costume and tattooed head, with relief-carved face lower left — 7in. (18cm.); 520g
£1,200-1,800

42. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH

incised in the round with a depiction of veiled lady pricked out and finished in lamp black and red ink - 5in. (12.5cm.); 215g
£350-450

43. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH COMMEMORATING THE EMPRESS JOSEPHINE OF FRANCE

worked on both sides and depicting a bust-length portrait of Josephine within a pearl border and wearing a diamond crown, the reverse with an Imperial French eagle — 6¼in. (16cm.); 534g; mounted on associated brass crown base
£1,200-1,800



41

42

43



44 (part)

44.

AN ATTRACTIVE JUG COMMEMORATING THE NEW BEDFORDSHIRE WHALING INDUSTRY, CIRCA 1907

decorated in the round with green transfer prints of the whaling ship *Niger*, a sperm whale being harpooned, coral and seaweed borders, the lip inscribed *The Whaling City Souvenir of New Bedford Mass.*, with waterfront scene to rim and others — 6½ (16.5cm) high; **together with** a Sunderland lustreware bowl of the ship *Caroline*

(2)

£200-300



45

45. Ø

AN UNUSUAL SCRIMSHAW DECORATED WHALE'S TOOTH

inscribed overall and depicting a whaler entitled '*Maria NB*', a bucket of whaler's tools, a dancing lady named Excelsior and the American Eagle and flags with banner *E Pluribus Unum* with inset abalone lozenge below — 6in. (15cm.) high; 352g; loosely mounted in associated wooden stand
£3,500-4,500



46 (part)

46. Ø

A SAILOR'S SCRIMSHAW DECORATED WHALE'S TOOTH, CIRCA 1840

depicting a half-length front and rear view of a fashionable lady wearing a bonnet — 5in. (12.5cm.) high; 227g; **together with** a horn beaker decorated with a profile of a ship named *Emma*, a whale and a harpoon, dated 1836; and two bone tongue depressors

(4)

£250-350



47



48

47. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH

incised overall and depicting a whaling scene within foliate border; the reverse with a sailor's sweetheart in a garden setting — 6in.

(15cm.); 339g

£1,200-1,500

48. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH

worked on one side and depicting a whale boat with six crew, one with a harpoon — 6in. (15cm.); 220g

£250-350



49

49. Ø

A 19TH CENTURY WHALEBONE COSH

turned from a section of whale's vertebrae with twine-work grip — 15in. (38cm.); 460g

£400-600



50

50.

A NOVELTY BRASS AND GLASS LIGHTHOUSE CLOCK, PROBABLY FRENCH, CIRCA 1880

the brass body with moulded doors, anchors, lion masks, simulated bricks, etc., supporting a platform with clock movement with verge type escapement with rear windings, hour indicator needle with sailor pointing, hours marked out on rotating glass cylinder with lantern clock top with time ball finial, all on a turned wooden base - 25in. (63.5cm.) high

£1,000-1,500

51.

M.G. FREIDRICH (GERMAN, 19TH/20TH CENTURY)

Racing off Cape Cod

Signed 'M.G. Freidrich' (lower left)

Oil on canvas

23½ x 35½in. (60 x 90cm.)

£200-400



51

52.

A 10IN. TERRESTRIAL GLOBE BY J. FOREST, PARIS, CIRCA 1925

plaster globe with coloured gores, inscribed with shipping routes and currents, coloured continents and countries etc., mounted on an associated cast brass dolphin stand with dolphin finial — 22in. (56cm.) high (overall)

£300-500



52



53

53.

WILLIAM OWEN (BRITISH, 1769-1825)

Cowes Castle

Signed 'W. Owen' (lower left) and inscribed 'Cowes Castle' (lower right on rock)

Watercolour over pen and ink

6½ x 8½in. (16.5 x 21.5cm.)

£1,000-1,500

54.

A NOVELTY SILVER GRENADE-PATTERN CIGAR LIGHTER, RETAILED BY ASPREY, LONDON, 1886

threaded wick nozzle, enamelled signal flags indicating 'I Will Carry a Light', weighted base with London hallmarks for Thomas Johnson and registered design no. 61858 for 1886, inscribed *I will carry a light* and signed Asprey & Son, 166 Bond Street — 4½in. (11.5cm.) high

£300-500



54



55

55.

A WOOD AND BRASS YACHTING INCLINOMETER, PROBABLY LATE 19TH CENTURY

constructed in the form of an anchor with weighed indicator and scale, mounted in shaped wooden board for bulkhead mounting — 14 x 13½in. (35.5 x 34cm.)

£100-150

56.

A FINE 1:12 SCALE MODEL FOR THE INTERNATIONAL DRAGON CLASS YACHT *KITTIWAKE* R.H.K.Y.C., POSSIBLY BY STEVENS MODEL DOCKYARD, CIRCA 1950

the hull carved and hollowed from the solid with weighted keel and hinged rudder, grey painted deck with varnished cabin trim and grab rails, slatted benches and footboards, pair of oars, boat hooks and rowlocks, mast with spreaders and burgee, standing and running rigging, mounted on a shaped wooden display board – 41 x 30in. (104 x 76cm.); **together with** a suit of contemporary linen sails, one inscribed 'A12' (*distressed*)

£600-800

This is the same class as *Bluebottle* owned by H.M. the Queen and Prince Philip.



56



57 (part)

57.

EDWIN WEEDON (BRITISH, 1819–1873)

Yachting, Racing off Cowes Rounding the Lightship

Signed with initials 'E.W.' (lower left) and dated '1860'

Watercolour with scratching out

11½ x 17½in. (29 x 44.5cm.); **together with** a lithographic print of the same subject entitled *Yachting* (2)

£250-350



58 (part)



59

58.

**A FINE SIX METRE CLASS POND YACHT,
CIRCA 1930**

with planked and framed 59in. hull, weighted keel to sprung steering gear, hatch over inscribed *Gwen S.M.Y.C.* with a pennant for same under, nickel-plated fittings include adjustable mast socket and rigging points, complete with mast with calibrated yard, hinged spars, riggings and stitched linen sails with batons, the mast — 90in. (229cm.) high overall; **together with** wooden stand

(2)

£800-1,200

Provenance: S.M.Y.C.: Southampton Model Yacht Club.



59.

A 19TH CENTURY BRASS TILLER YOKE

in the form of two opposed anchors with shackles — 23in. (58cm.) wide; loosely mounted on shield-shaped wooden display plaque

£200-300

60.

TWO OXFORD & CAMBRIDGE SLIDING SEATS

shaped wooden seats inscribed in outlined gold paint *Oxford 1925* and *Cambridge 1927*, wooden supports with wood and metal running gear, the 'Oxford' wheels marked *Matt Wood, Putney, Eng.*; **together with** a wooden paddle inscribed *Henley Regatta 1927* — 48in. (122cm.) long

(3)

£200-400



60



61

61. 8

GEOFFREY HUBAND (BRITISH, B. 1945)

Launching the lifeboat

Signed 'Huband' (lower left)

Oil on canvas, unframed

20 x 30in. (51 x 76cm.)

£150-250

62.

A 1:32 SCALE PRESENTATION MODEL FOR A 'WATSON' CLASS LIFEBOAT, CIRCA 1931

the 15in. carved hull finished in white and blue with red wale and RNLI pennant to the bow, grey painted deck fitted with grab rails, deck rails, bitts, folding mast with navigation lights, fitted cockpit and other details, mounted on four plated columns to stepped wooden display base with brass plate engraved *40FT WATSON CLASS MOTOR LIFEBOAT LENGTH 41FT, BEAM 11FT8", DISPLMT 14.5T, CREW 8, DRAUGHT 3'8", TWIN SCREW, SPD 7.5KTS, BLT 1931-52 and later plexiglass cover, overall measurements — 11½ x 21½ x 10in. (29 x 54.5 x 25.5cm.)*

£2,000-3,000



62



63



64

63.

ATTRIBUTED TO EDWARD DUNCAN (BRITISH, 1803-1882)

A dramatic rescue off Dunstanburgh Castle

Watercolour with scratching out

23½ x 33½in. (60 x 85cm.)

£1,000-1,500

64.

A PRESENTATION LIFESAVING SILVER SALVER, CIRCA 1877

chased, pierced and inscribed to the centre
Presented by the British Government to Captain K.A. Holmstrom of the barque Astrea of Lovisa in acknowledgement of his humanity and kindness to the shipwrecked crew of the Maggie of Swansea abandoned in the Bay of Biscay on 15th October 1877, the reverse with London hallmarks for 1876/77 —10in. (25.5cm.) diam.

£250-350

Provenance: From the estate of **Lt. Col. Ragnar Nordström (1894-1982)**, shipowner and industrialist located in Lovisa (Loviisa), Finland.



65

65.

RELICS OF THE S.S. FLYING ENTERPRISE: A LIFE PRESERVER AND A LIFEBOUY

the life preserver contained in glass case with typed note reading *the actual windbreaker and lifejacket worn by Captain Carlsen*; the lifebuoy (used by Dancy) stencilled *Flying Enterprise New York*, mounted in glass case with photograph including Ken Dancy and Captain Carlsen -- the larger 34 x 34in. (86 x 86cm.)

(2)

£1,000-1,500

Provenance: Given by Capt. Ken Dancy of the tug *Turmoil* to Jock Drennan, landlord of the Chain Locker pub, Falmouth where he was a regular customer and where framed and displayed until c.1973; later sold and acquired by Drennan's grandson.

The American freighter *Flying Enterprise*, built in the US in 1944 and registered at 6,711 tons, sailed from Hamburg on 21st December 1951, bound for the United States. Encountering rough weather from the outset, on 28th December, by which time she was about 380 miles west

of Land's End, a crack opened up across her main deck and she took on a list which soon grew to 30° to port. In response to her distress calls, the American ship *Southland* raced to her assistance and took off the ten passengers and all of her crew bar the master Captain Kurt Carlsen. Soon afterwards the US destroyer *John W. Weeks* arrived at the scene, followed by the salvage tug *Turmoil* on 2nd January. By now, the list of the *Flying Enterprise* had increased to 80° but *Turmoil* nevertheless put a line aboard her and began the painfully slow process of towing the stricken freighter back to Falmouth at 3½ knots. Unfortunately, early on 9th January and only 37 miles from safety, the tow parted and could not be rejoined. The next morning *Flying Enterprise* was listing so badly that Captain Carlsen was able to walk along her now horizontal funnel onto the deck of the *Turmoil* and, at 4.12pm precisely, she heeled over and sank. In recognition of his almost superhuman efforts to save his ship, Captain Carlsen received Lloyd's Silver Medal for Meritorious Services in addition to the Merchant Marine Distinguished Service Award from the US Congress.

Although largely forgotten today, the loss of the *Flying Enterprise* was a sensation in the post-War era, when the unfolding drama was captured on newsreel film and screened across the world, and saw Captain Carlsen hailed as a hero on both sides of the Atlantic.



67

66

66.

**A THREE-BOLT SHALLOW DIVE HELMET
BY C.E. HEINKE CO. LTD, LONDON, CIRCA
1920**

constructed from beaten copper with maker's label to corselet and components counter-stamped as appropriate, with exhaust valve numbered 582, left faceplate with remnant air hose securing rope, telephone port with speaker, air ducts, finished in remnant tinning — 19½in. (49.5cm.) high

£3,200-3,800

67.

**A 12-BOLT COPPER AND BRASS RUSSIAN
DIVING HELMET, 1975**

constructed in beaten copper with brass fittings, Cyrillic maker's plate to front numbered 308 and dated 1975, three faceplates, exhaust and inlet, the bonnet connected by three bolts with rubber flange to 12-bolt corselet with brasses, tinned internally with air ducts and knock valve — 17in. (43cm.) high

£1,200-1,800



67 (detail)

66 (detail)

68.

**A RARE DIVING LAMP BY C.E. HEINKE & CO., LONDON, CIRCA
1930**

heavily constructed in brass with copper guards, thick domed glass cover to bulb compartment with rubber washers, the top with threaded electrical contacts stamped by rim HEINKE — 17½in. (44.5cm.) high

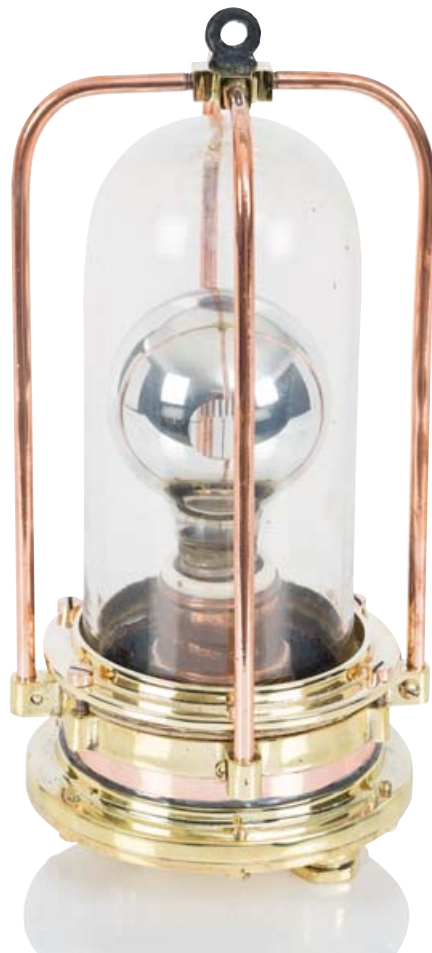
£500-800

69.

DIVING HELMETS AND EQUIPMENT THROUGH THE AGES

by Anthony Pardoe, published by Short Run Press Ltd, Exeter, 2012, two vols, contained in blue cloth slipcase of issue, unopened in cellophane

£80-120



68



70

70.
ENGLISH SCHOOL, CIRCA 1836

Study of the General Steam Navigation Co. paddle steamer 'Clarence'

Oil on canvas

17 x 25in. (43 x 63.5cm.)

£600-800

The *Clarence* was built at Blackwall in 1836 for the General Steam Navigation Company's prestigious London-Edinburgh passenger and mail service. Registered at 766 tons gross (426 net), she was 178 feet in length with a 27-foot beam and, like the other newly commissioned GSNC vessels of the mid-1830s, her 240nhp. engines gave her "a very fair turn of speed". She was also built to carry two 18pdr. carronades and one long 32-pdr. in case of war, but never had occasion to use them. A very popular passenger carrier in her day, she survived until the mid-1860s when she was withdrawn from service and broken up.

71.

A BUILDER'S HALF-BLOCK MODEL FOR THE S.S. NUEVO ACUNA, BUILT BY H. MCINTYRE & CO., PAISLEY, 1885

the hull carved from ½in. laminated pine, with ebonised topsides, boxwood stringing and decks, brass deck rails, lined fittings, cutaway funnel and masts, mounted on two-tone display board with builder's specification plate below — 10 x 43in. (25.5 x 109.5cm.)

£1,200-1,800

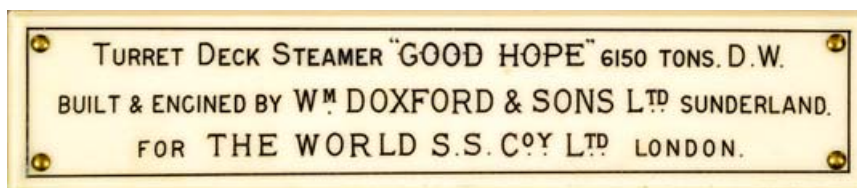
Built by Hugh MacIntyre of Paisley, the 385 ton S.S. *Nuevo Acuna* was built for the Spanish company of Acuna & Son based in Almeria in 1885. Sold to new owners F. Escano of Manila in 1892 and renamed *Escano*, for some reason she was scuttled off Leyte prior to 27th April 1900 when en route from Malitbog for Pintuyan with a cargo of rice.



71



72



72.

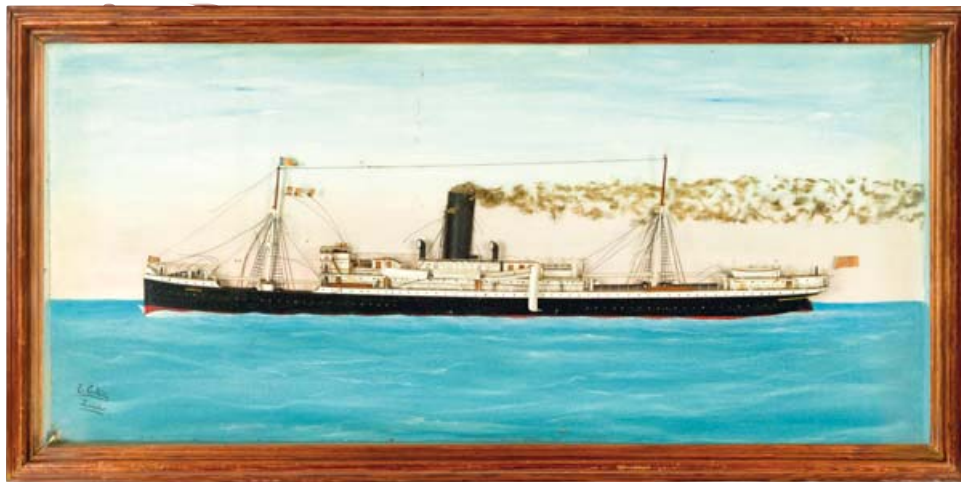
A BUILDER'S MODEL OF THE TURRET DECK STEAMSHIP *GOOD HOPE* BUILT BY DOXFORD & SONS FOR G.T. SYMONS & CO., LONDON, 1903

the laminated and carved 40in. hull finished in ochre below the waterline with ebonised topsides, plain decks with lined superstructure and hatch covers, silvered fittings as appropriate, masts fitted with derricks, open bridge with helm and binnacle, stayed funnel, open boats in davits, emergency steering helm and other details, mounted on two turned baluster supports to later display base with original builder's plate and plexiglass cover, overall 18½ x 54½ x 15in. (47 x 138.5 x 38cm.)

£4,000-6,000

Built at Sunderland in 1903 for G.T. Symons & Co., *Good Hope* registered 3,618 tons. Owned at the time of her loss by Houlder, Middleton & Co. Ltd, London, on October 19th, 1917, she was on a voyage from Sifnos to Middlesbrough with a cargo of iron ore when she was torpedoed and sunk 125 miles south of Malta without casualty by the Austrian submarine K.U.K. *U-14* captained by **Georg von Trapp (1880-1947)** - patriarch of the Trapp Family Singers which latterly inspired the hit film *The Sound of Music*.

72 (detail)



73

73.

A PICTURE HALF MODEL OF THE BOOTH LINE'S PASSENGER/CARGO SHIP R.M.S. *ANSELM*, 1905

the carved hull with detailed fittings and superstructure, complete with lifeboats in davits, depicted steaming in a calm painted paper 'sea' with cotton wool 'smoke', signed and inscribed *E.C. Valle / Leixoes* lower left, contained within a glazed framed case for wall hanging (*loose rigging, one lifeboat detached*). Overall measurements — 26¼ x 52in. (66.5 x 132cm.)

£400-600

Built by Workman Clark & Co, Belfast, *Anselm*, at 5,442 tons, was regarded as the new flagship for their South American passenger/cargo run. Before trooping duties in the Great War she was mainly concerned with the lucrative rubber trade between Liverpool and the Amazon ports in Brazil. When the boom ended in 1922 she was sold to Argentine owners for a New York run under the name *Comodoro Rivadavia*. Taken over by the Argentine Government in 1942, she was in service until a boiler explosion in 1952 killed six engineers and permanently disabled her, she was finally broken at Buenos Aires in 1961.



74

74.

A PORTABLE DOUBLE STEAM PRESSURE GAUGE BY DEWRANCE, LONDON, FOR LLOYD'S REGISTER, CIRCA 1900

the 3in. dial with two vertical scales calibrated for 3-800 lbs/sq.in. flanking maker's label, inscribed *Lloyd's Register* around the edge, contained in lacquered brass case with bevelled glass covers with threaded access, within fitted plush-lined case of issue — 6in. (15cm.) high

£80-120



75

75.

A PRESENTATION GAVEL AND BLOCK, CIRCA 1954

the gavel attractively carved in the round with *Dewrance / Steam*, contained within a carved wooden box with plush lining and silver plaque reading *Presented to Dewrance & Coy. Ltd by Jackson Millar Coy Dec 1954* — 12½in. (32cm.) wide

£150-250

Dewrance & Co. was a manufacturer of engine and boiler accessories and Jackson Millar Co. were engine builders.



76 (part)

76.

THE BRIDGE BELL FROM R.R.S. *DISCOVERY II*, 1928

cast in brass with black filled lettering to front, suspension loop and clapper, suspended on a brass bracket for bulkhead mounting, the bell — 6in. (15cm.) diam; **together with** a quantity of historical data, press clippings and photographs

£600-800

Provenance: H. Oldfield (ship's carpenter circa 1951) to the vendor's father and thence by decent

Built by Ferguson Bros in Port Glasgow and named for Captain Scott's famous vessel of 1901, this R.R.S. *Discovery* registered 1,036 tons, was 221 feet long and her single triple-expansion oil-fired engine gave her a stately 9kts, never-the-less, she has the distinction of being the world's

first purpose-built oceanographic research ship. After her maiden voyage to the Sandwich Islands from December 1929-May 1931, she went on to conduct numerous important surveys in the Antarctic and southern hemisphere. Before War interrupted her busy schedule, she was also involved in the successful rescue of the American polar explorer and aviator **Lincoln Ellsworth (1880-1951)** whose aircraft had ditched in the Ross sea. Serving in the Royal Fleet Auxiliary mostly in the North Atlantic for the duration of the War, she resumed her survey work once hostilities were over. Her final Antarctic voyage in the *Discovery Investigations* series took place from May 1950 to December 1951, in the course of which she circumnavigated the Antarctic continent and discovered four seamounts, three in the Indian Ocean and one in the Pacific Ocean. From 1952 she mainly undertook oceanographical work in the North Atlantic. She was decommissioned in 1962 and broken up the following year after a full career lasting over thirty-four years.



77

77.

A BUILDER'S MODEL FOR THE CARGO SHIP S.S. EGHAM BUILT BY CRICHTON'S, SALTNEY, FOR J. HARRISON LTD, LONDON, 1920

the laminated and carved 35in. hull finished in red below the waterline with black topsides, grey painted decks with lined boxwood decks, hatch covers and housing, gold-plated fittings as appropriate including anchor winch, ventilators, binnacle telegraph etc., stayed funnel with safety valve extension pipe and hooter, masts with derricks and standing rigging, three fitted boats in davits, gratings and other details, mounted on later display base with nameplate, loosely contained within glass case with low wooden stand, overall — 24½ x 45 x 11in. (62 x 114 x 28cm.)

£600-800

A general cargo ship of 453 tons, she was renamed *Conifer* in 1923 and in 1932 was owned by the General SN Co. On January 15th, 1939, whilst in passage between London and Dunkerque with a general cargo, she sank after a collision in bad weather with Italian steamer *Monte Santo* 6½ miles northwest from the Sandettie Lightvessel in 30 feet of water. All her crew were saved and it's possible she was raised and scrapped at a later date.

78.

THE BELL FROM THE COLLIER S.S. FIREDOG, 1942

cast in brass with moulded rim and stock, the name with black-filled lettering to front complete with green painted brass clapper — 8 x 8in. (20.5 x 20.5cm.)

£250-350

Firedog was built by S.P Austin & Son for the Gas Light & Coke Co. (which later became British Gas). Sold to the North Thames Gas Board in 1949. Sold for breaking up in Utrecht in 1959 and her hull was used as a sand store thereafter.

79.

THE BELL FROM THE PASSENGER/CARGO SHIP M.V. STEIGEN, 1953

cast in brass with moulded rim and top, the name heavily engraved with date 1953 — 8½ x 8½in. (21.5 x 21.5cm.)

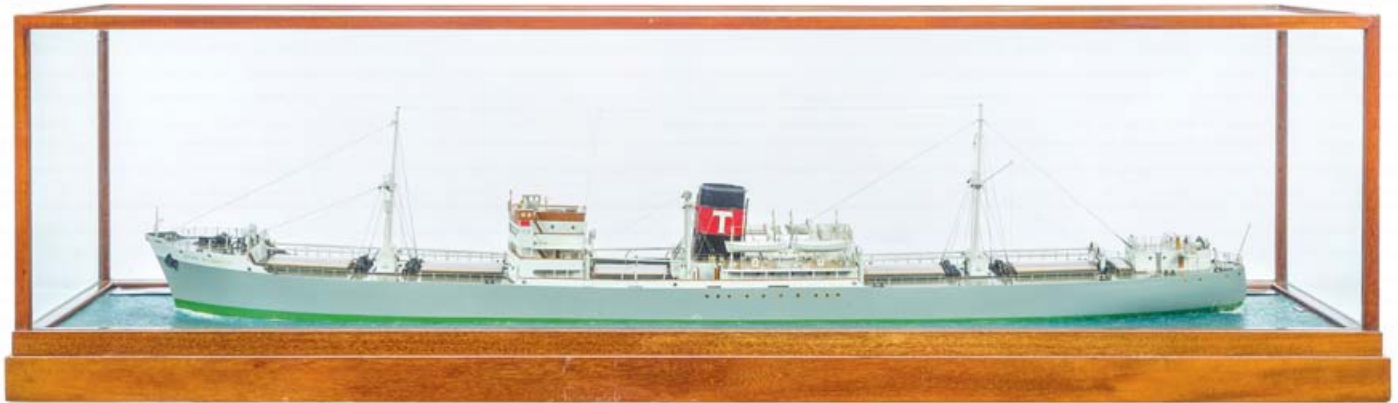
£200-300

Steigen was built by Trosvik Verksted, Norway, in 1953 for Saltens D/s. She enjoyed a long career and was last recorded as the *Nutec Providor* in 1995, after which she was removed from the lists.



78

79



80



80.

A FINE WATERLINE MODEL FOR THE S.S. LORD GLANELY BY BASSETT-LOWKE LTD, BUILT FOR THE ATLANTIC SHIPPING & TRADING COMPANY BY WILLIAM PICKERSGILL LTD, 1947

the laminated and carved 53in. hull finished in green below the waterline with grey upper works, dark grey lined decks with lined boxwood hatch coverings and crew areas, silvered gilt and painted fittings throughout as appropriate, rigged mast with davits and crow's nest, overbridge with binnacle, helm, rangefinder and water tanks, stayed liveried funnel with safety valve extension pipe and hooter, engine lights, ventilators, four covered lifeboats in davits, emergency steering and other details, mounted on a moulded and painted seascape underway, with builder's and machinery plates and maker's label, contained within a wood-bound glazed case, overall measurements — 19 x 65½ x 15in. (48 x 166.5 x 38cm.)

£2,500-3,500

Managed by W.J. Tatem Ltd, Cardiff, in 1960 she was sold to the Gulf Steamships Ltd, Pakistan, and renamed *Medhi* being broken up in 1973 at Gadani Beach, Pakistan.

80 (detail)



81

81.

A 1:125 SCALE BUILDER'S PRESENTATION MODEL FOR M.S. MARTHA BAKKE, BUILT FOR KNUT KNUTSEN BY AKTIEBOLAGET YACHT GOTAVERKEN, SWEDEN, 1960

the 48in. fibreglass hull with bilge keels and boarding companionway, grey decks with painted fittings as appropriate, rigged mast with derricks, cranes, white superstructure with lined wooden decks, covered lifeboats in davits and other details, mounted on turned wooden columns to display base with a plexiglass cover, overall measurements — 19½ x 55½ x 10in. (49.5 x 141 x 25.5cm.)

£1,500-2,000

Whilst enjoying a career typical of the time, in 1970 this vessel was partially converted to receive containers as this new method grew in popularity. In 1983 she was sold and renamed *Knut Supporter* and broken up two years later.

82.

LLOYD'S BOOK OF HOUSE FLAGS & FUNNELS

first edition, London, 1904, containing coloured flags and funnel markings, 27 pages of night signals of steamship companies, with index, and 25 pages of adverts, original publisher's cloth with gold-blocked front board — 10 x 6½in. (25.5 x 16.5cm.)

£150-250

83.

LLOYD'S BOOK OF HOUSE FLAGS & FUNNELS

second revised edition, London, 1912, containing over 100 pages of coloured flags and funnel markings, with index, original publisher's cloth with gold-blocked front board — 10 x 6½ (25.5 x 16.5cm.)

£150-250

AKTIEBOLAGET GOTAVERKEN A.B GOTHEBORG - SWEDEN	
M/S "MARTHA BAKKE"	
OWNER : KNUT KNUTSEN O.A.S.	
DIMENSIONS :	
LENGTH OVER ALL	: 168.18 M
LENGTH BETWEEN PP	: 155.45 M
BREATH MOULDED	: 21.64 M
DEPTH MOULDED	: 9.70 M
DEPTH MOULDED TO MAIN DECK	: 13.11 M
DRAUFT MOULDED	: 8.70 M
BUILT YEAR	: 1960
Scale model	: 1 : 125

81 (detail)



84



84 (detail)

84.

A FINE 1:120 SCALE BUILDER'S MODEL OF THE TANKER *CALTEX PLYMOUTH*, BUILT BY HITACHI ZOSEN FOR OVERSEAS TANK SHIP (UK) LTD, 1960

polychrome copper hull with painted decks with detailed gilt brass fittings, silvered pipework, white painted superstructure with glazed accommodation, comms mast with radar and signal flag call sign, with binnacle and telegraphs over, covered lifeboats in davits, swimming pool, funnel with emblem and other details, mounted on four gilt brass column pedestals to display base with builder's and model maker's plates, contained within glazed wooden case, overall measurements — 28 x 15½ x 85½in. (71 x 39 x 217cm.)

£2,500-3,500

A large tanker of 46,502 tons and 695 feet in length, she was renamed *Texaco Plymouth* 1968 and broken up 1982.

See another detail of the section on page 3





85

85.

THE BUILDER'S BOARDROOM MODEL FOR THE OIL CARRIER *HAMPTON MARU* BUILT FOR THE DAIICHI CHUO KISEN KK BY SUMITOMO, 1971

with shaped metal 55in. hull finished in polychrome with black topsides and orange decks with gilt metal fittings and pipework as appropriate, grey painted hold covers, white superstructure with green roofs, comms mast, liveried funnel with aials, covered lifeboats in davits and other details, mounted on four gilt brass columns to display base with maker's plate for Momiyama Model Ship Mfg, Tokyo, with glass cover, overall measurements — 22 x 70 x 20in. (56 x 178 x 51cm.) i

£1,000-1,500

Registered at 95,934 tons, this tanker was converted to a bulk carrier which reduced its weight by 1,140 tons. Sold and renamed Gold Transporter in 1982, she was broken up at Kaohsiung in 1984



85 (detail)



86



87 (part)

86.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Southampton; Plymouth

Signed 'W.L. Wyllie' in pencil (lower right); artist's label to verso

Dry-point etching

Plate size 3 3/4 x 13in. (9.5 x 33cm.)

(2, a pair)

£300-500

87.

A COLLECTION OF MARITIME POSTCARDS

comprising approx. 500 original and chromolithographed, mainly French Line interest, mostly loose, some contained in album pages

(a lot)

£500-700

A selection from this lot was used in the book *A History of the French Line in Postcards*, published 2011 by Alan Crisp.



88

88.

AN INDUSTRIAL CLOCK-BAROMETER DESK SET, PROBABLY FRENCH, EARLY 20TH CENTURY

unsigned, modelled in lacquered brass in the form of a pair of governors, the clock with going barrel movement, mounted on ebonised wooden base with brass trim — 12in. (30.5cm.) high
£400-600



89.

88

A SMALL MIRROR-BACKED HALF MODEL OF THE CANADIAN PACIFIC LINER *EMPRESS OF JAPAN*, AS FITTED AS AN ARMED MERCHANT CRUISER, 1914

the hull carved from the solid with white topsides and linings, scored decks with carved and brass fittings, racked funnels and cutaway masts, mounted on a back-silvered mirror in glass-fronted case — 8 x 29 x 3½in. (20 x 73.5 x 9cm.)

£600-800

Built by Naval Construction & Armaments at Barrow in 1890 for the famed Canadian Pacific line, *Empress of Japan* registered 5,905 tons. Blessed with the typically graceful lines CP were famed for, with her clipper bow sporting an Oriental dragon (now preserved in Canada) and luxurious interiors for her 160 1st Class and 40 2nd Class passengers, she also had room for up to 600 Steerage in more basic accommodation. Her twin triple-expansion engines produced a swift 16-knots which ensured she held the record for Pacific crossings for over two decades. Surviving the Great War as an armed merchant cruiser, she returned to service as before but was beginning to show her age. After a stint as an accommodation vessel in Vancouver Harbour, she was paid off in 1926 and much of her fine interior was salvaged by local homeowners.



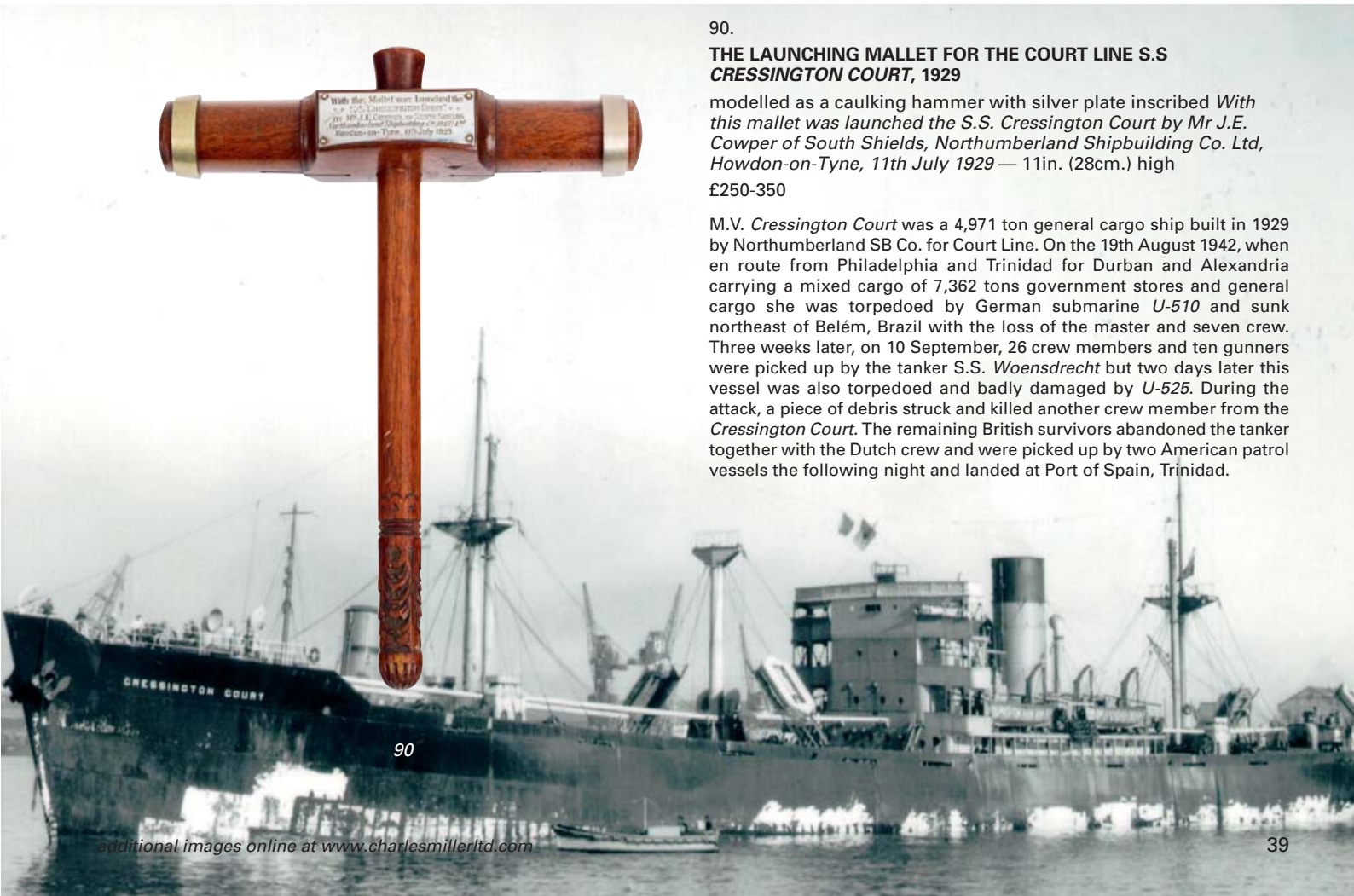
90.

THE LAUNCHING Mallet FOR THE COURT LINE S.S. *CRESSINGTON COURT*, 1929

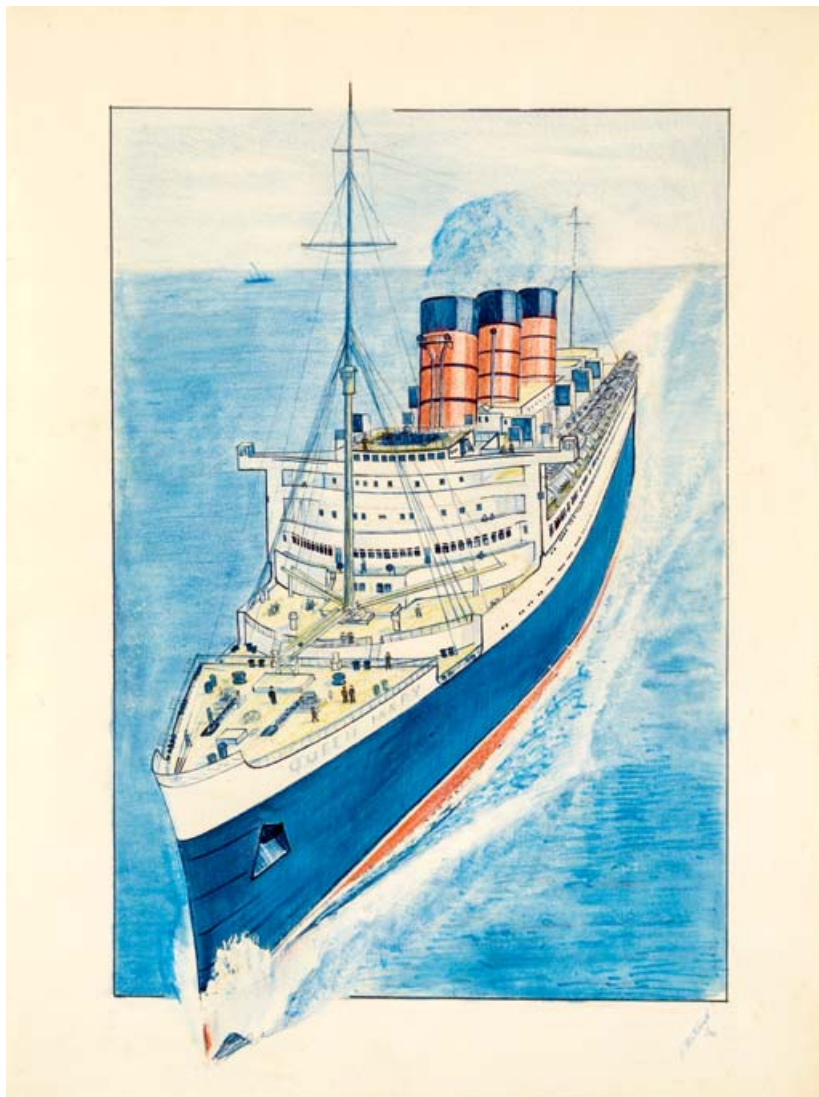
modelled as a caulking hammer with silver plate inscribed *With this Mallet was launched the S.S. Cressington Court by Mr J.E. Cowper of South Shields, Northumberland Shipbuilding Co. Ltd, Howdon-on-Tyne, 11th July 1929* — 11in. (28cm.) high

£250-350

M.V. *Cressington Court* was a 4,971 ton general cargo ship built in 1929 by Northumberland SB Co. for Court Line. On the 19th August 1942, when en route from Philadelphia and Trinidad for Durban and Alexandria carrying a mixed cargo of 7,362 tons government stores and general cargo she was torpedoed by German submarine *U-510* and sunk northeast of Belém, Brazil with the loss of the master and seven crew. Three weeks later, on 10 September, 26 crew members and ten gunners were picked up by the tanker S.S. *Woensdrecht* but two days later this vessel was also torpedoed and badly damaged by *U-525*. During the attack, a piece of debris struck and killed another crew member from the *Cressington Court*. The remaining British survivors abandoned the tanker together with the Dutch crew and were picked up by two American patrol vessels the following night and landed at Port of Spain, Trinidad.



90



94. 8

GEOFFREY RICHARD MORTIMER (BRITISH, 1895-1986)

The Queen Mary At Sea, design for a poster

Signed and dated 'R. Mortimer, '56' (lower right)

Watercolour

13¾ x 9½in. (35 x 24cm.)

£200-300

94

95.

**A SILVER FRUIT KNIFE FROM
R.M.S. APAPA, CIRCA 1915**

with silver blade marked for 1914
and spring-mounted into handle
engraved *Souvenir of voyage by
R.M.S. Apapa* with Sheffield marks
for Walker & Hall 1915 — 3½in.
(9cm.) closed.

£150-250

The S.S. *Apapa* was a 7,832 ton armed
merchant cruiser built in 1914 by
Harland & Wolff for the African S.S. Co.
(Elder Dempster Line). On the 28th
November 1917, when three miles
northeast of Lynas Point, Anglesey,
North Wales she was torpedoed and
sunk without warning by U-96. 77 lives
were lost together with her cargo of
silver specie and ivory.



95



96.

THE LAUNCHING Mallet FOR THE ORIENT LINE S.S. OPHIR, 11TH APRIL 1891

carved overall, the head inscribed *Orient Line Steam Navigation Co. Ltd, SS Ophir Launched 11th April 1891*, the reverse inscribed *R. Napier & Sons, Glasgow* — 13in. (33cm.) long; **together with** Price, H., *The Royal Tour 1901*, Webb & Bower, 1980

(2)

£600-800

Ophir was a highly distinctive twin-screw steamer ordered for the Orient Line's prestigious Australian service in 1891. Built by Robert Napier & Sons at Glasgow, she was registered at 6,814 tons gross (2,920 net) and measured 465 feet in length with a 53½ foot beam. Powered by two of her builder's own triple-expansion engines she could make 18 knots at full speed and, whilst she had passenger accommodation in three classes, her first class public rooms were particularly lavish. In fact, so luxurious were her appointments that she proved a logical choice when the government found it necessary to charter a suitable liner to convey the Duke and Duchess of York (later King George V and Queen Mary) on their overseas tour in 1901. After minor modifications, including the positioning of two 32-foot steam cutters over the poop, and thereafter repainted in her new white livery, *Ophir* left Portsmouth on 16th March 1901 for the first-ever Royal Tour in the modern sense. Every continent in the Empire was visited except India, and by the end of the seven-month voyage, she had steamed 45,000 miles. Returning to commercial sailings the following year, her royal connection made her even more popular with the travelling public although her running costs were so high that she was frequently laid up during the low season. Serving as an armed merchant cruiser during the Great War, she was paid off for the last time in 1919 and broken up in 1922.

97.

A FOOTSTOOL FROM R.M.S. QUEEN MARY, CIRCA 1936

stencilled on the underside *QUEEN MARY CABIN DINING SALOON*, now with brass casters and reupholstered in red tapestry — 7½ x 12 x 9in. (19 x 30.5 x 23cm.)

£200-300



97 (detail)



97

98.

THREE EDWARDIAN CARICATURE SPORTING FIGURINES BY JOHN HASSALL FOR DUNLOP, RECOVERED FROM THE WRECK OF R.M.S. MEDINA

comprising a golfer; his caddy and a cricketer, each with articulated head secured with elastic, the caddy signed *Hassall* to base — 6in. (15cm.) high; **together with** a meerschaum portrait pipe depicting Lord Kitchener of Khartoum, with amber mouthpiece

(4)

£300-400

Provenance: Sotheby's, 26 May 1988, Medina Cargo Sale. Lot 154 and part of Lot 214.

Medina was a handsome 12,358 ton P&O liner built by Caird & Co. in 1911 for the London-Australia route. Chartered as a Royal Yacht to take King George V and Queen Mary to the Delhi Durbar of 1911, she was delivered to P&O in 1912 and remained in service during the Great War. She was torpedoed by U-31 off Start Point on 28th April, 1917 and her wreck is upright with a 15° list to port allowing for the partial salvage of some of her forward compartments.



98

99.-100. No Lots

additional images online at www.charlesmillerltd.com

Naval





101

101. 6

ROWLAND LANGMAID (BRITISH, 1897-1956)

British caravels in the sunset, circa 1580

Signed and inscribed *To Karl and Joan, Rowland Langmaid 1952*, inscribed to reverse

Oil on canvas

10 x 17in. (25.5 x 43cm.)

£250-350

Provenance: Given to Karl Clopet by the artist and thence by descent

102.

THE BATTLE OF MINORCA, 20TH MAY, 1756

four contemporary issues of the *Edinburgh Evening Courant* spanning 10-24th June, 1756 with extensive accounts of the battle fought by Admiral Byng and Marquis de la Galissonière including lists of ships involved and a number of interesting anecdotes, contained in full issues with tax stamps

(4)

£300-400

The Battle of Minorca (20th May, 1756) was the opening sea battle of the Seven Years' War in Europe. Shortly after the war began, British and French squadrons met off the Mediterranean island of Minorca. The French won the battle. The subsequent decision by the British to withdraw to Gibraltar handed France a strategic victory and led directly to the Fall of Minorca.



103

103.

**A LARGE GREEN GLASS ONION BOTTLE
COMMEMORATING ADMIRAL MAARTEN TROMP,
CIRCA 1700**

the front painted in polychrome with oval portrait of Tromp with inscription and titles, over an animated Dutch-Spanish sea battle, the reverse with coats-of-arms for Amsterdam and Tromp — 18in. (45.5cm.) high; **together with** another similar dedicated to Admiral Piet Pieterszoon Hein and the taking of the Spanish treasure fleet in 1628 — 15in. (38cm.) high (2)

£800-1,200

104.

**A RARE PRESENTATION LAUNCHING
SILVER COMMEMORATING THE LAUNCH
OF H.M.S. CAPTAIN, 1743**

engraved with the Royal coat-of-arms, and
inscribed *At Ye Launching of His Majesty's
Ship The Captain, A Third Rate of 70 Guns,
1230 tuns, the 14 of April 1743. Built by Mr
John Holland at Woolwich, the reverse with
London hallmarks for 1742 — 7¼in. (18.5cm.)
wide; 240g*

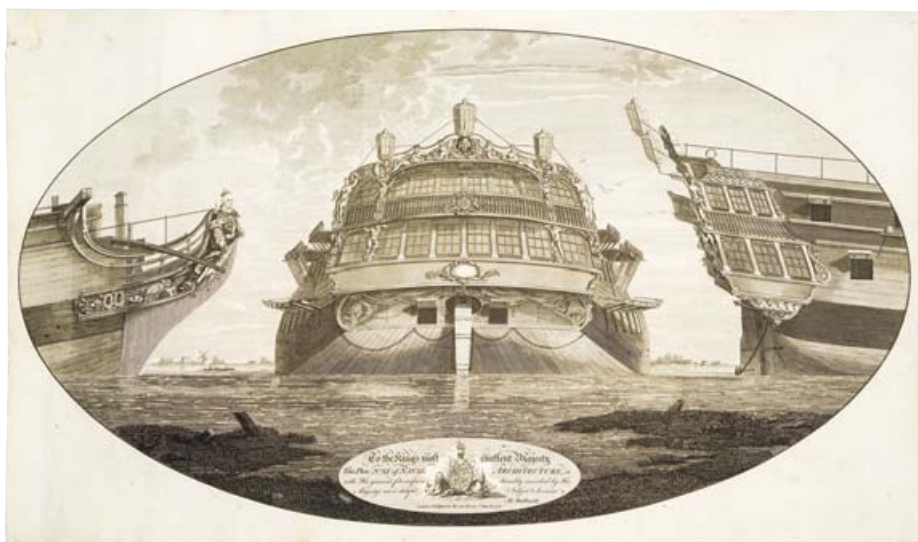
£2,500-3,500

Provenance - A tankard with identical
engraving made by Thomas Farren is held
within the national collection at Greenwich,
Object ID No. PLT0208.

Captain was one of twelve Third Rates of 70 guns
built to the 1733 Establishment. With Britain being
simultaneously drawn into the Wars of Austrian
Succession and Jenkins' Ear, ships were in
pressing need and she was commissioned
immediately at a fitted cost of £26, 065.11.8d. She
had several commanders in quick succession, but
her first was John Byng (executed 1757). Capt.
Legge took command in 1744 and as part of
Norris's Channel Squadron captured the
privateers *Le Faucon* and *Le Grand Turk* 1744-5 as
well as sparring with larger warships. Serving
mainly off Biscay and Finisterre, after a refit she
had a long spell in American and Canadian waters
where she captured the supply ship *Le
Foudroyant*. By 1774 she was showing her age
and was converted to a 30-gun storeship and
renamed *Buffalo*. However, she had a belated
flourish to her career and was raised to 50-guns
and established as a 4th Rate for service as
flagship in the Downs. Coppered in 1780 for use
as guard ship at Portsmouth, she took part at the
Battle of Dogger Bank a year later, and was also
at Howe's Relief of Gibraltar in 1782. Worn out,
she was paid off and broken up at Woolwich in
1783, forty years after she was launched there.



104



105 (part)

105.

**MARMADUKE STALKARTT (ENGLISH,
1750-1805)**

Naval Architecture, plate XI

Published London 1st March 1781,
unframed

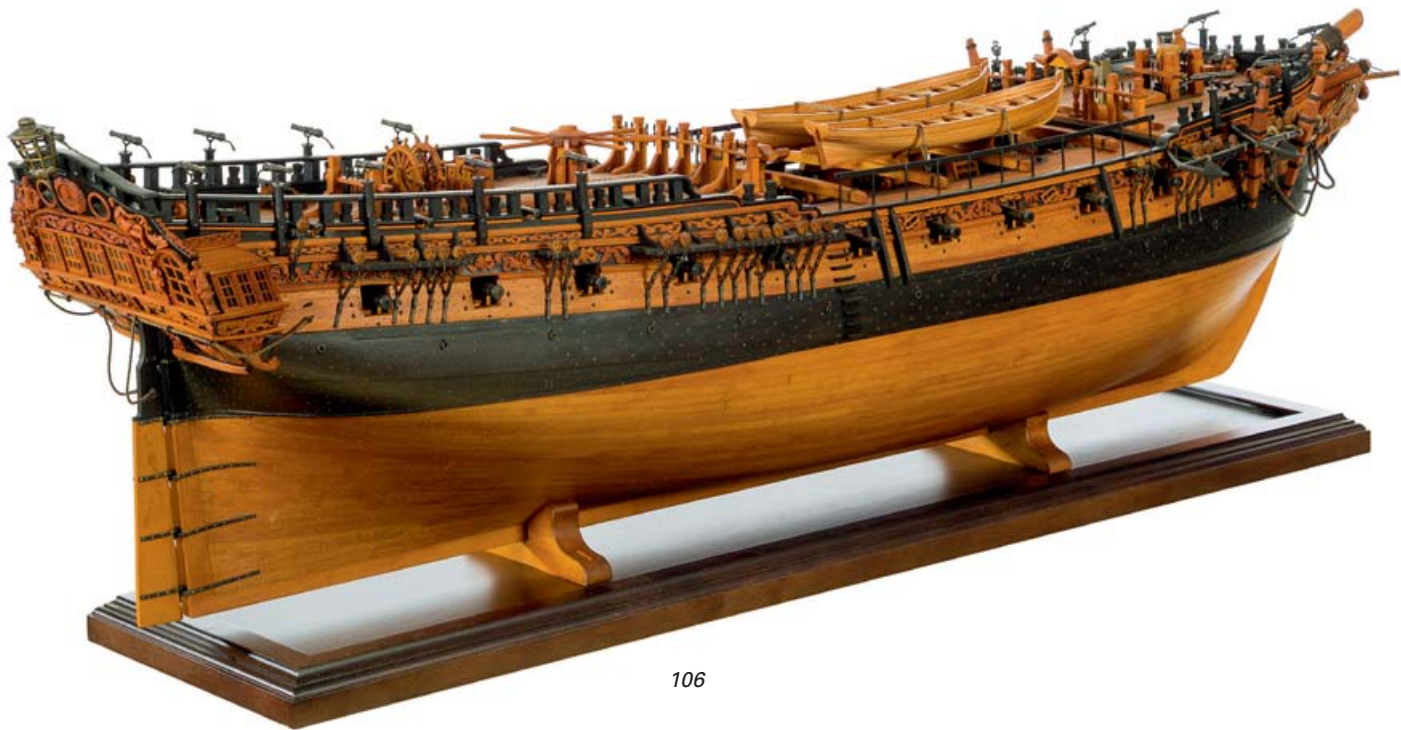
16½ x 29in. (42 x 73.5cm.); **together with**
assorted plans from the volume
comprising plates III, IV, VI, VII, X, XIV, and
one lacking plate number for a 74-gun
ship.

(8)

£250-350

Provenance: Plas Newydd house sale.

Marmaduke Stalkartt was the fourth child of
Hugh Stalkartt. After presumably serving an
apprenticeship at Deptford Dockyard, he was
sent to India in 1796 to establish shipyards to
build men-of-war in teak.



106

106.

A VERY FINE 1:36 SCALE ADMIRALTY BOARD STYLE MODEL FOR THE SIXTH RATE 28-GUN SHIP *SIREN* [1773]

modelled in alder wood, fruitwood and ebony, the framed hull planked and pinned, with ebony main wale, gun ports with cast brass guns in trucks with tackle, finely carved figurehead with carved decoration along bulwarks and stern, with trophies of arms, scrollwork, caryatids, glazed stern with ionic pillar supports, oxidised brass stern light, the deck with details including bitts with belaying pins, gratings, stove pipe, belfry with bell, well deck with fitted pinnace over with bottom boards, seats, gratings etc., bound cutaway masts, capstan, double helm with 12 turned spokes, compass box, swivel guns etc., mounted on cradle stand to ebonised wooden display base, overall — 15 x 48in. (38 x 122cm.)
£12,000-15,000

H.M.S. Siren was one of the five 'Enterprise' class frigates ordered in 1770 to counter the so-called 'Falkland Islands Emergency' [a potential war with Spain following the Spanish seizure of the Falklands that year, having been partially occupied by English forces since 1766]. In the event, the situation was resolved by French intervention although the new building programme was allowed to proceed. Designed by John Williams, the order for Siren went to John Henniker & Co. at Chatham where her keel was laid in April 1771. Launched on 2nd November 1773, she was leisurely completed for sea in the Chatham Navy Yard and finally commissioned in August 1775 under Captain Tobias Furneaux. Measured by her builder at 594 tons, she was 120½ feet in length with a 33½ foot beam and mounted 28 guns, mostly 9pdrs.

Her commissioning coincided with the growing unrest in Britain's North American colonies and she was despatched to join the fleet then cruising off the eastern seaboard, but her career was to prove a short one. Whilst escorting a convoy en route to Rhode Island in heavy weather, she ran aground on Point Judith, Connecticut, on 6th November 1777, closely followed by a ship and a schooner. The schooner was soon able to free herself and attempted to haul Siren off to no avail. Rebel forces ashore then brought up some cannon and their fire became increasingly accurate on the stationary frigate with the result that Captain Furneaux ordered her to be abandoned as the number of casualties increased. The ship's pilot and her Master were subsequently blamed for their negligence and were dismissed the service.



106 (detail)



107

107.

A FINE 1:64 SCALE MODEL OF THE 50-GUN SHIP H.M.S. *ISIS* [1774]

modelled from NMM plans by P. Puttock, in boxwood, pear and sycamore, with framed 30in. hull planked and pinned with bamboo trenails, ebony main wale, hinged gun ports, finely carved figurehead of Isis, glazed stern and quarter galleries, partially planked and pinned decks with fittings including metal anchors with bound wooden stocks, stovepipe, belfry, well deck with two fitted boats over, gratings, shot racks with shot, hammock racks, companionways, helm, deck light, cannon in rigged carriages with wooden trucks, bound masts with yards and extended s'tun'sl booms, standing and running rigging with blocks and tackle, mounted on brass cradle supports to wooden display base with brass nameplate within a glazed case, overall measurements — 37 x 54½ x 27in. (94 x 138.5 x 68.5cm.); **together with** July and August 2014 issues of 'Model Engineer' magazine describing research and construction.

£3,000-5,000

Provenance: Gold Medal and Earl of Mountbatten Trophy, Model Engineer Exhibition, 2013.

H.M.S. *Isis* was one of the four 'Portland' class fourth rates designed by John Williams and built by John Henniker & Co. at Chatham. Laid down in December 1772, launched on 19th November 1774 and completed in February 1776, she was measured at 1,050 tons and was 146ft in length with a 120ft beam. Principally armed with 22-24pdrs. on her lower deck and 22-12pdrs. on her upper deck, her total armament of 50-guns made her a formidable addition to the fleet when she sailed for North American waters under Captain Charles Douglas in March 1776.

Her career was both long and immensely varied, and she performed valiantly across the globe. After assisting at the Relief of Quebec in May 1776, she sailed south and saw considerable action off the eastern seaboard and then in the West Indies before returning home for repairs and coppering in 1780. Recommissioned late in 1780 for a brief spell in the Channel, she sailed for India in March 1781 where, once again, she saw extensive action in Admiral Hughes' squadron at the battles of Sadras, Providien, Negapatam, Trincomalee and Cuddalore. Having sailed home

late in 1783, she was laid up and not recommissioned until 1794 which year began her next lengthy period of activity in the North Sea, including participation in the two major fleet actions of Camperdown (1797) and Copenhagen (1801). Refitted in mid-1802, she returned to North American waters in 1803 and remained there until 1808 when she was ordered home. After a final short spell in the North Sea in 1809, it was decided she was no longer seaworthy and she was decommissioned prior to being broken up at Deptford in September 1810 after what had been an exceptionally full service life for a frigate of that era.



107 (detail)



108 (part)

108.

A 19TH CENTURY SAILOR'S WOOLWORK PICTURE

depicting a man-o'-war sailing in a calm blue sea within a faux oval with crown to top and flanked with UK flags — 16½ x 21½in. (42 x 52cm.); **together with** an Oriental silkwork of yellow chequerboard design and banner titles reading *H.M.S. 'Bellona'* under crest flanked by flags and crowns — 17½ x 17½in. (44.5 x 44.5cm.)

(2)

£300-500



109

109.

AN 19TH CENTURY SAILORWORK WOOLWORK PICTURE

depicting a Royal Navy man-o'-war off a French headland — 14½ x 22in. (37 x 56cm.)

£300-500



110 (part)

110.

A FINE 19TH CENTURY SAILOR'S WOOLWORK PICTURE OF A MAN-O'-WAR

worked in coloured wools with cotton rigging, sailing on a calm sea — 13 x 17½in. (33 x 44.5cm.); **together with** another similar by the same hand — 11½ x 16¼in. (29 x 41.5cm.)

(2)

£600-800



111

111.

A 19TH CENTURY SAILOR'S WOOLWORK PICTURE

depicting a two-decker of the Royal Navy in a rippled blue sea and flying a red ensign — 18¼in. (46.5cm.) wide

£250-350

112.

**A SET OF CAMPAIGN SHELVES AND DRAWERS,
PROBABLY DUTCH, CIRCA 1780**

comprising three draws with inlaid swags,
hinged folding side panels with slots for shaped
shelves and supports and top stretcher, overall
— 36 x 36 x 9in. (91.5 x 91.5 x 23cm.)

£800-1,200



112



112 (detail)

113.

**A FINE ROYALIST AMERICAN WAR OF
INDEPENDENCE COW HORN POWDER**

inscribed with the cypher for George III and
entitled *Adam Starbuck His Horn Pass On A O*
1777 / A Pox on all Rebels, the reverse with
course of the North river with tributaries and
settlements named, the root plugged with
wood — 19½in. (49.5cm) wide

£1,000-1,500



113



114

114.

**A WELL-PRESENTED EARLY 19TH CENTURY FRENCH
NAPOLEONIC PRISONER-OF-WAR BONE SHIP MODEL FOR A
FIRST-RATE SHIP OF THE LINE**

the planked 4½in. hull with simulated trenails, baleen wales, three gun decks with red painted ports, finely carved stern and quarter galleries, scored deck with simple fittings including capstan, belfry, hammock racks, gratings, compass binnacle, etc., bound masts with yards and stuns'l booms, standing and running rigging with blocks and tackle, bowsprit with dolphin striker and other details, mounted on stepped hexagonal straw-work display base, within shaped brass-bound glazed case, overall measurement – 6½ x 9 x 4½in. (16.5 x 23 x 11.5cm.)

£2,500-3,500



114 (detail)



115 (part)

115.

**A RARE 19TH CENTURY SAILORWORK WATERCOLOUR
EMBROIDERY TEMPLATE**

the border pricked out in full with initials J.A.S., the centre depicting a sailor and his sweetheart watching his ship — 8½ x 8in. (21.5 x 20cm.); **together with** a small sailorwork watercolour of the sail/steam warship H.M.S. *Mersey* with a banner title reading *God Speed Us Home*; and a Malacca walking stick with horn handle and silver cuff inscribed *Francis Durrant R.N.*, with maker's mark for Brigg — 36¼in. (93.5cm.) high

(3)

£150-250



116.

IRWIN BEVAN (BRITISH, 1852-1940)

H.M.S. 'Victory' in Portsmouth Harbour

Signed 'Irwin Bevan' (lower left), inscribed with old label attached to reverse

Watercolour

7 x 13in. (18 x 33cm.)

£250-350

116



117

117.

A BONE MODEL FOR A SWEDISH MAN-O'-WAR

flanked and pinned hull, scored decks with gratings and stovepipe, bound masts with yards and standing and running rigging, flying the Swedish flag, mounted on a circular horn base — 9½ x 11½in. (24 x 29cm.)

£450-650

118

118. Ø

AN EARLY 19TH CENTURY FRENCH PRISONER-OF-WAR SHIP MODEL WITH LATER RESTORATIONS

the 5½in. hull planked and pinned with baleen wales, oxidised copper guns, carved stern, quarter galleries, scored decks with masts, yards and rigging, wooden display base, overall measurements — 8½ x 9½in. (21.5 x 24cm.)

£500-800



119

119. Ø

A RARE 1:24 SCALE EAST INDIA COMPANY BUILDER'S HALF MODEL FOR THE 16-GUN BRIG *TERNATE*, BUILT FOR THE BOMBAY MARINE BY BOMBAY DOCKYARD, CIRCA 1801

the 30in. hull carved from the solid and planked with teak below ebonised wale, ebony gun ports interspersed with satinwood veneers, detailed fully-carved ivory figurehead in the form of a Ternate warrior, scored main deck with fittings including windlass, ship's boat carved from the solid, hatch covers, binnacle housing, deck lights and deck rails, mounted on a wooden backboard with bowsprit piercing edge and heavy brass suspension loops behind — 10½ x 38½in. (26.5 x 98cm.)

£3,500-4,500

When the splendid 56-gun frigate *Marquis Cornwallis*, named for the Governor-General, was launched at Bombay in 1800, she attracted a great deal of attention and resulted in the first recognition of the Bombay Dockyard in the wider history of shipbuilding. Although some ships-of-War had been built there previously, they had all been small fry but this changed rapidly after the turn of the new century and the launch of the new *Cornwallis*. Almost immediately, in fact, the Bombay Council [of the Honourable East India Company] ordered a new 16-gun brig to be called *Ternate*. Named for the fearsome legendary warriors of Ternate, in the Maluku Islands [in modern Indonesia], she was built by Jamsetjee Bomanjee (1756-1821), probably the foremost Master Builder in the dockyard at that time. He was a born naval architect and, as the years passed, became so well regarded that in 1813 the Lords of the Admiralty sent him a presentation silver cup valued at £120 to mark their appreciation of the numerous fine ships he had built for the Royal Navy, quite separate from those completed for the Bombay Marine.

Ternate herself was constructed of teak throughout, mounted 16-guns and was measured at 237 tons, although there appears to be some doubt as to her rig. Most sources refer to her as a 'brig', but one calls her a 'sloop' and a painting of her clearly sporting three masts and titled "The H.C.S. [Hon. Company's Sloop] *Ternate* off Mangalore" is reproduced in *The Bombay Dockyard and the Wadia Master Builders*, by R.A.Wadia, Bombay, 1957, facing p. 242. It is likely therefore that she was officially rated as a 'brig-sloop', which would account for the apparent discrepancy.

Like all the vessels of the Bombay Marine during the early 19th century, *Ternate* was constantly cruising the waters of the Arabian Sea and the Persian Gulf hunting down pirates or dealing with local rulers attempting to interrupt the East India Company's trade routes to their own advantage. However, there were two incidents of particular note in which *Ternate* figured prominently and the first occurred in 1829. On 31st May that year, the British ship *Oscar* was wrecked on the Jaalan coast [modern Oman] and then boarded by some Beni-Boo-Ali Arabs who plundered her cargo valued at £80,000. Commodore Collinson in *Ternate*, and accompanied by the schooner *Fly*, made first for Muscat to rendezvous with three other ships-of-War and, after recovering a portion of the cargo consisting of valuable cashmere shawls there, sailed on to Sohar [Oman] and thence to nearby Khor Jerameh, a known harbour of refuge for local pirate craft. In the event, only a small portion of the remaining cargo was ever

recovered as the tribesmen who had taken it had already disappeared into the vastness of the desert. Nevertheless, the very presence of the naval force led by *Ternate* proved decisive in restoring order to the region, albeit temporarily as was often the case. Three years later, in 1832, the Sheikh of Ejman [modern Ajman, in the United Arab Emirates] committed the "most daring outrages...upon the commerce of Muscat". *Ternate* and her consort *Tigress* were despatched to resolve the situation and it was soon reported that "Entire compliance was yielded...and the boats, money, and jewels, the property of the passengers, were yielded up". This was just the sort of exploit for which *Ternate* had been built although, by now, her service career was coming to an end and she is last recorded as being "sold at Public Auction (before 1840)".



119 (detail)



120

120.

'THE NELSON SHIP'S DECANTER', CIRCA 2005

issued by Pusser's, contents intact and complete with red wax seal and ceramic cork; **together with** 'The Trafalgar Bicentenary' ship's decanter, sealed with contents and stopper — 9in. (23cm.) high

(2)

£100-150



121

121.

A NAVAL THEMED CONVIVIAL SOCIETY SILVER GOBLET, CIRCA 1804

one side engraved with a depiction of Britannia within a garter inscribed *Britannia Rule the Waves*, with opposite cartouche engraved *Presented by H. Fowke Esq. to the Convivial Society at the Anchor Inn, Tewksbury, March 21st 1804*, the stem enclosing a musket ball, the foot with London hallmarks for 1803 — 6½in. (16.5cm.); 280g

£800-1,200



122

123

122. Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH

incised over one side with a full-length depiction of a one-armed captain holding a stick with ship beyond — 4½in. (11.5cm.); 212g

£350-450

123. Ø

A SCRIMSHAW DECORATED WHALE'S TOOTH OF NELSON

one side polished and incised with bust-length portrait of Nelson wearing bicorne and decoration - 5½in. (14cm.); 473g

£350-450



124

124. Ø

AN IVORY AND STEEL NAVAL OFFICE SEAL, CIRCA 1800

the matrix in the form of a fouled anchor, attached to turned ivory handle — 3½in. (9cm.) high

£100-150

A pair of re-discovered portrait sketches of Lord Nelson & Lady Hamilton, drawn at Merton, 1802



125

125.

JOHN DOWNMAN, A.R.A. (BRITISH, 1750-1824)

Bust-length portraits of Lord Nelson in uniform; and Lady Emma Hamilton wearing a turban

Pencil heightened with white

Nelson monogrammed and dated 'JD 1802' (mid-left) with indistinct inscription under possibly reading '[M]erton [1]802'

6 x 4¾in. (15 x 12cm.), contained within early 19th century sailorwork giltwood frames carved in relief with polychrome laurel leaves and inscribed on ebonised shield-shaped plaques *Lord Nelson* and *Lady Hamilton* respectively

(2, a pair)

£8,000-12,000

Provenance: Isabella Benjamin (Downman's only child), believed sold from albums bequeathed to her in 1825 to Admiral W.H. Smyth (1788-1865), his armorial bookplate pasted to reverse of 'Lady Hamilton' and remnant behind 'Lord Nelson'; sold to collector Henry Vaughan (1809-1899), his mss label pasted under bookplate; Private Collection, UK. and thence by descent.

Exhibited: Preparatory sketches for works exhibited at the Royal Academy, 1809, No.324 ('Portraits of a naval Commander and a lady of quality').

Literature: Walker, R: *The Nelson Portraits*, Royal Naval Museum, 1998, p.147 where a worked up chalk drawing of this sketch may be seen.



125

John Downman studied under Benjamin West at the Royal Academy before travelling to Italy in 1773 where he may have met Sir William Hamilton. On his return to London he made his reputation as a prolific society portraitist, preferring chalks and pencil as his media. He seems to have visited Merton in 1802 where these unpublished sketches were draughted and subsequently added to his albums - probably series IV volume 5. Downman's method of working was to work up several images from a quick sketch, so the lot offered is quite different to the more 'Byronic' end result viewed in Walker's 'Nelson Portraits' and as such perhaps a more honest and natural image; Emma too is softer and more natural, depicted in a fashionable turban headdress and wearing a pearl necklace. Downman's daughter and only child Isabella inherited his albums at his death. There were four series of these, each containing four to eight volumes, and each volume up to thirty-five drawings of 'Distinguished Persons'. These albums are mainly divided between the British Museum and Fitzwilliam Museum in Cambridge (where Downman maintained a studio in the 1770s), however, several volumes were sold

and their contents dispersed, including Series IV Vol V which contained watercolour and chalk bust-length portraits inscribed *Horatio Nelson, 1802 / Admiral Lord Nelson of the Nile, / who conquered foes with wondrous spoil* so these drawings may have been removed from the first series of volumes which were sold and dispersed by Isabella Benjamin in 1825. They were a natural purchase for Admiral Smyth and it seems likely it was he who added the ornate but naive frames, probably carved by a sailor. Highly active in London's cultural firmament, he was a member of the Society of Antiquaries, Royal Society and Royal Astronomical Society where he is thought to have met Henry Vaughan. Vaughan was a wealthy heir and eclectic art collector/patron who created a large body of works from Turner (whom he knew); Flaxman; Lawrence and Stothard. When he died, these, along with five more by Michaelangelo and Constable's *Hay Wain*, were bequeathed to the British Museum, National Gallery, Tate, V&A, and the National Galleries of Scotland and Ireland.



126



126 (detail)

126.

A COMMEMORATIVE AUTOMATON WATCH FOR THE BATTLE OF TRAFALGAR, 1805, CIRCA 1810

a silver key-wind consular cased verge watch, by William Claughan, with polychrome enamel dial of a naval battle scene [representing Trafalgar], with oval aperture for viewing a rotating parade of three ships-of-the-line, contained within a later engine-turned case with plain cartouche, recently serviced and in full working order, with key

£1,000-1,500



127

128

127.

A NELSON BRONZE BUST BY GAHAGAN, 1798

a small bronze bust, after the larger versions by Lucius Gahagan executed in 1798, inscribed *Nelson* at the base and mounted on a low square marble plinth, good patina — 5¾in. (14.5cm.) high

£400-600

This bust portrays Nelson with a faintly smiling expression which was said not to have pleased Lady Nelson and with the result that the sculptor's later productions presented "a grimmer, more formidable aspect" (see Walker, *The Nelson Portraits*, for further details).

128.

A NELSON COMMEMORATIVE ANCHOR BROOCH, CIRCA 1805

unsigned, the silver fouled anchor engraved with a crown between GR, NELSON & RULE BRITANNIA, with reverse brooch fitting for wearing, an attractive piece

£300-500



129

129.

NELSON'S PRIZES: A RARE HAND-COLOURLED PRINT DETAILING NELSON'S PRIZES BETWEEN 1793-1801

After Buttersworth and Roberts, published by Walker of Cornhill, March 1802

13¾ x 18in. (35 x 46cm.)

£250-350

130.

THE GLORIOUS FIRST OF JUNE, 1794

four contemporary issues of the *London Chronicle* spanning 3rd-24th June, covering fleet details, reports, letters on the action, Earl Howe's report and letter, French report and comment, contained in full copies with tax stamps

(4)

£250-350

The Glorious First of June, (also known as the Fourth Battle of Ushant) of 1794 was the first and largest fleet action of the naval conflict between Great Britain and the First French Republic during the French Revolutionary Wars.

The British Channel Fleet under Admiral Lord Howe attempted to prevent the passage of a vital French grain convoy from the United States, which was protected by the French Atlantic Fleet, commanded by Rear-Admiral Villaret-Joyeuse. The two forces clashed in the Atlantic Ocean, some 400 nautical miles (700 km) west of the French island of Ushant on 1 June 1794.

131.

THE SIEGE OF CALVI, 1794

three contemporary issues of the *London Chronicle* spanning 24th June – 4th September including letters from an officer on board Lord Hood's fleet, from General Stuart on surrender of Calvi, articles of capitulation of the Garrison of Calvi, killed and wounded troops at Calvi, letters from Lord Hood and 'the journals I herewith transmit from Captain Nelson...', also letter from Sir John Borlase Warren with list of French ships destroyed on 23 August 1794, in complete issues with tax stamps

(3)

£180-220

The Siege of Calvi was a combined British and Corsican military operation during the Invasion of Corsica in the early stages of the French Revolutionary Wars. Lord Hood's fleet supplied a small expeditionary force which successfully defeated the French garrison of San Fiorenzo and then a larger force which besieged the town of Bastia. The British force, now led by General Charles Stuart, then turned their attention to the fortress of Calvi, the only remaining French-held fortress in Corsica and a heavily fortified position. Among the British wounded was **Captain Horatio Nelson**, who was blinded in one eye. After several weeks Stuart launched a major assault, driving the French out of the forts in turn and into the town.

132.

THE LIFE OF LORD VISCOUNT NELSON

by T. O. Churchill, London, 1808, large paper copy, engraved frontispiece portrait, lithographed facsimile of Nelson's letter to Thomas Lloyd, 29 January 1798, and 13 engraved plates, two folding, by Worthington after Bromley, contemporary mottled calf, flat spine gilt in compartments, with black title label, wide border made up of various tools round sides, inner gilt dentelle, marbled edges, rebaked with original spine preserved, bookplate of Rawson Boddam Crozier — 13¾ x 10¾in. (33.5 x 27.5cm.)

£100-150

Please refer to illustration on page 83



133

133.

ENGLISH SCHOOL, 19TH CENTURY

Portrait Study of Nelson; Portrait Study of Wellington

Oil on canvas

15½ x 12½in. (39.5 x 32cm.) each

(2, a pair)

£400-600



134

134.

A SET OF LATE 18TH CENTURY MIDSHIPMAN'S GILT BRASS SWORD BELT MOUNTINGS

comprising an S-hook, chest buckle, suspension hook and other, each with finely chiselled lion mask

(5)

£250-350



135

135. Ø

AN 1805 PATTERN NAVAL SWORD BY SALTER

with 25½in. blued and gilt etched blade, wire-bound ivory grip with gilt brass lion's head pommel, stirrup hilt and langets engraved with foul anchors, contained within brass-mounted leather scabbard of issue with hanging loops, the top signed with maker's cartouche — 31in. (79cm.) overall

£450-550

Interestingly Lord Nelson bought this same pattern from Salter just before setting out on his last command.



136 (detail)

136.

A NELSON COMMEMORATIVE WATCH, BY HENRY OLLARD, 1812

a silver key-wind verge watch, by Henry Ollard, 1812, white enamel dial, double-bottomed hunter case, the openwork watch-cock elaborately decorated with a scroll reading *Trafalgar* upon trophies-of-arms and with an oval portrait of Nelson

£200-300

A very rare Nelson commemorative and the only example known to the cataloguer.

137.

THE SPITHEAD MUTINY, 1797

six contemporary issues of the *London Chronicle* between 20th April–15th May 1797, complete and with tax stamps

(6)

£300-400

The Spithead Mutiny lasted from 16 April to 15 May 1797 and was a simple, peaceful, successful strike action to address economic grievances. The subsequent Nore Mutiny was a more radical action, articulating political ideals, and failed. When the Spithead situation calmed, Admiral Lord Howe intervened to negotiate an agreement that saw a royal pardon for all crews.



139



136

138.

THE BOMBARDMENT OF ALGIERS, 1816

eight contemporary issues of the *Hereford Journal* spanning 11th September – 30th October with various reports, dispatches, anecdotes and letters from those involved including a 15 year old midshipman of the *Impregnable* to his father, and from Lieutenant J. Monk of the *Impregnable* to his father about the attack on Algiers, contained in complete issues with tax stamps

(8)

£400-600

The Bombardment of Algiers was an attempt on 27 August 1816 by Britain and the Netherlands to end the slavery practices of Omar Agha, the Dey of Algiers. An Anglo-Dutch fleet under the command of Admiral Edward Pellew, 1st Viscount Exmouth, bombarded ships and the harbour defences of Algiers.

139.

A 1IN. BORE CAST IRON SWIVEL GUN, CIRCA 1800

plain tapering 16½in. barrel, muzzle with sightline, touch hole and cascabel, trunnions mounted on swivelling bracket now mounted on wooden base — 14 x 28in. (35.5 x 71cm.)

£500-800

140.

A NAPOLEONIC ERA BAR SHOT

cast in iron — 11in. (28cm.) long; 7kg

£100-150

Bar shot was principally used for demasting and de-rigging enemy vessels. This example is understood to have been trawled up from the English Channel.



140



141

141.

AFTER MCQUIN

The Funeral Car on which the body of our late Vice Admiral Viscount Nelson

Engraved by R. Ackerman with hand-colouring, published June 10th 1806 by J. Page

14 x 20¼in. (35.5 x 51.5cm.)

£250-350



142

142.

A NELSON BROADSIDE, CIRCA 1806

'A most Complete and Valuable Memoir of Lord Nelson's Life and Funeral ... with Accounts ... of the Victory of Trafalgar, with a Plan of the Battle', a rare piece of ephemera in the shape of newspaper, four leaves, two portraits of Nelson, his arms and his insignia on page three, plan of Trafalgar on page six and his hearse and coffin on page seven, a few tears and stains, folded — 14½ x 10in. (37 x 25cm.)

£100-150



143

143.

NELSON & TRAFALGAR: A PAPIER MACHÉ SNUFFBOX, CIRCA 1806

an extremely rare oval papier maché snuffbox commemorating Nelson's death at Trafalgar, in brown to simulate leather, the hinged lid blind-stamped with a left-facing bust of Nelson, with *Victory* in full sail above a scroll inscribed *Nelson - Trafalgar*, all within an oak leaf border, 3¼ x 2in. (18 x 5.5cm.)

£300-500

Whilst commemorative snuffboxes were produced in a wide variety of different metals and often enamelled, examples in papier maché are regarded as extremely rare; hardly any others have been located and it is significant that the National Maritime Museum holds only a single example [see NMM OBJ0226]. Moreover, the Greenwich piece has the far more usual black lacquer-type finish and is completely unlike the box offered here.

144.

A RARE BLUE AND WHITE 'DEATH OF NELSON' PATTERN TAZZA BY JONES & SON, CIRCA 1826

depicting Nelson collapsed on deck at Trafalgar with patriotic borders with swags of arms, crowns and mitres, the foot with maker's mark for Jones & Son and inscribed *British History Death of Nelson* — 4½ x 11¼in. (11.5 x 28.5cm.)

£1,500-2,000



144



145

145.

A RARE COMMEMORATIVE TRAFALGAR CENTENARY DELUXE EDITION TYG BY COPELAND, CIRCA 1905

the three gilt line handles interspersed with depictions of Nelson, Britannia and ancient and modern naval vessels, the inside of the rim with flag signals for *England Expects ...* the base with maker's and retailer's marks for T. Goode & Co. and numbered 57/100 — 6in. (15cm.) high

£1,500-2,000

Whereas the standard edition of this tyg is more commonly seen than the more impressive deluxe edition which was limited to 100 copies of which it is thought only 60 were sold, with many experiencing firing issues, this example is blemish-free.



146 (part)

146.

A 19TH CENTURY NELSON COMMEMORATIVE PEARLWARE JUG

decorated in the round with sepia transfer decoration of Nelson, *Victory* and swags of arms, with Nelson's principal battles and titles to front — 5½in (14cm.) high; **together with** a gilt brass patch box, impressed with a medallion of Nelson to lid and principal actions behind, lined with Venetian red paint

(2)

£200-300



147

147. A REVERSE GLASS PICTURE OF LORD NELSON

published by Walker, December 1805 and entitled 'Admiral Lord Nelson Wounded by A Musket Shot'

9½ x 7½in. (24 x 19cm.)

£150-250



149

149. A GOLD AND ENAMEL SAILOR'S FAREWELL BROOCH, CIRCA 1790

of oval form and depicting a pretty girl leaning against a fouled anchor and waving to a distant ship, within blue enamel and gold star border and with securing pin behind — 1¼in. (3.5cm.) high

£300-500



148

148.

A NELSON COMMEMORATIVE PILL BOX, 1805

the oval silver box with repoussé lid bearing a profile of Nelson within an inscription reading *The Gallant Nelson. Died Oct. 21, 1805. Trafalgar*, the base hallmarked for Birmingham 1805/06 — 1¼in. (3cm.) high

£400-600



150

150.

A PAIR OF EARLY 19TH CENTURY ERA MODEL NAVAL GUNS, PROBABLY ENGINEER'S MODELS, CIRCA 1830

the 7in. tapering four-stage barrels with Royal cipher by trunnions, mounted on stepped wooden naval type carriages with brass trucks — 3½ x 8in. (9 x 20cm.)

(2)

£100-150



151

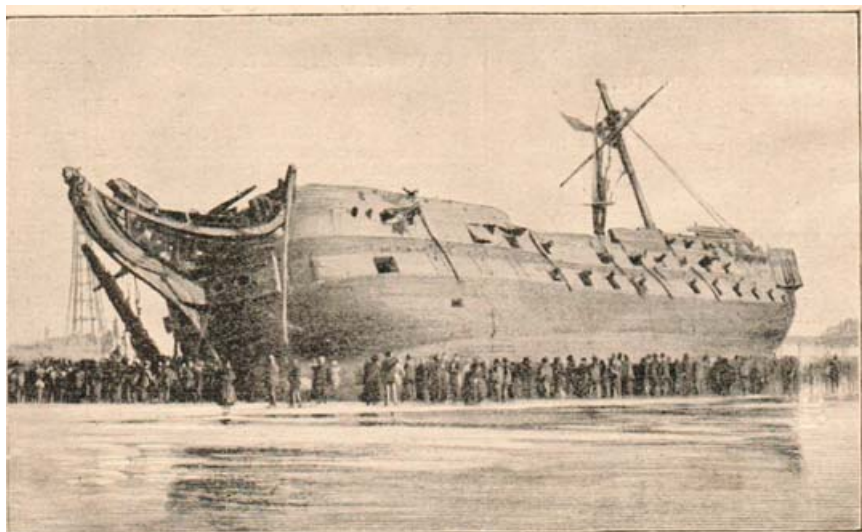
151.

**A RARE CIGAR AND CIGARETTE CASKET
MADE FROM OAK AND COPPER SALVAGED
FROM H.M.S. FOUDROYANT**

opening on four sides with repoussé plaques of *Foudroyant* underway and wrecked, Nelson and St Vincent, each corner with stylised figurehead of Neptune, the top surmounted by a British lion, with maker's plate for Goodall, Lamb & Heighway Ltd, Manchester to the front panel, overall measurements — 15 x 22½ x 16in. (38 x 57 x 40.5cm.); **together with** provenance note with photograph and details of the wreck £1,500-2,000

Provenance: According to the note enclosed, this casket was bought by Lord Northcliffe and sent to Cecil Rhodes in Cape Town. After Rhodes died in 1902, his executors returned it to Northcliffe, who then gave it to his friend 'John B.' who signed the note.

This casket is listed as item 22B in Goodall's 1898 catalogue with a list price of £35.



Nelson's old flagship, the *Foudroyant*, had been anchored off Blackpool during the Whitsuntide holidays, but drove ashore on Wednesday last week, before a strong gale from the westward. On Tuesday she was riding at anchor about a quarter of a mile or so off the end of the North Pier, and was being attended by steamers and tugs carrying sightseers to admire her. Now she is a shapeless mass, and the Blackpool beach is being strewn with the wreckage. She dragged her anchors about seven o'clock on Wednesday, and very shortly afterwards her fore top-gallant mast was hanging by its rigging. One by one her masts and spars were seen to break adrift until at this time of high water, about noon, only her mizzen-mast was left standing

THE WRECK OF NELSON'S OLD FLAGSHIP "FOUDROYANT" AT BLACKPOOL

151 (part)



152

152.

A LARGE CHEST MADE FROM *FOUDROYANT* OAK BY GOODALL, LAMB & LEIGHWAY, CIRCA 1898

the sides carved with lozenges and fleur de lys and lunette border to top, inscribed along bottom of the front panel *1798 Foudroyant 1898*, hinged lid with copper maker's label, the corner posts stamped 'Oak' *Salved from the Wreck of Nelson's Flagship 'Foudroyant'*—29½ x 56½ x 23½in. (75 x 143.5 x 60cm.)

£600-800

This chest is listed in Goodall's catalogue as item no. 10, priced at £19.10.0, although the design differs to the front.



153

153.

A BRITISH & FOREIGN SAILORS' SOCIETY COPPER BUST OF LORD NELSON, CIRCA 1905

the 8in. bust modelled after Flaxman and inscribed *made from copper from Nelson's Flagships*, loosely mounted on an associated wooden plinth, with plaque engraved *Foudroyant oak* and inset with a *Foudroyant* medallion to the top — 11in. (28cm.) high; **together with** a copper and oak *Foudroyant* plaque — 15 x 11in. (38 x 28cm.)

(2)

£250-350



154

154.

A SMOKER'S CABINET MADE FROM *FOUDROYANT* OAK BY GOODALL, LAMB & HEIGHWAY, CIRCA 1898

the door with copper plaque of the wreck and inscribed *Nelson's Foudroyant* under, fitted internally with four drawers and three copper tobacco jars with coiled rope knobs to the lids — 21½ x 16 x 8in. (54.5 x 40.5 x 20.5cm.)

£350-450

This item is listed in the *Foudroyant* catalogue by Goodall, Lamb & Heighway as item no. 11, priced £8.8.0.



155

157.

AN EARLY VICTORIAN ARM CHAIR MADE FROM THE TIMBER OF H.M.S. *TEMERAIRE*

the back with scroll cresting inscribed *ENGLAND EXPECTS EVERY MAN TO DO HIS DUTY OCT 21 1805 TEMERAIRE TRAFALGAR*, with leather padded scroll arm supports and seat on bulbous legs — 47½in. (120.5cm.) high

£2,000-3,000

When *Temeraire* was designated for scrapping in 1838, she was purchased by John Beatson and sent to his Rotherhithe yard for breaking. Beatson well understood the significance of the timber he was handling and sold quantities of it for use in furniture and buildings as well as decorative objects.

Named after the first *Temeraire* which had been captured from the French in 1759, the second and far more famous *Temeraire* in the Royal Navy was the vessel laid down at Chatham and launched on 11th September 1798. A large second rate mounting 98-guns, she spent her first three years as flagship to the Channel Fleet and, after a spell blockading the French coast, then found herself directly behind *Victory* in Lord Nelson's 'weather column' at Trafalgar where she fought magnificently. Heavily engaged from all sides but eventually capturing the 80-gun *Fougueux*, she survived the battle but was so severely damaged that she was deemed unfit for further service at sea. Thereafter employed as a prison ship and later a receiving ship at both Devonport as well as Sheerness, she was finally sold for breaking in 1838 and, whilst under tow to Rotherhithe, found immortality when she inspired J.M.W. Turner to paint one of his most celebrated works, *The Fighting Temeraire*.

155.

A *FOUDROYANT* TIMBER HALL CHAIR, CIRCA 1898

the shaped back carved with fouled anchor and banner over inscribed *Foudroyant* and the date '1798-1897' above, the seat decorated with an anchor and lifebuoy inscribed *Nelson's Flag Ship*, on turned legs joined by an H-stretcher — 41¼in. (105.5cm.) high

£400-600

156.

A 19TH CENTURY SALVER MADE FROM *FOUDROYANT* COPPER

engraved with a fouled anchor and provenance — 12in. (30.5cm.) diam; **together with** seven assorted Nelson commemorative medallions, mostly 19thC, of various dates

(8)

£100-150



157



158 (part)

158.

NICHOLAS POCOCK (BRITISH, 1740-1821)

To The Memory of Captain George Nicholas Hardinge of the St Fiorenzo Frigate Action with La Piémontaise French Frigate

Coloured aquatint

18 x 24in. (46 x 61cm.); **together with** another coloured aquatint *Engagement with the Tay-Ping Rebels at Nanking after Bedwell, a map of 'Indiae Orientalis' and Boardroom of the Admiralty after Rowlandson*

(4)

£250-350

159.

A CAT-O'-NINE-TAILS

with ropework handle with Turk's head knots retaining nine knotted cords — 32in. (81cm.) overall

£150-250

160.

AN UNUSUAL ROPE AND CANEWORK BOSUN'S STARTER, FIRST HALF 19TH CENTURY

the knotted body with cane supports and heavily knotted leather head on flexible joint — 18in. (46cm.) long

£200-300

161.

A MASSIVE 19TH CENTURY SAILORWORK TWINE COSH

with weighted head and flexible shaft with suspension loop — 16½in. (42cm.) long

£150-250

162.

A LARGE 19TH CENTURY BOSUN'S STARTER

flexible shaft with lead ball ends encased in spiral twine-work — 20in. (51cm.) long

£150-250

163.

AN EARLY 19TH CENTURY ROPEWORK 'SAILOR'S FRIEND'

comprising a 1½in. lead ball encased in knotwork with knotted twine handle — 21½in. (54.5cm.) long

£80-120



159

160

161

162



164

165

166

164. Ø

A MID-19TH CENTURY DIEPPE IVORY MODEL FOR A SMALL MAN-O'-WAR

the 3in. hull carved from the solid with 20 brass guns, simple figurehead and deck fittings, bound masts with standing and running rigging, mounted on stepped velvet-lined display base with gold braid, within glass domed cover — 7 x 7in. (18 x 18cm.)

£300-500

165. Ø

A 19TH CENTURY DIEPPE IVORY MODEL FOR AN ARMED SCHOONER

the hull carved from the solid with six red painted side opening gun ports, deck with simple fittings and four crew members, raked masts with yards, silk rigging and full suit of shaped sheet ivory sails, mounted on an ebonised base towing an open boat and secured to plush-lined base with glass dome cover — 9½ x 11 x 7½in. (24 x 28 x 19cm.)

£400-600

166. Ø

A 19TH CENTURY DIEPPE IVORY MODEL FOR A THREE-MASTED MAN-O'-WAR

the 2in. hull carved from the solid, with 18 inked gun ports, deck with simple fittings including red-painted hatch covers and three crew members, masts with ivory standing and running rigging and a full suit of sheet ivory sails, secured to ebonised base loosely set within plush-lined round base and glass dome cover — 7 x 7in. (18 x 18cm.)

£300-500



167

167. δ

PETER HOGAN (BRITISH, 20TH CENTURY)

H.M.S. Warrior

Signed 'Peter Hogan' (lower left)

Watercolour

16 x 23in. (40.5 x 58.5cm.)

£150-250



168.

168

JOSEPH WALTER (BRITISH, 1783–1856)

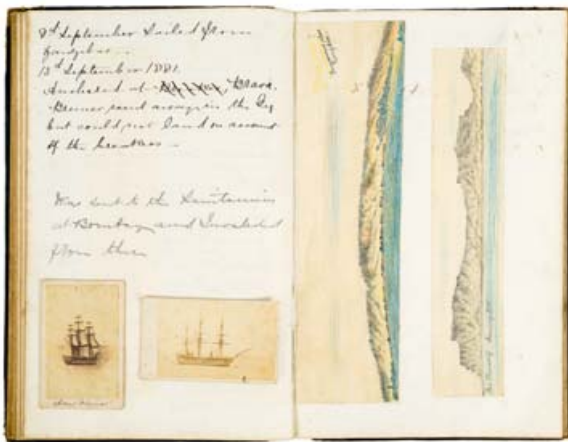
Naval shipping off Portsmouth

Signed 'J Walter' with incised signature (lower right)

Oil on panel

13½ x 17½ in. (34.5 x 44.5 cm.)

£1,000–1,500



170

170.

A FASCINATING LOG FOR THE H.M. SHIPS *REVENGE*, *CHANTICLEER*, *ST VINCENT*, *ENDYMION*, *MAGPIE*, *EXPRESS*, *RESISTANCE*, *ECLIPSE*, *RUBY*, *DEFENCE*, *HIMALAYA*, *HIBERNIA* AND *SUPERB*

kept by Assistant Paymaster C.L.J. Underwood between 4 December 1869 and 22 August 1881, 72ff., 11 pencil or pen and pencil drawings, five hand-coloured, two plans on tracing paper, two mounted botanical specimens (Mauritius and the Seychelles), nine photographs, sailing to Madeira, Panama, San Francisco, (with a two-page description of the social life), Vancouver, Easter Island (three and a half-page description) 'Friday 11th November 1870 ... when we arrived on the shore were met by a great number of natives (men, women and children) who danced and yelled ... the women pretty and with good eyes and teeth. The very singular feature of the island is the gigantic busts which have now fallen down, when standing they were about 14 feet and are now surrounded by skulls' (with a folding pencil drawing taken from five miles offshore), Lima, Valparaíso, Falkland Islands, Juan Fernández Islands (where he saw the tablet erected to Alexander Selkirk), Rio de Janeiro ('the town like all Portuguese simply smelling horrid', Barbados (where they played several cricket matches, including three scorecards), various ports in Spain, Rhodes (where he saw several enormous boulders used by the Turks in their bombardment of the town), Bombay, Karachi, and Cairo, and many other parts in Europe, America and Asia, written by Underwood in a large, untidy hand, contemporary half calf, flat spine gilt, with an anchor in compartments — 13 x 8 in. (33 x 20.5 cm.)

£400–600

This officer's naval career ended in 1884 as he does not appear in the Navy List for 1885. His career suffered in the early 1880s and his final entries record his influenza in New York where all his luggage and testimonials were stolen and his miserable return to England.



169

169.

A SILVER SEA-GOING HOT WATER POT FROM THE SERVICE OF ADMIRAL SIR ROBERT TRISTRAM RICKETTS BT

each side engraved with his coat-of-arms surmounted with a naval crown, gadroon border and wooden handle, with London hallmarks for 1820/21 — 8¼ in. (21.5 cm.); 518g

£400–600

Robert Tristram Ricketts (1772–1842) was made a Post-Captain Oct. 9, 1801, and subsequently commanded the First Rates *Ville de Paris*, *San Josef*, and *Hibernia*, bearing the flags of the Hon. Admiral Cornwallis, Sir Charles Cotton, and Earl St. Vincent. In 1813 he was appointed to the *Vengeur* (74); and at the close of the following year was conveying Major-General Lambert, and a reinforcement of troops to the army before New Orleans. In February 1815, he commanded the detachment of seamen landed at Mobile to assist in the reduction of Fort Boyer; and Sir Alexander Cochrane, in his official letter on that subject, acknowledges himself indebted to Captain Ricketts *for his zeal and exertions in landing and transporting the cannon and supplies, by which the fort was so speedily reduced.*



171



H.M.S. *Challenger* on expedition 1872-76 by W.F. Mitchell

171.

THE LAUNCHING MALLET AND CHISEL FOR H.M.S. *CHALLENGER*, 1858

each carved in relief and inscribed *H.M.S. Challenger*, Nos. 138. & 139. — 10in. (25.5cm.) high

(2)

£300-500

Challenger was built at Woolwich in 1858. Classed as a screw corvette and ship-rigged on three masts, she displaced 2,306 tons. Originally armed with twenty 8in. guns and two huge 68-pounders, she pursued an active naval career for 14 years before being converted into a survey ship in 1872. The largest vessel ever supplied for an oceanographic expedition up to that date, *Challenger* was placed under the command of Captain George Nares. Sailing from Sheerness on 7th December 1872 and carrying a team of six distinguished civilian scientists, the first ten months of the voyage were spent in the Atlantic which the ship crossed three times. After a seven-week stay at Cape Town, *Challenger* departed for the Southern Ocean on 17th December 1872 and, shortly after Christmas, made a brief stopover at Kerguelen Island, roughly midway between South Africa and Australia although much nearer the Antarctic Continent in latitude 50°S. When the ship finally dropped anchor at Spithead on 24th May 1876, she had travelled an extraordinary 68,890 miles. The information gathered during the three-and-a-half year expedition, particularly from the deep soundings of the ocean floors, was of immense importance and, once the multi-volumed report was published, both ship and her commander achieved considerable acclaim. She was retired in 1880 and relegated to a harbour hulk at Chatham where she remained useful until finally sold out of the Service in 1921.



172.

172

AN HISTORICALLY INTERESTING SILVER SALVER PRESENTED TO CAPTAIN EDWARD INGLEFIELD, 1857

the centre engraved with his coat of arms and his medals including the Arctic medal, and inscribed around *Presented by Thomas Baron Esq. to Captain E.A. Inglefield at his marriage April 21st, 1857*, the reverse with London hallmarks for 1857 — 7½in. (19cm.) diam; 285g

£500-800

Sir Edward Augustus Inglefield KCB FRS FRGS (1820–1894) was a Royal Navy officer who led one of the searches financed by Lady Franklin aboard her private steamer *Isabel* for the missing Arctic explorer **Sir John Franklin** during the 1850s. In doing so, his expedition charted previously unexplored areas along the northern Canadian coastline, including Baffin Bay, Smith Sound and Lancaster Sound. He was also the inventor of the marine hydraulic steering gear and the anchor design that bears his name. On 30 April 1857, Inglefield married Eliza Fanny Johnston (1836–1890), the daughter of Edward Johnston, Esq. of Allerton Hall, Liverpool.



173

173.

OF NELSON/HARDY INTEREST; A GOLD AND ENAMEL PENDANT VINAIGRETTE IN THE FORM OF A SAILOR'S SENNIT HAT

unmarked, the tally inscribed *Danae*, with hinged cover inscribed *H.L.M from M.M. 6. Jany. 1868* opening to sponge compartment with deck grating grille — 1in. (2.5cm.) diam

£400-600

This was presented by Captain Malcolm Murry-MacGregor to his wife Helen Laura before he set out on the maiden voyage of the sloop *Danae* to South Africa. Capt. Murray-MacGregor was the grandson of Captain Hardy and it can be no coincidence that the date of presentation coincides with that of Lord Nelson's funeral.



174 (part)

174.

ADMIRAL SIR [WILLIAM] SIDNEY SMITH

an autograph letter to Sir Marc Isambard Brunel, in French, Paris, 12 May 1834, in which Smith thanks Brunel for his effigy by David d'Angers and encloses his own *Everybody says it looks older than me, but every day it more closely resembles me on account of my burning candle at both ends*; two pages — 10 x 8in. (25 x 20cm.); **together with** a repoussé bronze plaque of Smith signed and dated *David 18[34?]*, within a carved wooden frame — 9½in. (24cm.) diam.

(2)

£1,000-1,500

Sidney Smith (1764-1840) was overshadowed by Nelson but was a highly decorated naval officer who saw service at some of the key moments of the Napoleonic Wars (including the Battles of Cape St. Vincent, Chesapeake and Saintes, and was at the Siege of Acre) and whose acts of heroism and exploits in France inspired several 'Hornblower' stories. Following the peace in 1815 (where he attended the Congress of Vienna) he took up the anti-Slavery cause, especially against the Barbary Pirates then operating out of North African waters raiding European coastal settlements. He became MP for Rochester and also reached the rank of Admiral in July 1821 while living in France whither he had removed in about 1815 (to avoid debts) and where he spent the rest of his life. It is not known how he met Brunel, the father of his more significant son, but he was a fine engineer in his own right and began the celebrated tunnel under the Thames, finished by IKB. He corresponded with Davy and Faraday and was instrumental in helping Babbage with his calculating machine. He was elected a fellow of the Royal Society in 1814 and knighted in 1841.



175

175.

AFTER SIR OSWALD WALTERS BRIERLY (BRITISH, 1817-1894)

Helsingfors and Sweaborg; English and French Screw Line Battleships At Anchor

Two lithographs by T. Picken and published by Day & Son

Each 9½ x 26½in. (24 x 67cm.); **together with** *Fort Nottich, Bomarsund; the Aland Islands; Arrival of General Baraguay d'Hilliers at Ledsund; Reconnaissance of Abo*

Four lithographs by T.G. Dutton and J Needen published 1855

Each 12½ x 16in. (32 x 41cm.)

All in matching moulded gilt ropework frames

(6)

£800-1,200



176 (part)

176.

**WILLIAM MACKENZIE
THOMSON (BRITISH,
FL. 1870-1892)**

*The Queen's Birthday, a
visit to H.M.S. 'St
George'*

Signed 'W.M. Thomson'
(lower left)

Watercolour heightened
with bodycolour

17 x 26½in. (43.5 x
67cm.); **together with** a
print of the same
subject after Edward
Duncan

(2)

£1,500-2,500



177.

**** ROBIN (ENGLISH SCHOOL, CIRCA 1856)**

Panorama of the Fleet Review, off Ryde, Isle of Wight, 1856

Watercolour

14½ x 48in. (37 x 122cm.); **together with** a quantity of ephemera including contemporary prints and plans of this review

(a lot)

£2,000-3,000

178.

A 1½IN. SINGLE DRAW ACHROMATIC MARINE TELESCOPE BY NATHANIEL WORTHINGTON, LONDON, CIRCA 1845

the leather-covered tapering wooden tube with doublet lens and lens cap, signed by the eye-piece *Worthington London* and inscribed on brass cuff *R. G. Tufnell (missing eyecup)* — 25¼in. (65.5cm.) closed

£300-400

Lt Robert George Tufnell R.N. entered the Royal Navy as a Mate in 1846, was appointed Lieutenant on 14th October 1847 — when he probably purchased this telescope; he made Commander 1858, retired a Captain in 1873 and died in 1901. Nathaniel Worthington was an optician who worked from 196 Piccadilly between 1835 and 1851 had previously been in partnership with James Allan (1821-34) and supplied a similar instrument to Capt. Frederick Marryat.



177 (part)



179

179.

THE LAUNCHING SET FOR H.M.S. SANS PAREIL (1851)

comprising an etched chisel inscribed *SANS PAREIL* Launched 18 March 1851 / *SOPHIA GAGE*, and a mallet, contained in original fitted box with manuscript specifications pasted to the base, **together with** a ticket for 'Seat No. 1.' to the launch — 10¾in. (27.5cm.) wide; **together with** some historical data

(a lot)

£300-500

Named after her famous predecessor captured at the Battle of the Glorious First of June 1794, the second *Sans Pareil* was a wooden 2nd rate of 70 guns, converted to steam on the stocks and launched at Devonport Dockyard by the Port Admiral Sir William Hall Gage's daughter. Displacing 3,800 tons and measuring 200 feet in length, she was commissioned in June 1852 and sent to serve with the Mediterranean fleet under Capt. Dacres. Transferred to the Black Sea fleet in 1854, she participated in the first Bombardment of Sebastopol on 17th October 1854, thereafter serving as a munitions ship and latterly on the China and East Indies stations, she was sold for breaking in March 1867.



181

181.

A PRESENTATION SILVER TOBACCO CONTAINER AND RASP, CIRCA 1853

with hinged lid and rasp to base, inscribed *To Lieut George Mason R.N. from his friend Capt G. Martin as a mark of esteem, 1853* — 3¼in. (8.5cm.); 63g

£100-150

182.

A BOAT BADGE FROM THE ROYAL YACHT VICTORIA AND ALBERT III, CIRCA 1901

heavily cast in nickel-plated brass with polished V&A cypher over mottled ground within rope border — 7½in. (19cm.) high

£300-500



182



183 (part)

183.

FRED T. JANE (BRITISH, 1865-1916)

Torpedo boat 65 and H.M.S. 'Sans Pareil'

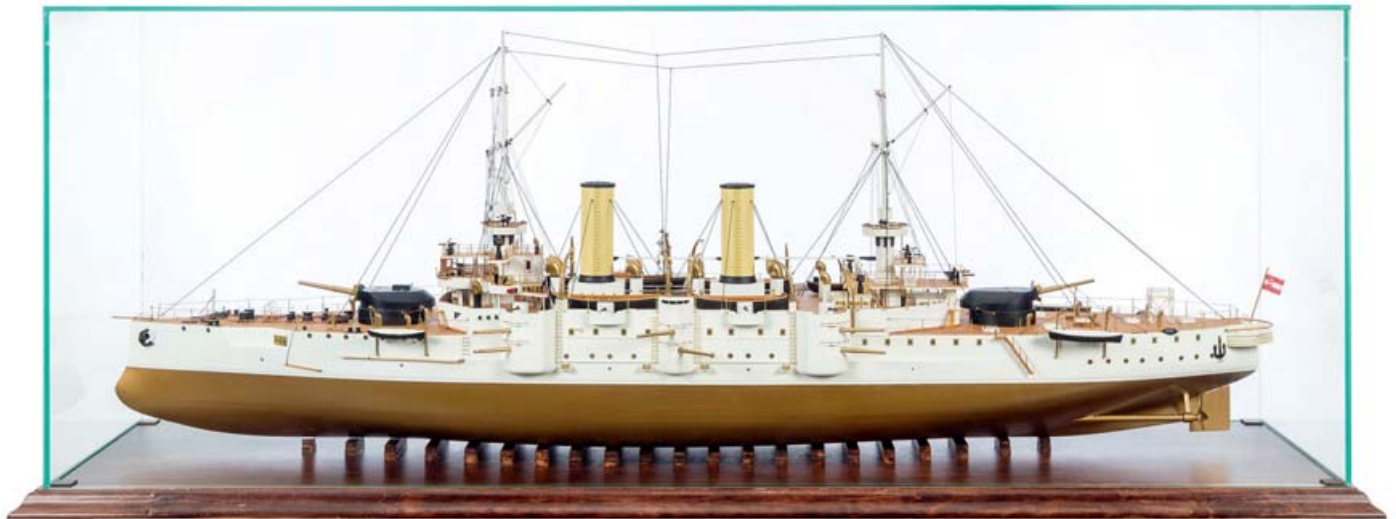
Signed 'Fred T. Jane' (lower right)

En grisaille

9½ x 15½in. (24 x 39.5cm.); **together with** another three by the same hand: *A sketch on Bay of Biscay*; *A torpedo boat jumping a boom*; *Warship 'Leonpus' Peter the Great*, all signed and inscribed; and a chromolithographic print by T.B. Hardy

(5)

£250-350



184

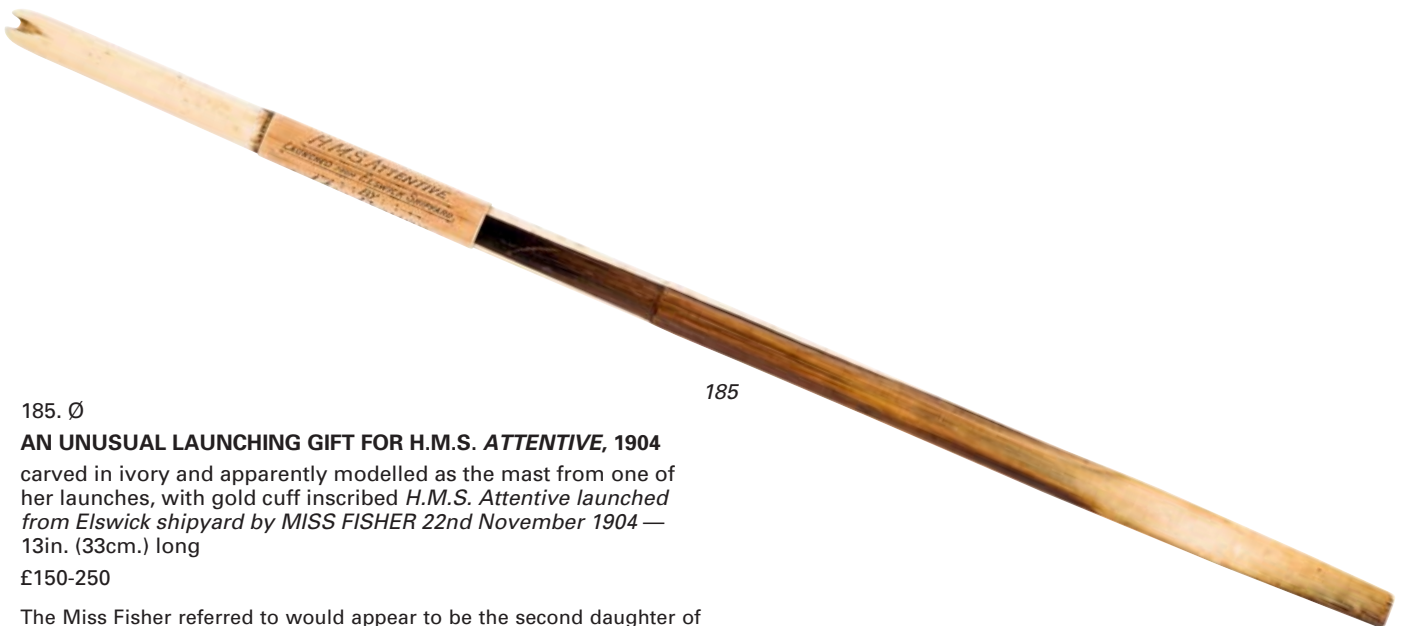
184.

A WELL-PRESENTED 1:75 SCALE STATIC DISPLAY MODEL OF THE AUSTRIAN HAPSBURG CLASS BATTLESHIP *BABENBERG*, AS LAUNCHED [1903]

with laminated and carved wooden 53in. hull, with white topsides, planked fruitwood decks, with painted and polished metal fittings and armament as appropriate, masts rigged with yards and gaffs, stayed funnels with ventilators and engine room lights, fitted steam launch and six others in davits, companionway, deck lights, compass platform and private commander's balcony to stern, mounted on launching blocks to wooden display base with glazed cover, overall measurements — 24 x 62 x 17½in. (61 x 157.5 x 44.5cm.)

£4,000-6,000

S.M.S. *Babenburg* was the last of three 'Habsburg' class battleships built at Stabilimento Tecnico Triestino, Trieste and launched by **Countess Marianne von Goess** in October 1902. Displacing 8,823 tons and measuring 375ft with a 65ft beam and 24.6ft draft, her two shaft four-cylinder vertical triple expansion engines powered by 16 Belleville boilers produced a healthy 19.85kts. Manned by 638 officers and crew, she sported a wide range of arms including 2 x 9in.; 12 x 5.9in.; 10 x 2.6in.; 6 x 1.9in.; 2 x 1¼in. guns, and two 17.7in. torpedo tubes. Along with her sister ships *Hapsberg* and *Árpád*, she participated at the bombardment of Ancona during World War I. At the end of the war, she was given to Great Britain as a war prize but was scrapped in Italy in 1921.



185

185. Ø

AN UNUSUAL LAUNCHING GIFT FOR H.M.S. *ATTENTIVE*, 1904

carved in ivory and apparently modelled as the mast from one of her launches, with gold cuff inscribed *H.M.S. Attentive launched from Elswick shipyard by MISS FISHER 22nd November 1904* — 13in. (33cm.) long

£150-250

The Miss Fisher referred to would appear to be the second daughter of Admiral Sir 'Jackie' Fisher who has recently been promoted to Admiral of the Fleet. Whilst *Attentive* had no sailing rig, her launches did and this gift would seem to be a pun.



186

186.

THE LAUNCHING CASKET FOR THE BATTLECRUISER H.M.S. INDEFATIGABLE, 1909

constructed in oak of cruciform shape, finely carved on each surface including name and launch date, and coat of arms for Lady Loreburn, on stepped supports to moulded base, with plush-lined interior including shaped cushion with braid (*lacking contents and lid*) – 8 x 19 x 19in. (20 x 48 x 48cm.)

£800-1,200

H.M.S. *Indefatigable* was the nameship of a class of three battle cruisers ordered in the 1908 building programme which, thanks to a bitter controversy over their combined cost, was the only one to be paid for by the British government; the other two, *Australia* and *New Zealand*, were both funded by the respective dominion governments.

Laid down at Devonport on 23rd January 1909, launched on 28th October the same year and finally completed in February 1911, *Indefatigable* seemed good value at fractionally over £1½ million even though, in the event, she was to have only a tragically short life thanks to her less than satisfactory armour plating. Displacing 18,500 tons (22,080 fully loaded), she was 590 feet in length with an 80ft beam and carried a main armament of 8-12in. guns. Capable of 25 knots at full speed, her

44,000ihp. Parsons' turbine engines were fed by 31 coal-fired boilers and she carried a complement of 800 officers and men.

Commissioned at Devonport on 24th February 1911, she immediately joined the 1st Cruiser Squadron in Home Waters which, in January 1913, became the 1st Battle Cruiser Squadron (B.C.S.). Transferred to the 2nd B.C.S. based in the Mediterranean in December 1913, she played a prominent role in the abortive search for the *Goeben*, a German battle cruiser which famously eluded the Royal Navy and escaped to the safety of Constantinople during the opening days of the Great War in August 1914. After refitting at Malta, *Indefatigable* was sent back to Scapa Flow to rejoin the Grand Fleet in February 1915 and was thus ordered into action at Jutland on 31st May 1916. Just after 4.00pm. that afternoon, during her duel with the German battlecruiser *Von der Tann*, she was hit by a salvo of three shots in quick succession. The first two penetrated her upper deck causing 'X' magazine to explode; as the official report later noted "she staggered out of line, sinking by the stern when another salvo struck her; a second terrible explosion rent her, she turned over and, in a moment, all trace of her was gone." From her complement of 1,024, there were only two survivors.

187.

THE LAUNCHING CASKET FOR H.M.S. ODIN, 1901

ornately carved in oak with dolphin corner supports, the hinged lid with inset 4¼ x 8in. glazed watercolour of *Odin* under steam with title and launching party detailed under, signed 'A Townsend' lower right, plush-lined interior containing carved boxwood ceremonial mallet and chisel; **together with** a manuscript launching speech note — 7 x 15½ x 11½in. (18 x 39.5 x 29cm.)

£800-1,000

One of six 'Cadmus' class sloops all built at Sheerness, *Odin* was launched on 30th November, 1901 by Mrs A.H. Markham (**Lady Dora (1875-1962)**, the wife of the naval officer **Albert Hastings Markham (1841-1918)** who was captain of *Camperdown* when it rammed Admiral Tryon's Flagship *Victoria* in 1893; was part of the 1875-6 Nares Arctic expedition and served on the Council of the R.G.S. for many years with his cousin, Sir Clements Markham; on 1st November 1901 he was made Commander-in-Chief, the Nore). Displacing 1070 tons, she was steel-built but clad in wood to about three feet above the waterline and was provided with triple expansion engines yielding 13.25kts, a little over their design speed. This class was the last built for the RN with sailing rigs, although some were never equipped with their sails. Her sister, *Espiegle* (launched December 1900), is credited as the last RN ship to be issued with a figurehead. Armed with six 4in. and four 3pdr machine guns and a searchlight, they mostly served on Eastern policing duties. Come the Great War, *Odin*, together with her sisters and assorted gunboats, began operations of the River Tigris and assisted at a string of captures in Mesopotamia (modern-day Iraq): Basra (22/11/14); Quarra (9/12/14) and Kut-al'Amara (3/6/15) during which *Odin* sank the Turkish *Marmoris* on 2nd June; and Nasiriya (25/7/15). Returning to patrol work for the duration of the War, on 5th March 1917 she pursued the German raider *Itis* which scuttled herself rather than be captured. Her last flourish was a three-week combined services operation in January-February 1920 (which included H.M.S. *Ark Royal* and the landing of the Camel Corps) against **Mohammed Abdullah Hassan (the 'Mad Mullah' 1868-1920)** of Somaliland whose forces were finally vanquished once and for all. *Odin* was sold for breaking in Bombay in November the same year.

188.

DREADNOUGHT AND THE ROYAL NAVY: AN OFFICIAL PRESENTATION COPY, CIRCA 1906

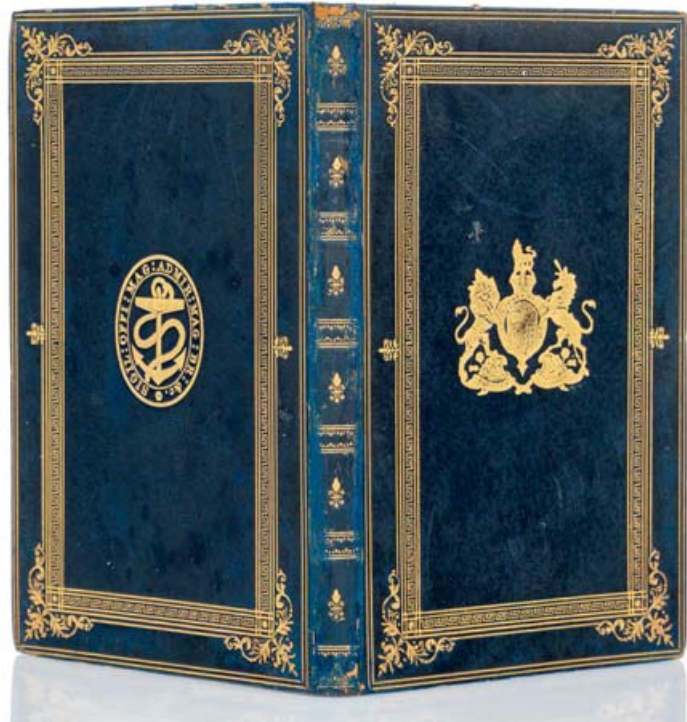
The 'Dreadnought', Not for Publication, 13 actual photographs mounted, six in colour, blue calf, cover with Royal coat of arms within gilt edges, cream silk watered doublures edged with gilt

£150-250

'Not for Publication - The *Dreadnought* has satisfied her creators and fulfilled all anticipations'. The photographs depict the *Dreadnought* (1), Submarines (4), Torpedo craft (2) and "*Dreadnought*" types (6 colour photographs). For private presentation only to high ranking official guests.



187



188



189

189.

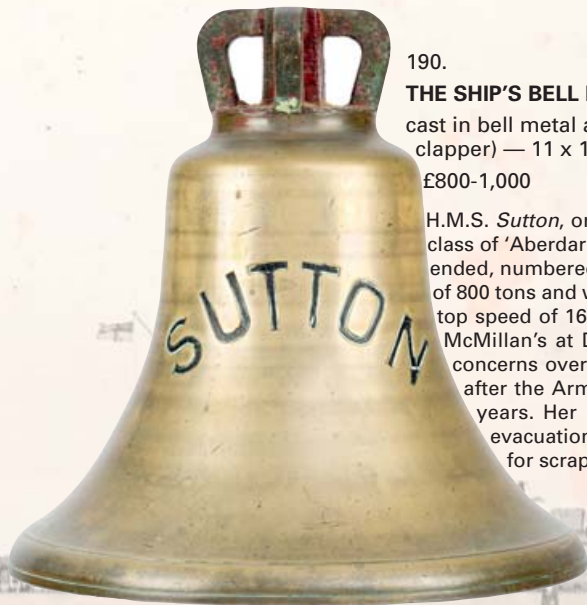
**AN HISTORICALLY INTERESTING SILVER GILT FREEDOM CASKET
PRESENTED TO ADMIRAL SIR CHARLES BERESFORD, 1912**

elaborately embellished overall, the lid with enamel portrait of Beresford surmounted with the naval crown and flanked with enamelled union flags, fouled anchors and models of his bulldog and a bull, with coat-of-arms to front; the casket with the borough's coat-of-arms flanked by enamelled plaques of H.M.S. *Condor* bombarding Alexandria in 1882; and the Channel flagship H.M.S. *King Edward VII*, the reverse with plaques for Nevill Hall and Abergavenny Town Hall and presentation inscription dated 19th April 1912; the silk-lined compartment containing silk-backed illuminated vellum scroll, Birmingham hallmarks for Vaughton's, 1911; secured to raised plush plinth, overall measurements — 13 x 18 x 10in. (33 x 45.5 x 25.5cm) £6,000-8,000

Admiral Lord Charles Poer Beresford (1846-1919) was a colourful and highly popular admiral whom the British public who affectionately called 'Charlie B'. He won their devotion early on in the Egyptian campaign of 1882 when, in command of the gunboat *Condor* he took his ship inshore to bombard the batteries with great effect (seen in the left-hand panel of this casket). The flagships signal "Well Done Condor" reverberated around the fleet and sealed Beresford's reputation. The latter part of his career, however, was spent in a bitter feud with Sir John ('Jackie') Fisher whose modernising reforms were to prove essential to the RN's success in World War One but who also prevented Beresford from attaining the longed-for rank of First Sea Lord. In 1907 he took command of the Channel Fleet where he "lived with great style" aboard the flagship H.M.S. *King Edward VII* (seen in the right-hand panel of this casket). He had dramatically fallen out with the King (then Prince of Wales) in 1891 over an affair with the Countess of Warwick which probably cemented the King's staunch defence of Jackie Fisher as they became firm friends and allies, much to Beresford's chagrin.



189 (part)



190.

THE SHIP'S BELL FROM H.M.S. *SUTTON*, 1918

cast in bell metal and inscribed to front in black-filled lettering *Sutton*, crown top and plain rim (lacks clapper) — 11 x 11in. (28 x 28cm.)

£800-1,000

H.M.S. *Sutton*, originally designated *Salcombe* but renamed soon after launching, was one of the enormous class of 'Aberdare' minesweepers [or 'Later Hunts' as they were also called] which, by the time the Great War ended, numbered an extraordinary 131 examples completed, building or projected. Each had a displacement of 800 tons and was 231 feet in length with a 28½ foot beam. Coal-fired triple-expansion engines gave them a top speed of 16 knots and they were built in numerous yards across the UK, the order for *Sutton* going to McMillan's at Dumbarton. Launched as *Salcombe* on 8th May 1918, but renamed on 26th June due to concerns over potential signalling confusion when at sea, she – like most of her sisters – entered service after the Armistice and was employed clearing the huge numbers of enemy mines laid during the war years. Her most notable exploit during the Second World War was to assist with the vital Dunkirk evacuations in late May 1941, although she remained on active service throughout the conflict until sold for scrapping in 1947.

190

191.

**AN OFFICER OF THE WATCH
PATTERN TELESCOPE BY ROSS,
LONDON, FOR MATTHEWS & CO.
PORTSEA**

signed on the draw as per title and numbered 27723, rattan-covered main tube with lens slide and lens cap — 17½in. (44.5cm.) closed; with associated end leathers and strap

£80-120



192.

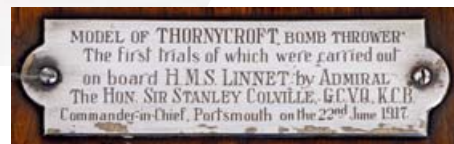
**A PRESENTATION MODEL DEPTH CHARGE
LAUNCHER FOR H.M.S. *LINNET* BY
THORNYCROFT, CIRCA 1917**

constructed in lacquered brass with an accurately modelled depth charge, stamped *Thornycroft Patent* to left side with GR crown device opposite, mounted to a wooden display base with silvered plaque inscribed *Model of Thornycroft bomb thrower, the first trials of which were carried out onboard H.M.S. LINNET by Admiral the Hon. Sir Stanley Colville, GCMG KCB, commander in chief, Portsmouth on 22nd June 1917* — 10¼ x 10in. (27.5 x 25.5cm.)

£1,000-1,500

The example shown here must be a pair to the model sold by these rooms as lot 114 on 7th July, 2020 which had an identical plate. The models differ in that the former has a winch and lifting arm, absent on this example.

192





193

193.

ERNEST WILLIAM LARA (BRITISH, 1870-1940)

H.M.S. 'Birmingham' Sinking 'U-15' in the North Sea, 1914

Signed 'E. Lara' (lower left)

Oil on canvas

15½ x 23½in. (39.5 x 59.5cm.)

£200-400

This picture depicts the first sinking of a u-boat in World War One on the 9th August 1914 — just five days after War had been declared. *Birmingham* sighted *U-15* (Kapitanleutnant R. Pohle) lying on the surface in thick fog off Fair Isle. The engines were stopped and the sounds of hammering from within indicated some maintenance was in progress. *Birmingham's* Captain, Arthur Duff, ordered her to open fire but she missed, however, as the submarine prepared to depart, *Birmingham* altered course and rammed her opponent at full speed cutting her in two with the loss of all 23 officers and crew. *Birmingham* was a new four-funnelled light cruiser (launched in January 1914) which went on to serve at the Battles of Heligoland, Dogger Bank and Jutland.



194

194.

A RARE KAISERMARINE U-BOAT BULKHEAD CLOCK BY FRANZ HAPPE, KIEL, CIRCA 1914

with 5½in. silvered dial with black-filled numerals signed as per title and engraved with crown and M device and numbered 1930, slow/fast lever above '12' black spade hands with subsidiary dial with single winding arbour to eight-day barrel going movement, contained within brass bulkhead case with side lock stamped 96 and numbered behind 2331028, with bevelled glass face plate — 8in. (20cm.) diam.

£600-800

195.

A CARVING MADE FROM WOOD RECOVERED FROM H.M. SUBMARINE *HOLLAND I*

carved by Colin Edwards in the form of an 'old salt' seated on a barrel, secured to a plinth, with a label to the underside, overall — 13in. (33cm.) high; **together with** a letter from H.M. Naval Base, Gosport confirming provenance

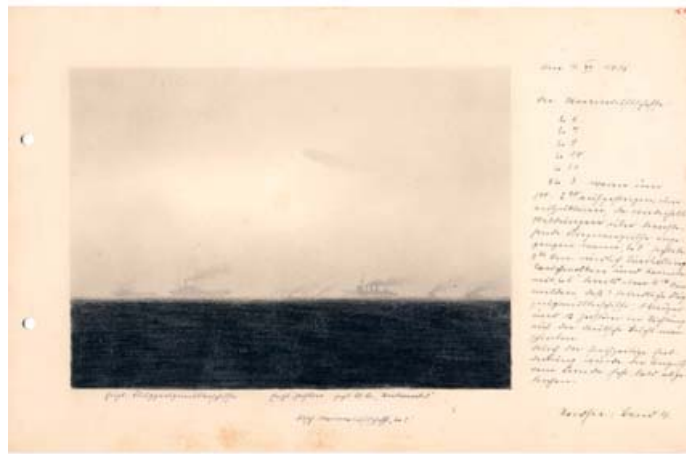
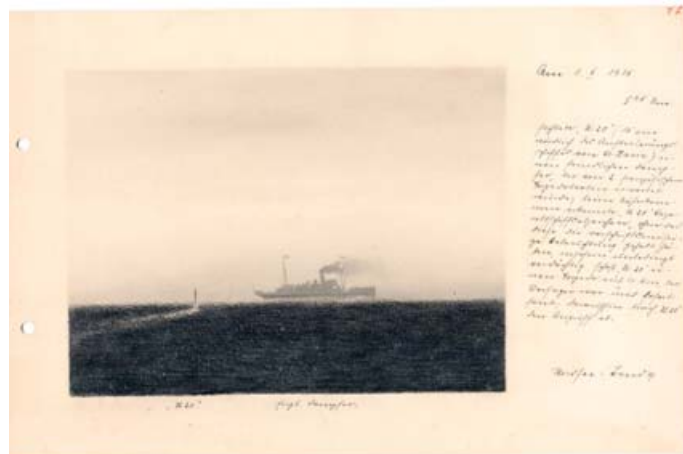
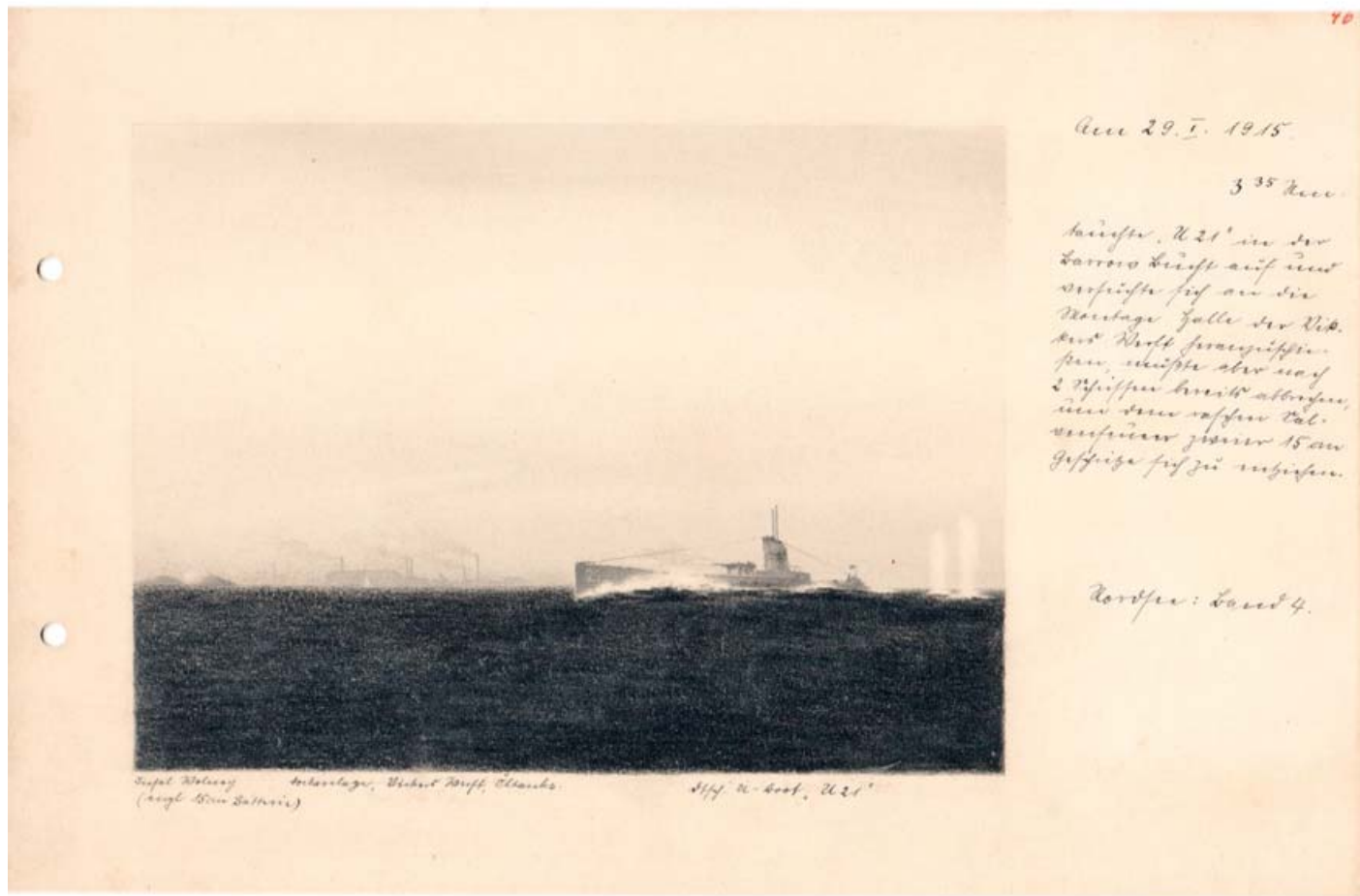
(2)

£100-150

The Royal Navy's first submarine was built in great secrecy in 1901-2 by Vickers, Barrow to designs by Fenian sympathiser, John Holland. Known as H.M.S. *Holland I*, apart from an abortive attack on the Russian fleet panicked into sinking a number of trawlers in the North Sea in 1904, she had no active career. Considered so obsolete by 1913, she was sold to the breakers (Wards) intact, but sank without loss of life en route. Discovered in 1981, she was raised and now makes an important exhibit at the Naval Museum, Gosport. During conservation, a small amount of timber was removed.



195



196 (part)

196.

ARTWORK FOR AN UNPUBLISHED BOOK ON THE GERMAN HIGH SEAS FLEET OF THE GREAT WAR, CIRCA 1920

comprising 50 numbered illustrations in pencil, annotated in German with vessel names with views of the surface fleet and submarines, each illustration 5½ x 7½in. (14 x 19cm.) on cards punched for folder use — 7½ x 12in. (19 x 30.5cm.)

(50)

£500-800



197

197.

DEUTSCHLAND ZUR SEE [GERMANY ON THE SEA], CIRCA 1905

A brief overview of the development and the current status of the German Navy... by Bernhard Tentsch-Lerchenfeld, two volumes, the text volume with a frontispiece portrait of Kaiser Wilhelm II and numerous plates and diagrams, original gilt cloth — 9¾ x 7½in. (25 x 19cm.); the plate volume with 30 fine colour mounted 8 x 13in. lithographed plates attached to black cartridge paper mounts with gilt embossed titles — 13½ x 17¾in. (34.5 x 45cm.), contained within original calf grained folder to resemble crocodile skin, inlaid with black, red, white and gilt illustrating a sword and the title of the book

(2)

£500-800

198.

DER TAG: THE SURRENDER OF THE GERMAN HIGH SEAS FLEET, 21ST NOVEMBER 1918

a manuscript and watercolour plan showing the disposition of the Grand Fleet during the arrival of the German High Seas Fleet, each ship named and grouped by squadron, inscribed to top *Der Tag* by crossed Union and Naval Ensign flags, inscribed *The Surrender of the German High Seas Fleet, 9 Battle Ships; 5 Battle Cruisers; 7 Light Cruisers; 49 Destroyers, Nov. 21st 1918. to the Grand Fleet* — 20 x 12in. (51 x 30.5cm.); framed and glazed

£100-150



198



132

201-203

199.

A ROYAL NAVY RUM PUMP

constructed in copper with remnant zinc lining and wooden-handled pump with perforated brass foot – 41in. (104cm.) high
£400-600

200.

A ROYAL NAVY STONEWARE RUM FLAGON, CIRCA 1940

encased in wicker, with two handles and painted with single red stripe around waist with remnants of sealing wax around lip — 15½in. (39.5cm.) high (including handle)
£100-150

Provenance: Ex. H.M.S. *Collingwood*

The red stripe denoted that the rum was duty free.

201.

MIDSHIPMAN'S JOURNAL/LOG FOR H.M.SHIPS *TERRIBLE, LEVIATHAN, OCEAN AND GOLIATH*

written by N.M.F. Corbett between June 27 1904 – November 28 1905; and March 28 1906 – July 14 1907, two volumes written in a small legible hand, recording voyages to Singapore, Ceylon (with a chart of Colombo), Hong Kong, China Station, Gibraltar and Malta; volume two mainly recording voyages in British waters, pen and ink calligraphic title in volume one, 17 pen and ink drawings, one coloured, official issue contemporary half roan, rebacked with most of the original spines preserved — 12½ x 8in. (31.5 x 20.5cm.); **together with** Lt N.M.F. Corbett, R.N. *A Naval Motley - Verses Written at Sea During the War and Before It*, Methuen & Co. Ltd, London, 1916

(3)

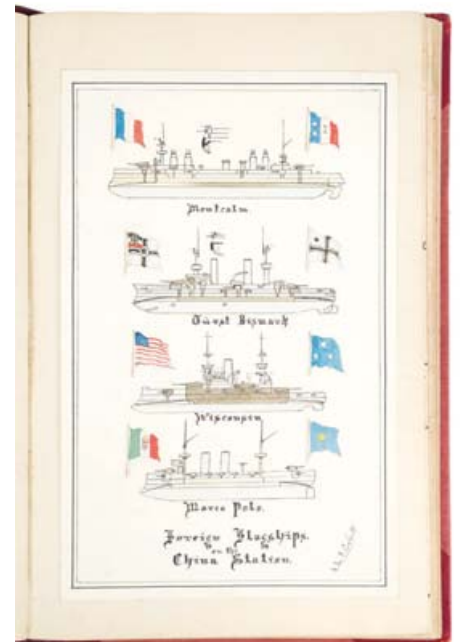
£600-800

Noel M.F. Corbett (1887-1962) was a published poet and in the two volumes are many of his first drafts of his poems, many of them corrected. All the ships mentioned here fought in the Great War with almost all of them broken up in the 1920s and 1930s.



199

200



201 (detail)



202 (detail)

202.

A MIDSHIPMAN'S LOG / JOURNAL

kept by G.A. Helps between January 15 1927 to January 13 1929, written in an attractive cursive hand aboard H.M. Ships *Marlborough*, *Revenge*, *Resolution* (three stints), *Venomous*, *Vanquisher* and *Courageous*, sailing between the British ports and the Mediterranean, mostly Malta and Gibraltar, but also including several Aegean Islands, many of the entries comprising dances, swimming, cricket, and waterpolo, 36 manuscript charts and plans, many partly hand-coloured, 11 pen and ink drawings, three coloured, one of the *Cutty Sark*, 31 small photographs tipped in, two printed and folding charts, one of the Battle Squadron, Mediterranean Fleet Pulling Together, and the other of a variety concert, bound in an official issue volume — 13 x 8in. (33 x 20.5cm.)

£400-600

The illustrations include the pencil drawings of the 'Fairey III F with Napier Lion engine' (biplane) and the S1182 (biplane), and the submarine X.1.

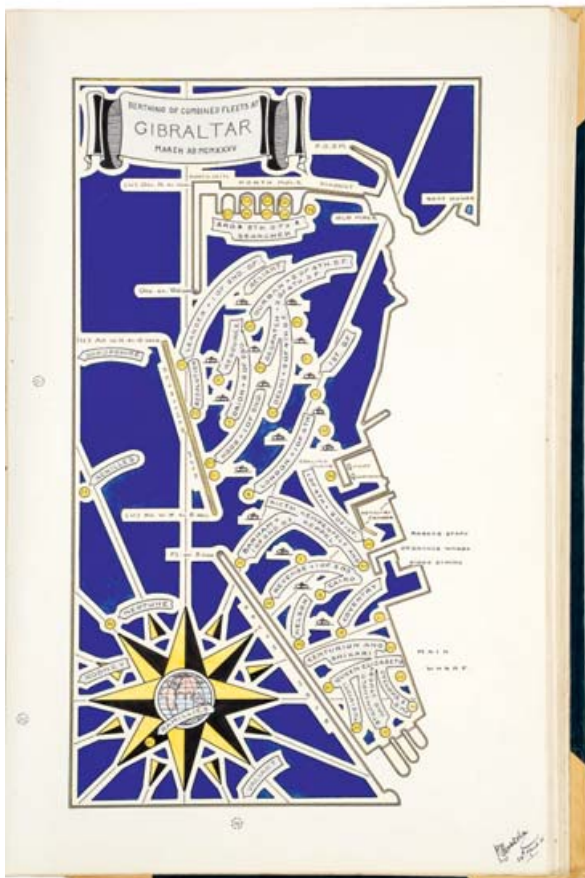
203.

A MIDSHIPMAN'S LOG / JOURNAL

kept by P. LaB Walshe between 3 May 1934 – 25 July 1936 in two volumes; volume one H.M. Ships *Valiant*, *Ramillies* and *Greyhound*; volume two H.M. Ships *Greyhound*, *Nelson* and *Royal Sovereign*, 27 pen and ink plans, mostly coloured, seven maps and charts, mostly coloured and five drawings, one depicting five aeroplanes and one hand-coloured, all signed and dated by Walshe, his entries signed and initialled by a superior officer, original half buckram — 13 x 8in. (33 x 20cm.)

£600-800

Following almost a year in home waters, the *Ramillies* sailed to the Caribbean calling at St Lucia (two-page description of the harbour), to St Vincent (two-page description of the island), to Grenada, to St Kitts and thence to the Azores. At Gibraltar, on 2 January 1936 appeared, rather exotically, three Uruguayan gunboats. From Gibraltar Walshe returned to home waters. The journal ends at 25 July 1936 and is signed off by Rear Admiral Frank Elliott.



203 (detail)



204

204.

AN HISTORICALLY IMPORTANT EIGHT SPOKE SHIP'S HELM FROM H.M.S. *STORK*, 1936

constructed in teak with brass hub signed *Brown Bros & Co. Ltd, Rosebank Ironworks, Edinburgh*, polished brass rim binding engraved *H.M.S. STORK, 1936 / NORWAY 1940 / NORTH SEA 1940 / ATLANTIC 1940-44 / NORTH AFRICA 1942 / NORMANDY 1944* — 43in. (109cm.) diam.

£2,500-3,500

Despite being designed and built as a peacetime survey vessel, H.M.S. *Stork* subsequently earned her place in naval history as the first command of arguably the most successful submarine hunter of the Second World War, the legendary **Captain F.J. "Johnnie" Walker, C.B., D.S.O (1896-1944)** and three bars.

Launched from Denny's yard at Dumbarton on 21st April 1936 and completed for sea on 10th September the same year, *Stork* was registered at 1,190 tons and measured 266 feet in length with a 37ft beam. However, when she was barely two years old and due to the deteriorating political situation across Europe, she was taken out of the Surveying Service and rearmed as an escort vessel capable of providing effective anti-submarine and anti-aircraft cover for trade protection.

First in action during the protracted and ultimately disastrous Norway Operations (8th April – 8th June 1940), her more memorable career began in October 1941 when Captain Walker was appointed to her command. In addition to *Stork* herself, Walker was given command of the 36th Escort Group which consisted of another sloop (as consort to *Stork*) and six corvettes, based in Liverpool and initially intended as convoy escorts to and from Gibraltar. Thanks to Walker's inter-War specialization in anti-submarine warfare, he was very anxious to put some of his own innovative ideas into practice and his first opportunity came that December when 36 Group was ordered to join forces with other units and escort home the large 32-ship Convoy HG76. During the journey, five U-boats were sunk and whilst this was a magnificent achievement in itself, the success was principally due to Walker's group which sank four of them, including *U-574* which was depth-charged, rammed and sunk by *Stork* herself on 19th December. For his services in what has been described as the "first true Allied convoy victory in the Battle of the Atlantic", Walker received the D.S.O. in January 1942. During the ensuing six months or so, Walker's group sank another three U-boats and brought the man himself the first bar to his D.S.O. that July. Soon afterwards, Walker was given a shore posting but returned to sea in 1943 and continued his meteoric rise to fame as the War's most celebrated submarine hunter.

As for *Stork*, she maintained her challenging role and, just days after participating in Operation "Torch" (the Allied landings in French North Africa), she was damaged by a torpedo attack from *U-77* on 12th November (1942). Back at sea after repairs, in August 1943, when in company with the corvette *Stonecrop*, she sank *U-634* in the North Atlantic and also rendered valuable service on D-Day, 6th June 1944. Surviving the War despite its many dangers, she was employed on Fishing Protection duties for two years and thereafter was laid up until finally scrapped at Troon in June 1958.



205

205.

A BRASS SCREEN BADGE FROM H.M.S. WESTON, CIRCA 1932

of lozenge form with naval crown and depicting salmon facing west in a sunset — 18½ x 17in. (47 x 43cm.)

£500-700

Weston was a Shoreman class sloop launched in 1932 and broken up in 1947.



206 (part)

206.

A COLLECTION OF WWII ARTEFACTS AND EPHEMERA RELATING TO P.A. PIDGEON, R.N.

comprising a lifevest and service diary from the sinking of H.M.S. *Juno*, a folder of wartime photographs mounted on red pages and annotated, within ringbinder and a large number of service documents and letters and other ephemera, contained within a suitcase

(a lot)

£300-500

Juno (Cdr. Tyrwhitt) was a J-Class destroyer launched in 1938; already a veteran of the Battles of Calabria ((July 1940) and Cape Matapan (March 1941), on 21st May 1941 she was dramatically sunk 30 miles south of Crete whilst steaming to intervene in the German seaborne invasion of that island. A well-placed bomb from an Italian aircraft triggered three almost instantaneous high-powered explosions and she was blown in half, sinking from sight in about 97 seconds with the loss of 116 of her 183 crew of which Pidgeon was fortunate to be one of the few to survive.

207.

D-DAY LANDINGS: A WWII UNIFORM AND SERVICE EPHEMERA RELATING TO LT. WILLIAM GREENWOOD, RNVR

comprising a uniform jacket with insignia, decoration ribbons, shoulder boards and brass buttons; *together with* his uniform cap and folder containing ephemera including deck log dated 24 June to 18 November 1944, service notebook, other service documents, photographs, service manuals etc.

(a lot)

£200-300



207 (part)

208.

A BRASS BADGE FROM H.M.S. *BULLDOG*, CIRCA 1930

heavily cast in brass and inscribed to reverse *Bulldog*, with three securing points — 5½in. (14cm.) high; **together with** a painted alloy badge for H.M.S. *Aurica* — 7¼in. (18cm.) high

(2)

£200-300

H.M.S. *Bulldog* was most famously associated with the capture of a complete Enigma machine and codebooks from the German submarine *U-110* in 1941; the sinking of another submarine in 1944 and the liberation of the Channel Islands in 1945. She was broken up in 1946.



208



209

209. 5

ERIC TUFNELL (BRITISH, 1888-1978)

H.M.S. 'Hood' and 'Prince of Wales' 0557 May 24th 1941; Sinking of the 'Bismarck', 27th May, 1941

Both signed (lower right)

Watercolour and gouache

10 x 14½in. (25.5 x 37cm.)

(2, a pair)

£500-800

In the spring of 1941, the German Admiralty decided to send the two ships out to harry allied convoys on the North Atlantic and thus began one of the most dramatic episodes of the Second World War. *Bismarck* and *Prince Eugen* slipped out of the Baltic port of Gdynia on 18th May 1941 although British intelligence was alerted to their departure almost immediately. Various units of the fleet were dispatched from Scapa Flow to intercept them and they were spotted entering the Denmark Strait on the evening of 23rd May. Initially sighted by the cruisers *Suffolk* and *Norfolk*, *Bismarck* then stunned the pride of the Royal Navy by sinking H.M.S. *Hood* early the next morning and it was after that action that the two German ships parted company. *Bismarck* was ruthlessly hunted down and finally sunk on 27th May.



210



211

210.

**A THIRD REICH KRIEGSMARINE SUBMARINE STAR GLOBE
PUBLISHED BY ERNST SCHOTTE & CO.**

the 6in. globe with white gores with blue stars and zodiac, with black titles and signed as per title in cartouche and mounted in enamelled brass stand with polished steel meridian with indicator and horizon ring, inscribed in white-filled letters *Nautische Werkstätten / Seik U. Co. G.m.b.H Kiel, 2750*, and Kriegsmarine emblem inscribed 748, complete with original spun aluminium cover finished in grey paint and stencilled with repeat number 784, top ring handle — 12in. (30.5cm.) high; 11in. (28cm.) diam.

£6,000-8,000

211.

**A PAIR OF 1,600 WATT NAVAL SEARCHLIGHTS BY FRANCIS
SEARCHLIGHTS, BOLTON, LANCS, CIRCA 1935**

heavily constructed in brass, with maker's labels inside, 20in. diam concave mirrors, adjustable bulb mountings and swivel-mounted on brackets secured to cast iron bollard and porthole stand, the taller — 73in. (185cm.) high

(2)

£1,500-2,500

Provenance: These lights were recently removed from the Hamburg garden of a naval collector and are understood to have been recovered from the German naval base at Wilhelmshaven shortly after WW2.



212. 8

CHRISTOPHER MAYGER (BRITISH, 1919-1994)

Limping back to Gib (1942)

Signed 'Chris Mayger' and dated '1972' (lower left); artist's exhibition label to reverse

Watercolour and gouache

14½ x 18½in. (37 x 47cm.)

£600-800

212



213

213.

AN HISTORICALLY INTERESTING ENGINE PLATE FOR H.M.SUBMARINE *TROOPER* BUILT BY SCOTT'S OF GREENOCK, 1942

cast in brass with chamfered edge and inscribed in black-filled lettering *No. 589 Scott's Shipbuilding & Engineering C. Ltd. Greenock*, now mounted on a wooden display board — 13¼ x 19½in. (33.5 x 49.5cm.)

£1,500-2,500

Trooper was one of the initial batch of 'T' class submarines ordered before the Second World War and also the first class to be fitted with radar. Displacing 1,325 tons surfaced (1,580 submerged), each of the class was 274 feet in length with a 26½ foot beam and could make just over 15 knots surfaced (9 submerged). Deck armament consisted of a single 4in. gun but, below, she sported 10-21in. torpedo tubes. *Trooper* herself was built by Scott's of Greenock and launched on 5th March 1942. Sadly, her career proved a short one and although she is credited with sinking the Italian U-boat *Pietro Micca* in the Straits of Taranto on 29th July 1943, she herself was lost, most probably mined, in the Aegean Sea on or about 17th October the same year.



214

214.

A BULKHEAD CLOCK AND BAROMETER SET FROM H.M.S. EXETER

the clock (*unsigned*) with 6½in. enamel dial with single winding arbour to 8-day fusee movement numbered on the backplate 17529 and scratch inscribed *Exeter* with service dates '4/29; 10/32; 11/37'; the aneroid barometer with 6½in. enamel dial signed *John Boyd, Glasgow*, each contained within a brass drum bulkhead case and mounted on a wooden display base with brass provenance plaque and clock key (*barometer glass cracked*) the board — 14½ x 31½in. (37 x 80.5cm.)

£800-1,200

Launched in July 1929, *Exeter* came into prominence at the battle of the River Plate which ended in the destruction of the German pocket battleship *Admiral Graf Spee*, in December 1939. Having sustained the full weight of the enemy's heavy guns until her consorts, *Ajax* and *Achilles*, arrived, *Exeter* scraped through with four of her six 8in. guns out of action and her steering gear smashed. Limping to Port Stanley for emergency repairs which took until January 1940, she was fully repaired and modernised at H.M. Dockyard, Devonport between 14 February 1940 and 10 March 1941 when it seems this fusee clock was updated for the newer going barrel type. *Exeter* returned to service in Far Eastern waters and was sunk in the Second Battle of the Java Sea, 1st March, 1942.



215.

A PAIR OF JAPANESE 15 x 80 BIG EYE NAVAL BRIDGE BINOCULARS BY NIKON, CIRCA 1940

constructed in polished steel and brass with rubber eye caps, stamped on the backplate with 15 x 40 4% [Ni]kon no. 227 — 19½ (49.5cm.) long overall; **together with** an associated wooden folding tripod stand

(2)

£3,000-5,000

215



217

217.

A MILITARY ANTI-AIRCRAFT RANGE FINDER BY ROSS OF LONDON, CIRCA 1939

stamped on the backplate with maker's name, broad arrow mark and numbered 572, and inscribed *AA Mark III*, with prismatic sights, objectives with shade slides, dual pinhole sights, brass calibration, adjustment wheels with turned wood handles, orientation compass to one side, carry handles to top, finished in original grey-green finish — 30in. (76cm.) wide
£200-300



216

216.

A PAIR OF SOVIET 12 X 60 NAVAL BINOCULARS, CIRCA 1960

with maker's plate signed in Cyrillic and numbered 120526 and impressed with a hammer and sickle, coated lenses and eyepieces, filters and alternate magnification, top sight and Bakelite lens cover and detachable rubber eyepieces, mounting fixtures underneath — 11in. (28cm.) deep

£400-600



218

218.

A COLLECTION OF WATERLINE RECOGNITION MODELS

comprising five of H.M.S. *Myngs*, probably by Philip Watson, tied within cardboard boxes of issue — 4¾in. (12cm.); **together with** a further 16 assorted vessels including a Nelson class battleship, destroyers, oilers etc., unsigned and loose in their boxes (a lot)

£200-300

219.

A COLLECTION OF BASSETT-LOWKE RECOGNITION MODELS FOR THE ROYAL NAVY, PRE-1945

comprising 11 Bassett-Lowke examples; **together with** a further 50 by other hands, each example tethered in associated card box labelled to top, a full list of model names is available on request

(Approx. 60, a lot)

£1,000-1,500



219

220.

A COLLECTION OF BASSETT-LOWKE RECOGNITION MODELS FOR THE ALLIED FORCES, PRE-1945

comprising 20 Bassett-Lowke examples from the navies of France, USA, Russia and other Commonwealth countries; **together with** a further 26 by other hands, each example tethered in associated card box labelled to top, a full list of model names is available on request

(Approx. 46, a lot)

£800-1,200



220



221

221.

A 1:192 WATERLINE MODEL FOR THE TYPE 14 BLACKWOOD CLASS FRIGATE H.M.S. *GRAFTON* (F51), AS FITTED IN 1950

modelled by M. Reading with carved 19in. hull, plated and finished in black and grey paint with green decks, metal and wood fittings as appropriate and including anchors with chains, winches and capstan, lockers, ladders, deck rails, bridge with comms masts and searchlights, fitted boats in davits, funnel numbered 8, with assorted pipework, mortars and secondary armament and other details, mounted underway on a moulded seascape with printed label, on wooden display with plexiglass cover, overall measurements — 10½ x 25 x 7in. (27 x 63.5 x 18cm.)

£600-800

One of 12 'Blackwood' class Type 14 frigates, they were intended to match the 'Whitby' class, but at half of their £3.5m cost. Ultimately so many sacrifices in machinery and utility were made (their crews referring to them as 'Futility' Frigates!), that they became single purpose vessels and weren't ideal for peacetime roles. Never-the-less, they all served out their careers, with the last examples being broken in 1985 (and one, *Hardy*, sunk as a target in 1983). *Grafton* herself was built by J.S. White & Co. Ltd, Isle of Wight, launched by Lady Grantham in 1954, based at Londonderry Port, Northern Ireland until paid off in 1969 and broken up in 1971.

222.

A 1:384 SCALE WATERLINE MODEL OF H.M.S. *ILLUSTRIOUS* AS FITTED FOR HELICOPTERS IN 2012

modelled by M. Reading with 20in. carved hull, plated and finished in grey and black below the waterline and demarked decks, with three helicopters present, fitted as appropriate with carved and metal components including water platforms, deck rails, companionways, detailed superstructure, comms masts, fitted funnels, etc., service trucks in green, inflatable life rafts in racks, much other detail, depicted cruising in calm blue sea, on wooden display base with printed legend and plexiglass cover — 8¾ x 32½ x 9in. (22.5 x 82.5 x 23cm.)

£800-1,200

One of three 'Invincible' class carriers, *Illustrious* was launched at Swan Hunter by Princess Margaret in December 1978 and commissioned in June 1982. Affectionately nicknamed "Lusty", her fitting had been rushed so she could join her sister *Invincible* and the task force being sent the to the Falkland Islands where she rapidly deployed her Sea Harrier and Sea King aircraft and helicopters. She was formally commissioned into the RN in March 1983. After the defence review of 2010 she was converted to a helicopter only platform and it is in this latter role we see her depicted in this model. By the end of August 2014 she was the RN's oldest serving ship and decommissioned at Portsmouth. Although there were bids to have her preserved as a museum ship, they were deemed unviable and she was towed to Turkey for breaking in December 2016.



223

223.

A NAME BOARD FOR THE TON-CLASS COASTAL MINESWEEPER H.M.S. *MONKTON*, CIRCA 1955

with 5in. cast brass lettering nickel-plated and mounted to board with suspension brackets — 9½ x 53½in. (24 x 136cm.)

£600-800

Monkton was a 440-ton 'Ton' class minesweeper, although most were used as patrol craft. Several dozen were built for at least nine navies around the globe and were in service between 1951 and 1994 as far as the RN was concerned. *Monkton* (re-named from *Kelton*) was built by Thornycroft & Co in 1955 and issued pennant M15530. She was used as a patrol craft at Hong Kong from 1971 and issued the new pennant number of P1055, and sold for breaking in 1985 as the new River Class began to supplant them.

224.

**THE BELL FROM THE 'VICTOR III' CLASS RUSSIAN NUCLEAR
POWERED ATTACK SUBMARINE K-524, 1977**

cast in bell metal with black filled lettering inscribed *K-524 1977 r.*
with plain shoulder and rim, suspension lug and clapper —13½ x
12½in. (34 x 32cm.); **together with** a suspension bracket

£2,000-3,000

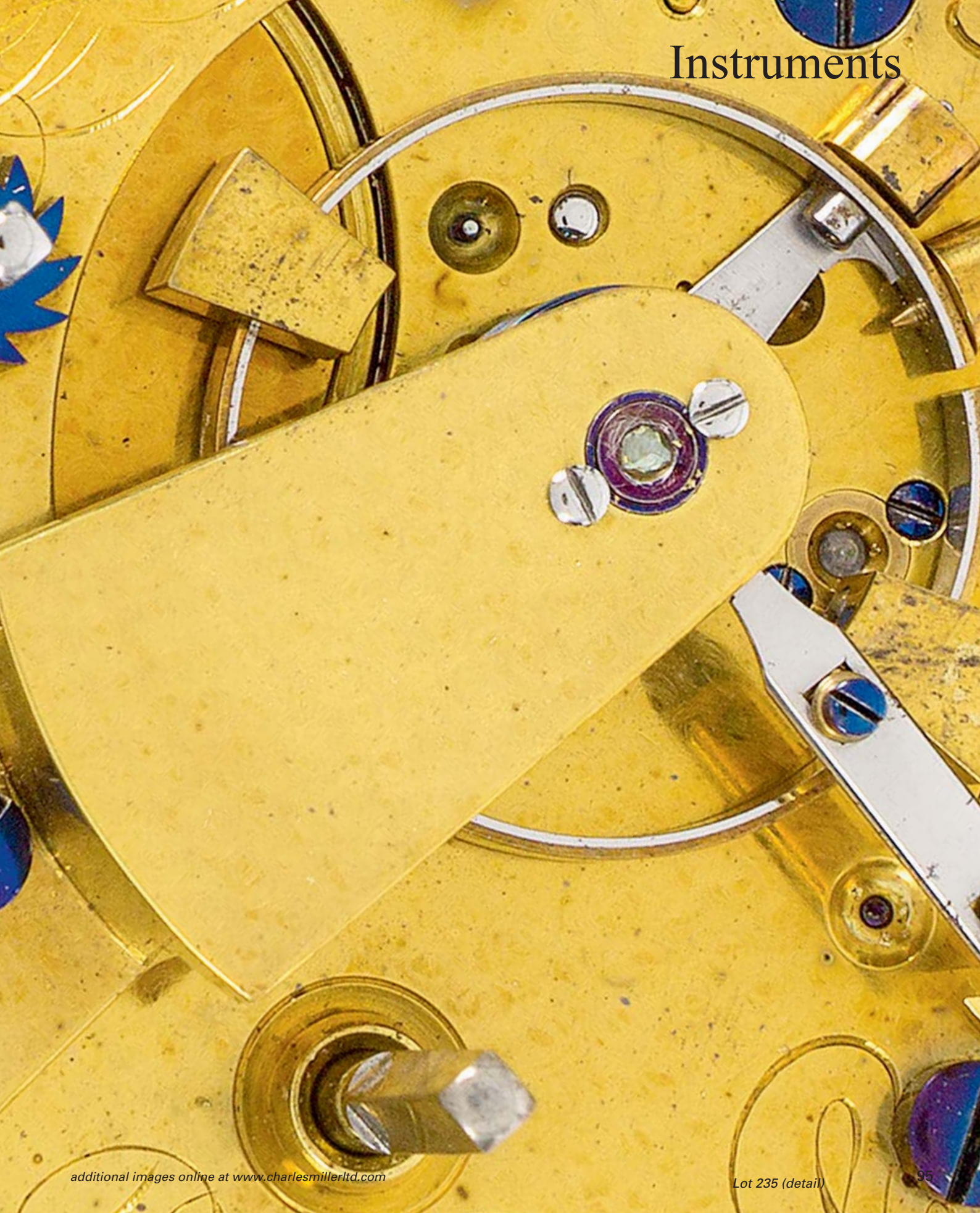
Provenance: Obtained from breaker's yard, Murmansk, 2003



224

A total of 26 'Victor III' class boats were built between 1977 and 1992. Given the Soviet designation of 'Schuka', the Victor IIIs are unofficially known in the U.S. Navy as the 'Walker' class, since many of the improvements in quieting the boats and in providing them with more effective sensors were the product of the activities of the Walker spy ring in the 1970s and 1980s - they were the submarine which inspired the book and later film 'The Hunt for Red October' where a super-quiet Soviet submarine evades its own navy and defects. *K-524* was the first to be launched at the Admiralty Yard, Saint Petersburg and displaced 4,900 tons (6,000 tons submerged), was 341ft long with a 32ft beam and draft of 23ft. They were armed with four 25½in. torpedo tubes and a missile tube, they could carry 18 torpedoes. The class has a distinctive aft pod visible when surfaced which contained a lot of improved sonar equipment which together with towed arrays presented a great leap forward in underwater 'vision', later boats also had a new 'Viking' command system installed, reputedly stolen from the Norwegian 'Ula' class. Fitted with twin nuclear reactors and a seven-blade propeller, she could cruise on the surface at 18-knots, but underwater could do 30-knots - her forward planes retracting at high speed to reduce drag and noise. Crewed by 115 men, she could dive to 396 meters, although her operational depth was 320 meters with a sea endurance of 80 days. *K-524* was part of the vast Soviet cold war fleet covertly pressurising the West—and America in particular—and achieved the singular distinction of being the first submarine to navigate submerged through the Robson & Kennedy Straits west of Greenland, and also successfully performed a simulated attack on the US aircraft carrier *America*. The fall of the Berlin Wall in 1989 heralded a pause in Russian aggression and *K-524* was one of many decommissioned by 1996 and was finally broken up in 2002.

Instruments





227

227.

A RARE AND HISTORICALLY INTERESTING 4IN. RADIUS POCKET SURVEYING SEXTANT BY JESSE RAMSDEN, LONDON, CIRCA 1794

signed on the T-bar *Ramsden London*, the arc with chamfered scale directly divided to 130°, vernier with clamp and fine screw adjustment and swivel magnifier, the index arm inscribed *Lieut. Col. Twiss*, threaded sighting tube arbour, two shades, index mirrors and horizon mirror with adjusting arm and switch, contained within original fitted case of issue — 6in. (15cm.) wide
£4,000-6,000



227 (detail)

General William Twiss (1745-1827) was a military engineer and integral not only to Britain's defences at the height of the Napoleonic threat, but also to several key British possessions overseas. Attached to the Ordnance Office of the Tower of London in 1760, in 1762 he was sent to Gibraltar as overseer of the King's works, a role which lasted until 1771 when he returned to bolster the defences of Portsmouth Dockyard. In June 1776 Twiss arrived in Canada with General Sir John Burgoyne's army and, having been appointed aide-de-camp to General William Phillips, took part in the operations to clear the insurgent Americans from Quebec province. Sir Guy Carleton, commander-in-chief in Quebec, then made him controller of works for the construction of a fleet to wrest possession of Lake Champlain from the Americans, an objective accomplished with victory at the Battle of Valcour Island in October 1776. The following year, when Burgoyne opened his campaign to enter the Hudson valley, Twiss was appointed his commanding engineer, planning the siegeworks that led the Americans to abandon Fort Ticonderoga on 5 July. Captured shortly after, he was exchanged and sent back to Canada to strengthen Canada's defences. He chose the site of Fort Haldimand on Lake Ontario (1778) and supervised the construction of a temporary citadel at Quebec, work on which began in 1779. Twiss also made important improvements to the navigation of the St Lawrence River, particularly by his fortified canal at Côteau-du-Lac. On 18 December 1778 he was promoted captain-lieutenant and in 1781 he became Canada's commanding engineer. Returning to England in 1783, he was appointed Secretary to the Board and responsible for the defences of Portsmouth and Plymouth DY's, and in 1794, having been promoted lieutenant-colonel (when he doubtless acquired this high-quality sextant), he was also appointed lieutenant-governor of the Royal Military Academy at Woolwich. During the 1790s the threat of French invasion kept Twiss busy on the south coast, and he oversaw the strengthening of the eastern defences of Dover Castle with four new bastions. He subsequently made tours of the Channel Islands (1800) and Ireland (1802) in order to report upon their defences. During the heightened danger of French invasion in 1803 he again looked to the defences of Dover and, on his recommendation, the western heights overlooking the town were fortified. He also sank the grand shaft to connect the barracks on the western heights with the town below. Appointed brigadier-general on 11 February 1804, he was instrumental in helping achieve — despite the dilatoriness of the Ordnance Board — the construction between 1805 and 1808 of a chain of seventy-three Martello towers to guard landing points in Kent and Sussex. Twiss had been promoted major-general on 30 October 1805, and on 24 June 1809, he became colonel-commandant of the corps of Royal Engineers. He retired to Yorkshire in 1810 but was promoted to full general in 1825. The Museum of Royal Engineers in Gillingham has his pocket theodolite, also by Ramsden, Object No. 6303.5.3.



227 (detail)



228 (part)

228. Ø

A 9 1/4 IN. RADIUS VERNIER OCTANT, CIRCA 1830

unsigned, inset ivory scale divided between 100° and 5°, braced index arm, telescope mount with pinhole sight, seven shades, two mirrors, contained in keystone box with two sighting tubes and retailer's label inside for Heath, Devonport — 12in. (30.5cm.) high; **together with** a 6 1/2 in. radius curved bar brass sextant by John Bruce & Sons, Liverpool, contained in fitted box with sighting tubes; and a single draw 1 1/2 in. telescope by W. Ottway & Co. Ltd, Ealing, dated 1939, with leather-covered tube

(3)

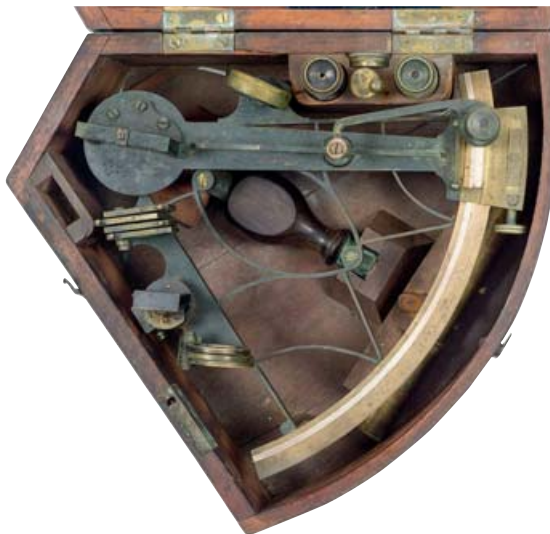
£200-300

229. Ø

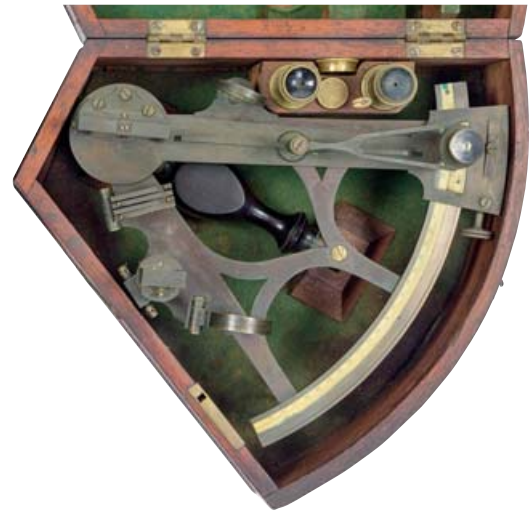
A 7 1/2 IN. RADIUS BRASS TULIP PATTERN SEXTANT, CIRCA 1870

unsigned, the oxidised brass frame with inset ivory scale divided to 130°, vernier with clamp and magnifier, braced index arm, seven shades, two mirrors and wooden handle, contained in fitted baize-lined keystone box with accessories — 10in. (25.5cm.) wide

£200-300



230



229

230.

A 7 1/2 IN. RADIUS BRASS OVAL PATTERN SEXTANT BY J.F. WILLIAMS, BRISTOL, CIRCA 1860

with oxidised brass frame, polished brass arc signed as per title and with inset polished silver scale divided to 140°, vernier with clamp and magnifier with fine screw adjustment, seven shades, two mirrors, wooden handle, contained in fitted keystone box with retailer's label for Edward Langford, Bristol, pasted inside lid — 10in. (25.5cm.) wide

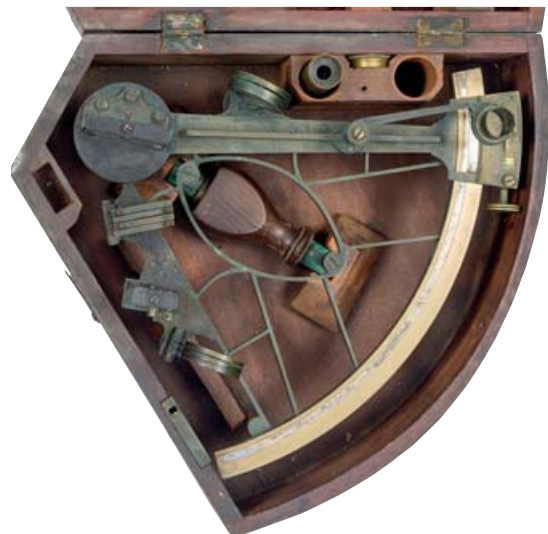
£200-300

231.

A 7 1/2 IN. RADIUS BRASS OVAL PATTERN SEXTANT, CIRCA 1860

unsigned, with oxidised brass frame, polished brass arc with polished scale divided to 150°, vernier with clamp and fine screw adjustment, seven shades, two mirrors, wooden handle, contained in fitted keystone box with retail label for F. Martin, Swansea, inside lid and cabinet photograph of a young bosun — 10in. (25.5cm.) wide

£300-400



231



232



228 (part)

232.

A 6½IN. RADIUS TRIANGLE PATTERN BRASS SEXTANT BY G. WHITBREAD, LONDON, CIRCA 1890

signed on the arc as per title and numbered 2009, silvered scale divided to 150°, vernier with fine screw adjustment and magnifier, braced index arm, seven shades and two mirrors, wooden handle, contained in fitted box with key, the fob stamped *Whitbread* and trade label inside lid for Christy & Wilson, Glasgow — 9¼in. (23.5cm.) wide
£200-300

233.

A RUSSIAN STAR GLOBE, CIRCA 1979

the 6in. metal globe with yellow-tinted gores and calottes, with principal stars indicated in Cyrillic with horizon and ecliptics, a star type reference cartouche, pinned-in polished steel meridian set within horizon ring with detachable scale cage, contained within original pine box of issue with red and black pencils, label inside lid and instruction manual numbered in manuscript 9213, with a certificate in back stamped and signed by the ?manufacturer, the cover marked CCCP, the case with counter-numbered labels, securing latch and handle — 10in. (25.5cm.) square
£300-500



233



234

234.

AN ENGLISH POKE OR POCKET RING DIAL, CIRCA 1750

unsigned, constructed in brass, the months stamped externally with pinhole slider between, with the hour scales for summer, autumn and winter (S/H/W) on the opposite inside — 1½in. (4cm.) diam
£250-350



235



235 (detail)



235 (detail)

235. Ø

A FINE TWO-DAY CHRONOMETER BY PARKINSON & FRODSHAM, LONDON, CIRCA 1837

the 3¼in. silvered dial signed as per title and inscribed and numbered *Change Alley, 2280*, blued steel spade hands, up-down second dial, the movement countersigned on the spotted plate, Earnshaw escapement to standard balance, blued helical balance spring and jewelled detent, sprung dust cover, located within gimbal-mounted bowl with domed glass cover within the three-tiered box of issue with cleaning certificate for 1881 and 1898 pasted inside lid, ivory maker's plate and roundel recording the date of original mainspring as 10th October 1837, complete with tipsy key and drop handles — approx. 6½in. (16.5cm.) square

£2,500-3,500



236

236.

A RARE TWO-DAY DOUBLE MARINE CHRONOMETER SET BY G.U.B. GLASHÜTTE, CIRCA 1960

the 3½in. silvered dials signed *Glashütte* and numbered 11262 and 11265 respectively, gold spade hands with oxidised secondaries, spotted plates counter-stamped with maker's mark, Earnshaw escapement with Guillaume balance with silvered helical balance spring and jewelled detent, contained in swing mounted brass bowls with repeat numbers and marks underneath, within wooden box of issue with locking arms, tipsy key and electrical contacts with switch to front and removable glass lid — 5¾ x 12 x 6½in. (14.5 x 30.5 x 16.5cm.)

£2,500-3,500

G.U.B. is thought to have produced 35 of these double chronometers used to compare Greenwich with sidereal time and it is believed that of those, 25 have been converted into normal ship's chronometers.

237.

A RARE TWO-DAY MARINE CHRONOMETER BY JOHN BLISS & SON, NEW YORK, CIRCA 1856

the 3½in. silvered dial signed as per title and numbered 2577, with gold spade and blued secondary hands, the seconds dial further inscribed *Patent*, spotted plates with Earnshaw escapement to standard balance (*probably later*) with blued helical spring and jewelled detent, contained in gimbal-mounted brass bowl within lower tier of case with locking arm, tipsy key and drop handles — 7in. (18cm.) (square); **together with** an associated second- and third-tier and top lid

£600-800

John Bliss & Son was only in operation from 1855-1857. When John Bliss Snr died in 1857, his son, John, took over the company with his brother, renaming it John Bliss & Co.



237



238



239

238.

A TWO DAY MARINE CHRONOMETER BY KELVIN, WHITE & HUTTON, LONDON, CIRCA 1918

with 4in. silvered dial signed as per title and numbered 5464, with blued steel hands, gridded plates, with Earnshaw escapement to standard balance with silvered helical spring and jewelled detent, numbered on dial plate 10810, contained in gimballed bowl and numbered to base 10810, in two-tier wooden box with bevelled glass lid, locking arm and tipsy key, service label dated 1982, ivory maker's label to front and numbered 5464 — 7in. (18cm.) square

£800-1,200

239.

A TWO-DAY MARINE CHRONOMETER BY LILLEY & REYNOLDS LTD, LONDON, CIRCA 1950

with 3½in. silvered dial signed as per title and numbered 9957, blued steel hands, plain plates with Earnshaw escapement to standard balance with silver helical spring and jewelled detent, contained within gimbal-mounted brass bowl within two-tiered wooden box with top glass, locking arm and tipsy key — 7½in. (19cm.) square

£800-1,200

240.

A HAMILTON MODEL 22 TWO-DAY DECK WATCH, CIRCA 1941

the 2½in. coated steel dial signed as per title, up/down dial, subsidiary seconds, black steel hands, threaded counterweight cover to movement with striped steel plates, countersigned and numbered 2F25578, contained within gimbal-mounted brass bowl inscribed BUREAU OF SHIPS US NAVY N. 705-1941, chronometer watch with fob wind and adjustment, mounted within three-tier mahogany box of issue with gimballed and locking arm, with glazed viewing port — 5¼in. (14.5cm.) wide

£400-600



240

241.

A RARE 4 ORBIT TWO-DAY MARINE CHRONOMETER BY THE FIRST MOSCOW WATCH FACTORY, CIRCA 1965

the 3½in. silvered dial with gold and blued steel hands, signed in Cyrillic and numbered 014, striped gilt plates counter-numbered and signed in cartouche, with Earnshaw escapement, Guillaume balance with blued helical balance spring and jewelled detent, contained in weighted brass bowl with electrical contacts, gimbal-mounted within three-tier wooden box with drop handle, maker's plates to front — 7½in. (19cm.) square

£2,500-3,500

242.

A RUSSIAN TWO-DAY MARINE CHRONOMETER BY THE FIRST MOSCOW WATCH FACTORY, CIRCA 1980

the 3½in. silvered dial signed in Cyrillic as per title and numbered 28091 and inscribed CCCP, gold spade hands with blued secondaries, Earnshaw escapement with Guillaume balance with silvered helical spring and jewelled detent, striped gilt brass plates counter-stamped and numbered, contained in gimbal-mounted brass bowl within three-tier wooden box with locking arm and tipsy key and rating certificate dated 2008 — 8in. (20cm.) square

£600-800

243.

A MODEL 134M RUSSIAN AIR FORCE TWO-DAY CHRONOMETER BY THE FIRST MOSCOW WATCH FACTORY, CIRCA 1950

the 3½in. silvered dial signed in Cyrillic as per title and numbered 722, gold hands with blued secondaries, striped gilt brass plates counter-stamped and numbered, Earnshaw escapement with Guillaume balance with silvered helical spring and jewelled detent, contained within a sprung and pivoted brass bowl with electrical contacts and stabilising arm, in light wood three-tier case with locking arm, tipsy key, bevelled glass viewing port with rubber stabilising ring under and test label pasted inside lid (*electrical components removed*) — 7½in. (19cm.) square; **together with** a timer from a MiG jet, with black dial divided for 12-hr and 30-hr dials and stop/start sweep seconds, numbered in Cyrillic 56534 (2)

£500-800



241



242



243



244



245

244.

A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST ALBANS, CIRCA 1966

the 4in. silvered dial signed as per title and numbered 25981, blued steel hands, spotted plates set within ebonised counter-numbered backplate, Earnshaw escapement with bi-metallic balance with silvered helical balance spring and jewelled detent, gimballed in brass bowl within two-tier wooden box with locking arm, with tipsy key and removable glass lid, retailer's label for B. Cooke & Son, Hull — 7¼in. (18.5cm.) square

£600-800

245.

A TWO-DAY MARINE CHRONOMETER BY ULYSSE NARDIN, CIRCA 1905

the 3½in. silvered dial signed as per title, numbered in red 211 and inscribed *Fabrique Speciality. Pour F.W. and Grand Prix Paris*, gold spade hands with blued secondary (*seconds detached*), spotted plates counter-signed and numbered with Earnshaw escapement to Guillaume balance with blued helical spring and jewelled detent, contained in gimballed-mounted brass bowl in three-tier wooden box with maker's plate and number to front, locking arm, tipsy key and drop handles — 7½in. (19cm.) square

£1,500-2,000



246

246.

A TWO-DAY MARINE CHRONOMETER BY G.U.B. GLASHÜTTE, CIRCA 1955

the 3½in. silvered dial signed *Glashütte* and numbered 9322, gold spade hands with oxidised secondaries, spotted plate counter-stamped with maker's mark, Earnshaw escapement with Guillaume balance with silvered helical balance spring and jewelled detent, gimballed-mounted in two-tier wooden box with locking arm, counter-numbered, within wooden box of issue with tipsy key and removable glass lid — 7¼in. (18.5cm.) square

£600-800



247



248

247.

A TWO-DAY MODEL 21 MARINE CHRONOMETER BY HAMILTON, LANCASTER, PA, MID-20TH CENTURY

with 4in. silvered dial, signed as per title *Hamilton, Lancaster, PA U.S.A.*, and numbered *N8638/1941*, up/down and subsidiary seconds dials, ebonised steel hands, striped steel plates counter-signed, with Earnshaw escapement with Hamilton balance with silvered helical spring and jewelled detent, contained within gimbal-mounted brass bowl within associated three-tier wooden box with locking arm, tipsy key and inset drop handles — approx. 7½in. (19cm.) square

£1,000-1,500

248.

A TWO-DAY MODEL 21 MARINE CHRONOMETER BY HAMILTON, LANCASTER, PA, MID-20TH CENTURY

with 4in. silvered dial, signed as per title *Hamilton, Lancaster, PA U.S.A.*, and numbered *N3636/1941*, up/down and subsidiary seconds dials, ebonised steel hands, striped steel plates counter-signed, with Earnshaw escapement with Hamilton balance with silvered helical spring and jewelled detent, contained within gimbal-mounted brass bowl within three-tier wooden box with locking arm, tipsy key and drop handles — approx. 7½in. (19cm.) square

£1,000-1,500

249.

A SUNSHINE RECORDER BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1930

heavily constructed in ebonised brass and numbered *M/8038*, and with lacquered brass components, mounted to black marble plinth and signed as per title to front — 10 x 9 x 9in. (25.5 x 23 x 23cm.)

£300-500



249



250



250 (detail)

250.

A ¾IN. SINGLE DRAW MARINE TELESCOPE BY J. DOLLOND & SON, LONDON, CIRCA 1760

with tapering decagonal tube, signed on the objective dust slide as per title, five-section draw, with bulbous eyepiece and dust slide — 20in. (51cm.) closed
£300-400

251.

A GOOD 2 ¼IN. LEATHER AND BRASS MARINE TELESCOPE BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1890

tapering leather-covered main tube, signed as per title on single draw, eyepiece with dust slide, objective with splash cuff and lens cap — 32in. (81cm.) closed
£150-250

252.

A 1 ¼IN. FOUR DRAW POCKET TELESCOPE BY H. WEBSTER, BAYSWATER, CIRCA 1850

with shade slide and dust cap, signed on the first draw as per title — 6½in. (16.5cm.) closed, contained in associated leather case; **together with** another similar, *unsigned*, and a late 19thC leather-covered telescope tube for parts
(3)
£200-300

253.

A 3IN. FIVE-DRAW SPOTTING TELESCOPE BY BROADHURST CLARKSON & CO. LTD, LONDON, CIRCA 1965

with leather-covered main tube and objective shade slide, signed on the second draw as per title, the eyepieces with focus lines for 30, 40, 50 and 60 x, with detachable end covers and strap — 12in. (30.5cm.) closed; **together with** a 2in. three draw telescope by the same maker, with focus lines for 25, 30, 35 and 45x contained in leather case
(2)
£200-300

254.

A 3IN. FIVE-DRAW STANDARD MODEL SPOTTING TELESCOPE BY W. WATSON & SONS LTD, LONDON, CIRCA 1965

with leather-covered oxidised brass main tube and objective shade slide, signed on the second draw as per title, the eyepieces with focus lines for 35, 45, 55 and 65 x, with detachable end covers and strap — 12in. (30.5cm.) closed; **together with** a 2in. three-draw telescope with marks by Broadhurst Clarkson, contained in associated leather case
(2)
£200-300

255.

A 3IN. FIVE DRAW SPOTTING TELESCOPE BY BROADHURST CLARKSON & CO. LTD, LONDON, CIRCA 1965

with leather-covered main tube and objective shade slide, signed on the second draw as per title, the eyepieces with focus lines for 30, 40, 50 and 60 x, with detachable end covers and strap — 12in. (30.5cm.) closed; **together with** a 2in. three draw telescope with marks for the Ordnance Survey by the same maker contained in leather case
(2)
£200-300

256.

A 3IN. FIVE-DRAW SPOTTING TELESCOPE BY BROADHURST CLARKSON & CO. LTD, LONDON, CIRCA 1965

with leather-covered main tube and objective shade slide, signed on the second draw as per title, the eyepieces with focus lines for 30, 40, 50 and 60 x, with detachable end covers and strap — 12in. (30.5cm.) closed; **together with** a ½in. three-draw telescope by the same maker, contained in leather case
(2)
£200-300

257.

A SET OF MEADE TELESCOPE ACCESSORIES

comprising nine assorted eyepieces, a prismatic diagonal and five filters, all contained in sponge-lined carry case of issue; **together with** approx. 50 assorted eyepieces and filters also by Meade, contained in carry case
(a lot)
£200-300

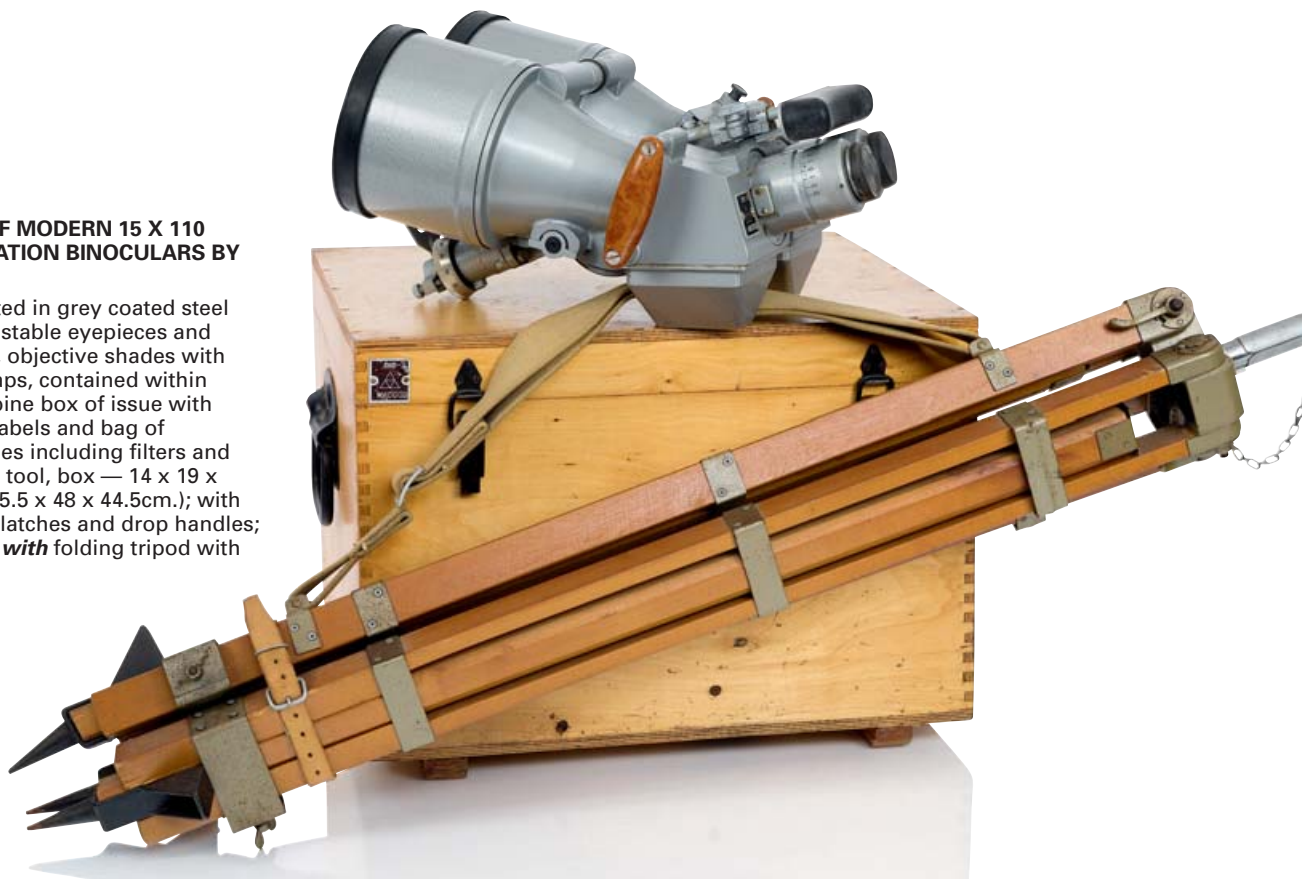
258.

**A PAIR OF MODERN 15 X 110
OBSERVATION BINOCULARS BY
HELIOS**

constructed in grey coated steel with adjustable eyepieces and headrest, objective shades with rubber caps, contained within original pine box of issue with maker's labels and bag of accessories including filters and universal tool, box — 14 x 19 x 17½in. (35.5 x 48 x 44.5cm.); with securing latches and drop handles; **together with** folding tripod with pin feet

(2)

£500-800



258



259

259.

**A SURVEYOR'S LEVEL BY CHARLES LINCOLN, LONDON, CIRCA
1800**

with 4¾in. silvered compass finely engraved with a compass rose and signed as per title, sighting tube over with lens cap, socle for tripod mounting contained within original fitted wooden case of issue with adjusting screw — 21½in. (55.5cm.) wide

£200-300



260

260. Ø

A SIMPLE MICROSCOPE, ENGLISH, CIRCA 1750

unsigned, constructed in lacquered brass with threaded ivory handle and specimen pin on slider, contained within morocco leather-covered card case — 2¾in. (7cm.) high; **together with** another, smaller, in black shagreen covered box priced 3/6

(2)

£250-350



261

261.

A MICROSCOPE AND SLIDES

comprising a Fram model microscope by Watson contained in fitted case with accessories including five nosepieces and spare glasses etc., **together with** a box of approx. 90 assorted slides including examples from the Paris 1867 Exhibition and professional makers including 12 by J.T. Norman, four by Stanley and one by Smith, Beck & Beck (elephant hair), mostly organic subjects, contained in small wooden case, microscope box — 12½ x 7½ x 9in. (32 x 19 x 23cm.)

(2)

£200-300

262.

A LATE 19TH CENTURY MONOCULAR MICROSCOPE BY ROSS, LONDON

signed on the backplate *Ross, London* and numbered 5423, 6in. lacquered brass main tube, rack-and-pinion adjustment, oxidised tripod stand with platform and plano-convex substage mirror, contained in fitted box with accessories including three nosepieces, two eyepieces and bull's-eye condensing lens — 11½in. (29cm.) high; **together with** an unsigned student microscope in box

(2)

£100-150

263.

A 19TH CENTURY MICROSCOPE OIL LAMP, CIRCA 1880

constructed in brass, the oil reservoir with adjustable wick to bull's-eye lens mounting to chimney — 7in. (18cm.) high

£80-120

264.

A MONOCULAR MICROSCOPE BY J. SALMON, LONDON, CIRCA 1870

constructed in lacquered brass with 8in. main tube, signed on the back foot as per title, rack-and-pinion adjustment, plano-convex substage mirror (*lacks case, old losses*) — 17in. (43cm.) high; **together with** a similar microscope by W. Green, London — 12½in. (32cm.) high

(2)

£250-350





265

265.

MICROSCOPE SLIDES FROM THE PERSONAL COLLECTION OF FRED ENOCK (1845-1916)

comprising approximately 136 slides prepared by Enock including *The Net-wing fly first discovered as a British insect by Fredc. Enock Aug 30th 1878; Larva of Vapourer Moth; and the Oak Bug; the Colorado Potato Beetle; the Marsh Fly; the Grass Spider; and the Indian Tortoise Beetle;* and a further 162 by other makers including T.E. Doeg; Watson & Son; C.M. Topping (*Gold Dust*); Norman (*Silver*); Charles Elcock and others, and including several possible Enock rejects, contained in assorted slide boxes, one inscribed *F Enock* inside lid

(a lot)

£10,000-15,000

Provenance: Fred Enock and thence by descent.

Frederick Enock (1845-1916), a Supplier of Microscope Preparations and Naturalist known for the superlative quality of his Entomological slide mounts as well as his 30 year study on the *British Mymarida* or the Fairy Fly. Despite entering the industry when competition was at its highest, his pressure-free fluid mounting technique (see examples with dark rings), allowing him to maintain the 3D structural integrity of the samples, and his slides' high standards in accuracy and breadth of the information have meant that even to this day his work is highly regarded. The fact that the secrets to most of his methods were not passed on makes his surviving works all the more fascinating.



266

266.

A CABINET OF MICROSCOPE SLIDES

comprising approx. 430 slides, the subjects including entomological, rock samples, insects, diseases etc., approx. 60 with professional labels including four by Fred Enock, 32 by J.T. Norman, and others including Stanley, Flatters, Amadio etc., contained within an Edwardian wooden cabinet with drawers numbered 1-20 and a further drawer containing accessories including slide blanks, labels, tools etc., with glass fronted door and inset handle to top — 14 x 10 x 8½in. (35.5 x 25.5 x 21.5cm.)

£300-400



267 (part)

267.

A COLLECTION OF SLIDES FORMED BY DR GEORGE DRANSFIELD-BROWN (1828-1885)

comprising 34 slides contained in six numbered trays with manuscript labels and viewing notes for each slide under, contained in drop-front slide box with provenance pasted inside lid; **together with** approx. 40 other slides with makers including five by Watson & Sons, six by Jas. How & Co., three by J.T. Norman, H.W.H. Darlaston, an 80-diatom typenplate, by J.D. Moeller circa 1874 and microphotographs of Hamlet's soliloquy by J.B. Dancer, the statue of Sabrina, the Straw Yard by Herring, contained in a similar box, and an electric microscope by Zeiss, probably 1960s

(3)

£150-250



268

268.

A SET OF DRAWING INSTRUMENTS BY GEORGE ADAMS, LONDON, CIRCA 1750

constructed in brass and signed on dividers and sector *Improved and Made by G. Adams in Fleet Street London*, contained in fitted, plush-lined case with shagreen cover (*lid detached and missing left-hand edge*) — 2 x 7½in. (5 x 19cm.)

£1,000-1,500

269. Ø

A BOXED SET OF SCALES AND OFF-SETS BY STANLEY, LONDON, CIRCA 1900

contained in plush-lined fitted box with 12 numbered slots containing 12 boxwood rules and maker's label and owner's mark for W. Rofe and eight off-sets and two associated ivory off-sets — 13¼in. (34cm.) wide; **together with** another set, *unsigned*, comprising six boxwood rules and six off-sets

(2)

£150-200

270. Ø

A 19TH CENTURY IVORY AND BRASS CALIPER ROPE GAUGE BY W.H. LAIDLER, LONDON

signed as per title, with caliper rule and slide rules and tables for round wire rope, lbs per fathom, hemp rope, manila, comparative strength including Lloyd's breaking strain, etc. — 9½in. (24cm.) long

£100-150

271.

A 19TH CENTURY BOXWOOD TWO SLIDE FLAT GAUGER'S RULE BY DRING & FAGE, LONDON, CIRCA 1850

constructed in boxwood and inscribed on both sides, signed along edge *Dring & Fage London, Tooley Street* — 12½in. (32cm.); **together with** an *unsigned* multi-hinged square formed table measure, hinged to collapse — 18in. (46cm.) long

(2)

£200-300



269

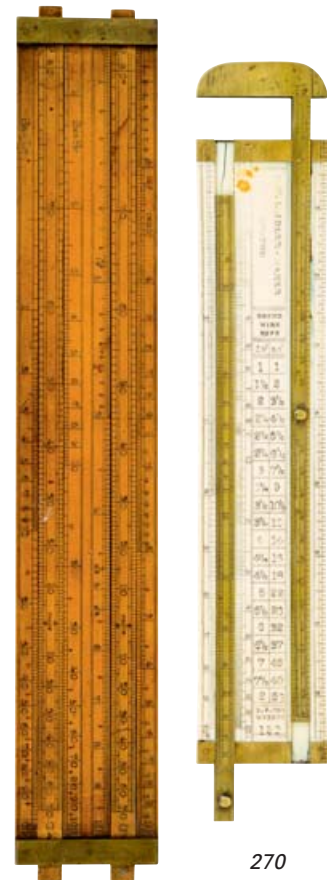
272. Ø

A FOLDING IVORY 2FT RULE, CIRCA 1900

unsigned, of tapering form with nickel-plated hinge; **together with** two 18thC square protractors in ivory and boxwood, a 7in. ivory rule and two cased slide rules, one inscribed *Load Adjuster Property of US Government*

(6)

£150-250



270

271 (part)



273

273.

A RARE SET OF PRECISION THERMOMETERS BY TROUGHTON & SIMMS, LONDON, CIRCA 1850

comprising three silvered thermometers signed as per title and numbered 5, 10 and 8 by bulb, with scales for Fahrenheit, rising to 150, 155 and 160 respectively and secured within original fitted wooden box of issue with securing hooks – 13¾in. (35cm.) high
£600-800

274.

A FINE AND RARE LARGE TUBE SCIENTIFIC BAROMETER, ATTRIBUTED TO TROUGHTON & SIMMS, LONDON, CIRCA 1850

the ¾in. curved glass tube with U-bend, largely encased with lacquered brass and with cork stopper, mounted on hinged wooden display board with inset scales with vernier and magnifier with rack-and-pinion adjustment, Fahrenheit thermometer with silvered scale – 42½in. (108cm.) high
£2,000-3,000

The wide tube on this instrument allows for precise measurements to be recorded as the mercury will even to a flat surface.

275. Ø

A MARINE BAROMETER BY DRING & FAGE, LONDON CIRCA 1820

plain wooden case with ivory scale signed as per title with adjustable vernier, thermometer and weighted brass ballast weight, mounted on gimbal-mount with suspension ring to top — 37in. (94cm.) high
£600-800

276. Ø

A MARINE BAROMETER BY W.B. ROSS, SUNDERLAND, CIRCA 1840

with ivory scales with mercury tube and maker's plate, alcohol thermometer to front, plain wooden shaft with brass weight gimballed suspension — 37in. (94cm.) high; **together with** a pair of leather covered Negretti & Zambra binoculars

(2)

£300-500



275

274

276 (part)

277.

**AN EIGHT-DAY BAROGRAPH BY NEGRETTI & ZAMBRA, LONDON.
CIRCA 1920**

signed on the lacquered brass bedplate as per title with seven-atmosphere drum, silvered thermometer and removable recorder drum with fixed going-barrel movement numbered 279, with hinged bevelled glass cover and two-compartment drawer for old/new papers and letter from Negretti & Zambra dated 1956 with instructions for use — 8½ x 14 x 8½in. (21.5 x 35.5 x 21.5 cm.)

£300-500



278.

A MICROBAROGRAPH BY SHORT & MASON, LONDON, 1959

signed on the bedplate as per title and numbered 551/41 and counter-signed on the seven-day mechanism 7027/59 Mk 2A, gilt brass fittings with concertina type pressure drum, with pen restrainer and reset button and corner guards, contained within a brass case with crackle finish and side handles — 10¼ x 14½ x 9in. (26 x 37 x 23cm.)

£600-800



279

279.

**A MET OFFICE PRECISION ANEROID BAROMETER MK. I, BY
NEGRETTI & ZAMBRA, CIRCA 1981**

contained in mottled grey steel case with maker's label 439/89, secured within fitted box of issue with operating instructions in lid and Met Office calibration certificate dated 31st March 1981, box with repeat label and leather handle, two photostats and observer's handbook — 6½ x 6½ x 8in. (16.5 x 16.5 x 20.5cm.)

£100-150



280

280.

A NEGRETTI & ZAMBRA 1915 PATENT WEATHER FORECASTER

constructed in lacquered brass with volvelles, impressed instructions, with suspension loop and folding table stand behind, contained within original canvas case with further N&Z instructions — 4¾in. (12cm.) diam.

£100-150



281

281.

A STORMOGUIDE BY SHORT & MASON, CIRCA 1932

the 11in. silvered dial signed *S&M* and numbered *407451*, with outer black and inner red indications, black steel indicator and rising/falling aperture, mounted in a hexagonal Art Deco case with instruction plate to front — 15½ x 18in. (39.5 x 45.5cm.)

£400-600



282

282.

A STEAM TURBINE KENOTOMETER BY BRADY & MARTIN LTD, NEWCASTLE ON TYNE, CIRCA 1935

the adjustable scales recording inches of mercury, percentage of perfect vacuum, absolute pressure in condenser, the tubes with lacquered brass fittings and securing, contained in original wooden case with maker's label, hinged door and carry handle to top — 17½ x 13in. (44.5 x 33cm.) including knob

£100-150

For a similar example, please see the Science Museum, London, object no. 1968-698.



283

283.

A MYSTERY BAROMETER BY C. P. GOERZ, BERLIN, FOR THE ENGLISH MARKET, CIRCA 1925

the 3in. bevelled glass dial signed as per title and etched with scales from 'very dry' to 'very stormy' with indicator and adjusting knob, mounted on flared brass base with instructions to underside and numbered *30805* — 6½in. (16.5cm.) high

£150-250



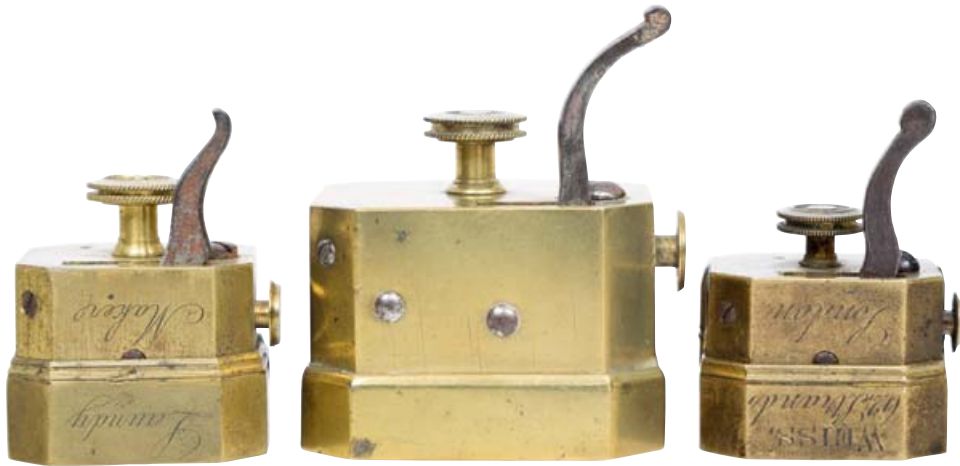
284

284.

A COPPER AND BRASS LIGHTNING CONDUCTOR, CIRCA 1900

the copper main shaft with three threaded brass arms, thread-mounted to cruciform brass base secured to wooden display base — 14½in. (37cm.) high

£80-120



285

286 (part)

287

285.
AN EARLY 19TH CENTURY BRASS AND STEEL SCARIFIER BY LAUNDY, LONDON

signed and inscribed *Laundy Maker*, with three apertures (*one blade missing*) — 1½ in. (3cm.) wide

£100-150

286.
AN EARLY 19TH CENTURY SCARIFIER

unsigned, constructed in brass of typical form with 14 apertures, sprung steel blades — 2 in. (5cm.) wide; **together with** a brass tourniquet and two straps

(2)

£100-150

287.
AN EARLY 19TH CENTURY SCARIFIER BY WEISS, LONDON

constructed in brass and signed *Weiss, 62 Strand, London*, with four apertures — 1½ in. (3cm.) wide

£100-150



288

288. Ø
AN EARLY 19TH CENTURY IVORY AND STEEL TOOTH KEY, BY WEISS, LONDON

signed on the shank *Weiss*, the shaped handle with cross-hatched grips and hinged tooth grip — 5 in. (12.5cm.) long; **together with** a dental drill with swivelling ivory palm grip and a bone tongue depressor inscribed *Dental Mfg. Co. Ld*

(3)

£250-350

289.
A RARE DENTAL ARTICULATOR, POSSIBLY GERMAN, CIRCA 1920

with cast aluminium head hinged through ear to brass platform with articulated jaw, now mounted on an iron stand — 31½ in. (80cm.) high

£600-800



289

290.

**A SET OF PORTABLE SCALES FOR THE COUNTY OF KENT
BY W.T AVERY, CIRCA 1900**

constructed in lacquered brass and signed on the crossbar, contained in fitted wooden case with baseboard inside lid, brass label inscribed *County of Kent* to the outside, securing hooks and leather carry handle — 19½in. (45.5cm.) wide; **together with** an associated set of 1, 2, 4 and 7lb bell weights with test marks from 1901, in fitted leather holdall with three fine-scale sets in wooden cases

£250-350



290



291

291.

A FOWLER'S 'MAGNUM' LONG SCALE CALCULATOR

of typical form, the 4½in. dial signed to centre with maker's name and contained in original plush-lined leather box with set of instructions, box - 5½in. (14cm.) wide; **together with** another smaller long scale calculator (*lacking box*) — 2½in. (6.5cm.); and a wooden telegram tariff calculator 14¼in. (36cm.) long

(3)

£100-150



292

292.

**AN OSCILLATING VACUUM PUMP BY THE PULSOMETER
ENGINEERING CO. LTD, LONDON, CIRCA 1900**

with cast iron A-frame and flywheel acting to brass pump, the bedplate with maker's label numbered 0/13884 — 23in. (58.5cm.) high

£150-250



293 (part)

293.

A COLLECTION OF EARLY ELECTRICAL WOOD AND BRASS INSTRUMENTS

including galvanometers, amp meters, voltmeters, wet cells, mostly contained in wooden boxes with brass fittings and with makers including W.G. Pye & Co., Cambridge Scientific Co. dated 1887, Muirhead & Co., and Becker, etc.

(Approx. 13, a lot)

£250-350

294.

TELEPHONY

comprising two candlestick telephones with dials, two receivers, a dynamo, assorted brass and Bakelite handsets and two large Eveready batteries

(a lot)

£150-250



294 (part)



295

295.

A FINE AND HIGHLY ORIGINAL PAIR OF 15IN. LIBRARY GLOBES BY J. & W. CARY, LONDON, 1819 & 1820

plaster cores with coloured paper gores, signed in cartouche as per title, the terrestrial inscribed *Drawn from the most recent Geographical Works shewing the whole of the New Discoveries with the TRACKS of the PRINCIPAL NAVIGATORS* and every improvement in Geography to the present Time; the celestial inscribed **NEW CELESTIAL GLOBE** on which are carefully laid down the whole of the **STARS** and **NEBULAE** contained in the catalogues of Wollaston, Herschel, Bode, Piazzi, Zach &c. Calculated to the year 1820, each contained within calibrated brass meridian rings and mounted in mahogany tripod stand with paper horizon rings and counter-signed glazed compass stretchers — 39in. (99cm.) high overall

£20,000-30,000

END OF SALE

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1. Introduction

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 - (ii) the Conditions of Business for Sellers displayed in the saleroom and available from Charles Miller Ltd.;
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 - (iv) Any additional notices and terms printed in the sale catalogue, in each case as amended by any saleroom notice or auctioneer's announcement.
 - (v) As auctioneer, Charles Miller Ltd. acts as agent for the Seller. Occasionally, Charles Miller Ltd. may own or have a financial interest in a lot.

2. Definitions

"Bidder" is any person making, attempting or considering making a bid, including Buyers;
"Buyer" is the person who makes the highest bid or offer accepted by the auctioneer, including a Buyer's principal when bidding as agent;
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"CM" means Charles Miller Ltd., Auctioneers, 6 Imperial Studios, 3/11 Imperial Road, London SW6 2AG, company number 6282355.
"Buyer's Expenses" are any costs or expenses due to Charles Miller Ltd. from the Buyer;
"Buyer's Premium" is the commission payable by the Buyer on the Hammer Price at the rates set out in the Guide for Prospective Buyers;
"Hammer Price" is the highest bid for the property accepted by the auctioneer at the auction or the post auction sale price;
"Purchase Price" is the Hammer Price plus applicable Buyer's Premium and Buyer's Expenses;
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- (c) Subject to Condition 7(a), the contract between the Buyer and the Seller is concluded on the striking of the auctioneer's hammer.
- (d) Any post-auction sale of lots shall incorporate these Conditions of Business.

8. Payment and Collection

- (a) Unless otherwise agreed in advance, payment of the Purchase Price is due in pounds sterling immediately after the auction (the "Payment Date").
- (b) Title in a lot will not pass to the Buyer until CM has received the Purchase Price in cleared funds. CM will generally not release a lot to a Buyer before payment. Earlier release shall not affect passing of title or the Buyer's obligation to pay the Purchase Price, as above.
- (c) The refusal of any licence or permit required by law, as outlined in Condition 6, shall not affect the Buyer's obligation to pay for the lot, as per Condition 8(a).
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 - (d) Reject future bids from the Buyer;
 - (e) Charge interest at 4% per annum above HSBC Bank Plc base Rate from the Payment Date to the date that the Purchase Price is received in cleared funds;
 - (f) Re-sell the lot by auction or privately, with estimates and reserves at CM's discretion, in which case the Buyer will be liable for any shortfall between the original Purchase Price and the amount achieved on re-sale, including all costs incurred in such re-sale;
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- (b) These Conditions of Business are not assignable by any Buyer without CM's prior consent, but are binding on Bidders' successors, assignees and representatives.
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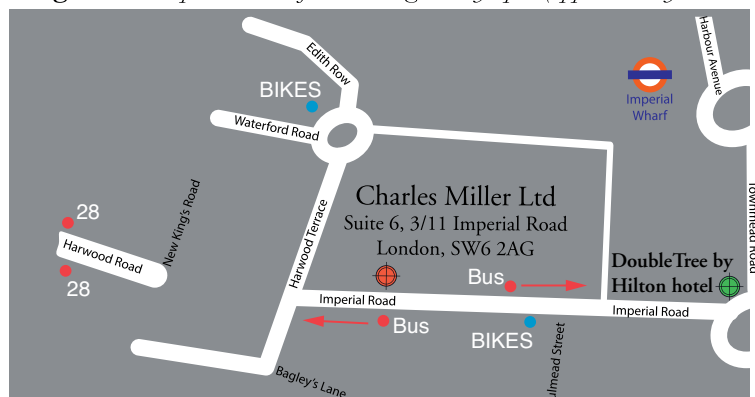
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