



# Charles Miller Ltd

Maritime and Scientific Models,  
Instruments & Art

London

Tuesday 27th April 2021



# Auction Enquiries and Information

Sale Number: 027  
Code name: UNTIRING

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

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Covers: lot 181 (detail)  
Photography: Max Saber Photography

# Charles Miller Ltd

## Maritime and Scientific Models, Instruments & Art

**TO BE SOLD BY LIVE WEBCAST AUCTION**

Tuesday 27th April 2021 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 (10am - 5pm) from **Tuesday, 6th April – Monday, 26th April**.

Please call or email to book a slot: Tel: +44 (0)20 7806 5530 | [enquiries@charlesmillerltd.com](mailto: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, 28th April.

### Order of Sale

<b>Mercantile (Sail)</b>	<b>1-123</b>
<b>Mercantile (Steam)</b>	<b>124-166</b>
<b>Naval (Sail)</b>	<b>170-252</b>
<b>Naval (Steam)</b>	<b>255-339</b>
<b>Navigational &amp; Scientific Instruments</b>	<b>340-395</b>



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.

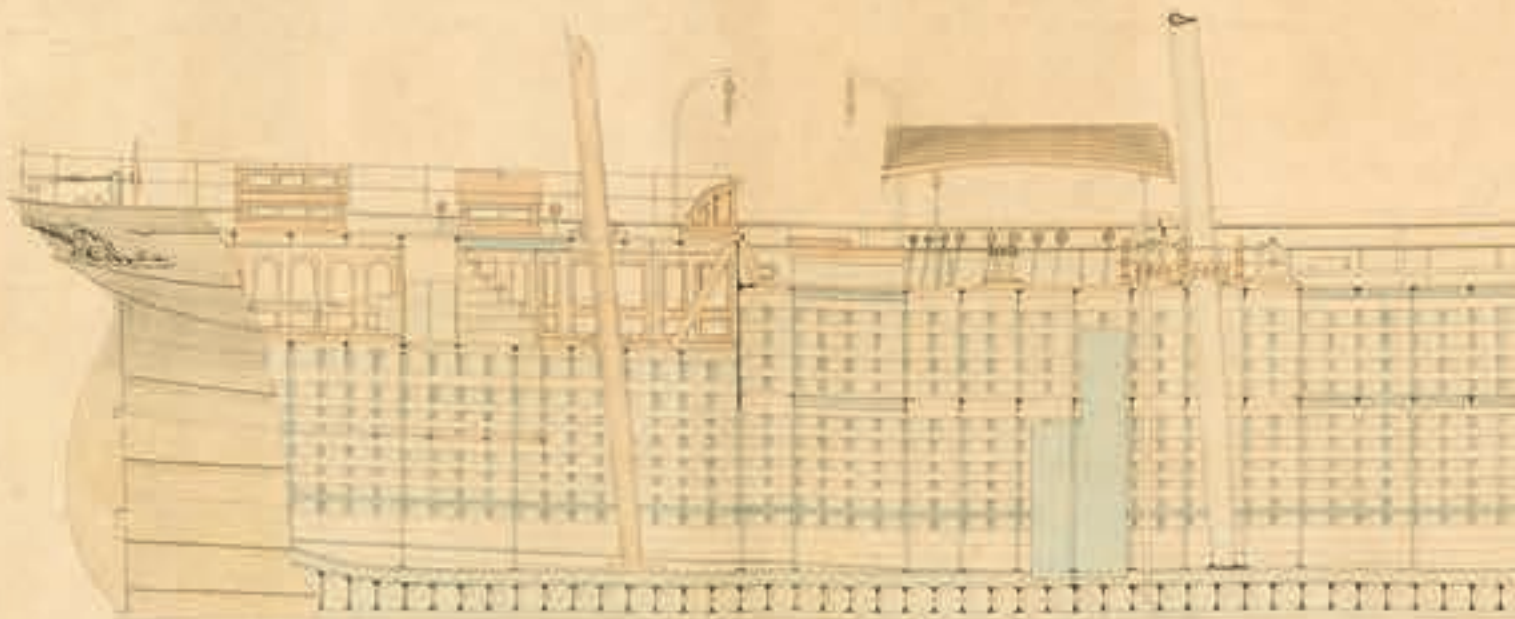
## Ø PROPERTY INCORPORATING MATERIALS FROM ENDANGERED SPECIES (CITES)

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 (Sail)



Lot 2 (detail)



1

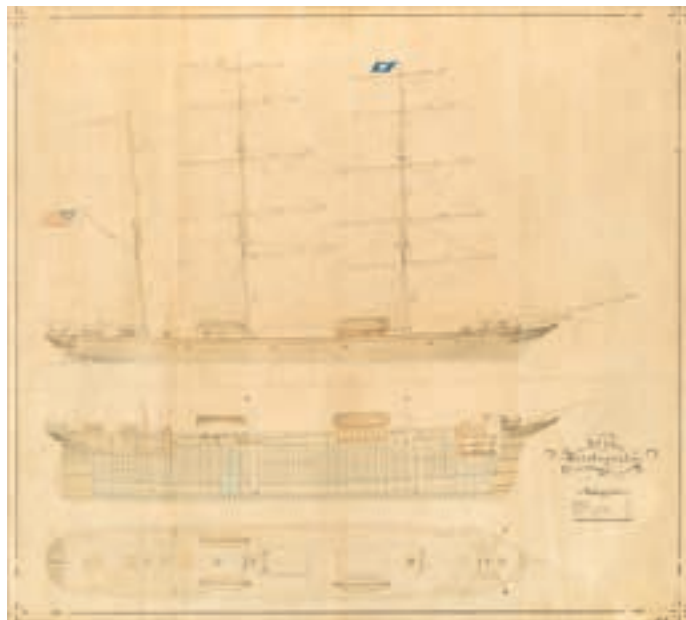
1.

**'FLOOR PLAN OF SHIP No.253': A ¼IN:1FT SCALE PROFILE LINE DRAWING FOR THE *ARDMORE*, BY BARCLAY, CURLE & CO., 1875**

ink on conjoined sheets, inscribed to top as per title, lines, plating numbers, finely detailed figurehead, broadside, stern and keel profiles within inked border (*rolled; right edge ragged*) — 21½ x 75in. (54.5 x 190.5cm.)

£200-300

This 1149 ton full-rigged iron ship was wrecked on Alceste Reef, Gaspar Strait 20th May 1897 whilst in passage between Koh Sichang-Rio de Janeiro with a cargo of rice.



2

2.

**THE SHIPBUILDER'S PROFILE PLANS FOR THE IRON BARQUE *ANTOFAGASTA*, WILLIAM DOXFORD & SONS, 1875**

delicately tinted profiles for rigging, masts, internal arrangement and deck, inscribed *No. 66 Antofagasta* within an outlined frame with decorative corners — 28½ x 31½in. (72.5 x 80cm.)

£400-600

An iron barque of 709 tons, *Antofagasta* was built by Doxfords for Tomlinson, Hodgetts & Co., London, in 1875, was sold to Italian owners in 1897 when renamed *Anna*, and was broken up, probably in Genoa around 1908.



3

3.

**'THE NEW SEAMAN'S GUIDE AND COASTER'S COMPANION'**

published by C. Wilson at the Navigation Warehouse, London, 1840, frontispiece engraved with lighthouse, lightships and beacons, 440 pages including tables, distances, directions etc. over four parts, owner's autograph inscription to covers *John Murrish his book, Newlyn/John Murrish St. Ives*, bound in sailcloth and contained within contemporary wooden slipcase — 6 x 9¾in. (15 x 25cm.); **together with** three drawing instruments

(4)

£150-250





4

4.

**A BUILDER'S HALF-BLOCK MODEL FOR AN AUXILIARY IRON BARQUE, ATTRIBUTED TO RUSSELL & CO., PORT GLASGOW, CIRCA 1860**

carved from ½in. yellow laminated pine with ebonised topsides, lined rudder and boxwood stringing along bulwark and stern, mounted on a wooden display board with contrasting yew wood veneer above the waterline, the reverse with obscured stamp reading SS ....ia – 13 x 65in. (33 x 165cm.)

£1,500-2,000

Although the identity is at present obscure, the style of model is of a type produced by Russell & Co with distinctive black topsides and mounted on a waterline two-tone display board, however, it has not been possible to positively identify a candidate for what must have principally still been a sail-powered ship - despite the space left for a propeller, the deck is clear and offers no further clues.

5. Ø

**A GROUP OF 19TH CENTURY SAILORWORK COLLECTABLES**

comprising a set of whalebone dominoes in a plain wooden box with sliding lid, a 6½ x 8½in. picture model diorama of the trading barque *Devon*; a polychrome knotwork bell sally; and a ropework shackle and lock; and a clear glass Nailsea salt engraved to *Will Ward* circa 1860

(5)

Also see images on pages 36 and 82

£250-350



5 (part)

6. 6

**LESLEY ARTHUR WILCOX (BRITISH, 1904-1982)**

*Safe harbour; Anti-fouling on a Cornish beach*

Oil on canvas board

Signed 'L.A. Wilcox' (lower left); **together with** a small watercolour of a frigate action by the same hand

19¼ x 23¼in. (49 x 59cm.)

(2)

£400-600

7.

**A 19TH CENTURY SHIP MODEL DISPLAY CASE**

with loose glass top and mirrored base; internal measurements — 9 x 16 x 6in. (23 x 40.5 x 15cm.)

£100-150



6



8

8.

**AN INTERESTING BUILDER'S HALF-BLOCK MODEL FOR THE COMPOSITE TEA CLIPPER *MAITLAND* BUILT FOR JOHN KELSO BY WILLIAM PILE, SUNDERLAND, 1865**

the 48in. hull carved from 1in. laminated pine and lined with bracing and plating marks numbered below gunwale, plain lacquered deck mounted on wooden display board with specification plate; overall measurements — 12 x 58in. (30.5 x 147cm.)

£2,500-3,500

**Provenance:** Monkwearmouth Historical Society, deaccessioned 2017

Whilst the name of *Maitland* is much less familiar than those legendary clippers such as *Ariel*, *Taiping* and *Thermopylae*, she was nevertheless a notable vessel dating from the most exciting decade in the history of the China Tea Trade. With owners wanting ever faster ships to bring the new season's tea home as speedily as technology would allow, *Maitland* was ordered by John Kelso of North Shields and built in William Pile's yard at Sunderland. Despite Pile's earlier success with the doughty *Lammermuir* of 1856, his yard was not renowned for turning out record-breakers; nevertheless much was expected from *Maitland* as she neared completion.

Launched on 2nd December 1865, she was registered at 799 tons and measured 183 feet in length with a 35-foot beam. Of composite construction, her planks were laid upon iron frames and her considerable beam provided good stability for her large and lofty sail plan. This even included some highly unusual moonsails above her standing skysails, a feature that simply added to the thoroughbred appearance. Credited with a speed of 15 knots in 1869, Captain Coulson - her first master - even claimed a burst of 17 knots on her maiden passage, but these figures were to prove the exception rather than the rule. However, she still made Hong Kong 87 days out of Sunderland on that first outward run and this resulted in a prime cargo at Foochow when the local shippers heard of it. She returned home in a speedy 104 days, fast but not remarkable, and this was to become characteristic of her performance thereafter.

She survived the potentially fatal striking of the Ariadne Rock when leaving Woosung late in 1868 only by beaching herself in the nick of time with five feet of water in her hull. Repaired at Shanghai, she was back in service the following year during which she claimed a record dash of 22½ hours from Sunderland to the Downs at the start of her outward passage, returning home in a creditable 102 days against *Thermopylae*'s cracking 91 days, Foochow to London. Short-lived, like so many of her contemporaries, she was wrecked on a coral reef in the Huon Islands, north of New Caledonia, on 25th May 1874 whilst on passage from Brisbane to China.



9

9. 8

**ERIC TUFNELL (BRITISH, 1888-1979)**

The China tea clipper 'Sir Lancelot'

Watercolour

Signed 'E. Tufnell' (lower right) and inscribed with title (lower left)

14¼ x 20¾in. (36 x 52.5cm.)

£300-500

**Provenance:** Parker Gallery



10

10.

**J. HALL (BRITISH, 19-20TH CENTURY)**

Clipper 'Miltiades' - Aberdeen White Star Line, John Wilson Master

Watercolour

18½ x 26¾in. (47 x 68cm.)

£200-300



11.

**A DETAILED STATIC DISPLAY MODEL OF THE CLIPPER SHIP *CORIOLANUS* [1876]**

modelled by E.V. Fry, circa 1968, with the 21in. carved hull finished in red and black with gold lining, lined paper decks with detailed wood and metal fittings as appropriate, four fitted open boats, the aft pair flanking chicken coop, glazed saloon light with seats and steering gear with binnacle compass; painted stepped masts, with standing and running rigging, blocks and tackle, mounted on brass supports to display base; overall measurements — 19 x 33½in. (48 x 85cm.)

£600-800

**Provenance:** sold at Christie's King Street 1968, unknown sale, to Russell-Cotes Museum, Bournemouth until de-accessioned 2021.



11

Considered by some to be the most beautiful iron clipper ever turned out, *Coriolanus* was built by Archibald McMillan & Son at Dumbarton in 1876. Registered at 1,053 tons gross, she measured 217½ feet in length with a 35 foot beam, and made her name as a fast ship from the start of her career. In 1877 she made the run from the Scilly Isles to Calcutta in 69 days, a record subsequently equalled but never surpassed in the era of sail. Following only one voyage in the China tea trade during the 1878-79 season, she then began regular sailings to Australia and New Zealand which continued after she was sold by Patton's her original owners, to Stewart's in 1887. Resold to German owners in 1891 for £8,500, they soon parted with her and thereafter she changed hands and name numerous more times until eventually reverting to her christened name in 1927 when she was acquired by Portuguese owners who ran her from the Azores to New Bedford carrying immigrants. By then cut down to a barque but with a reputation as one of the few survivors of the formidable 1902 Algoa Bay hurricane, she was still making 16 knots on occasions and was only laid up due to shortage of work in the deepening depression. Several schemes to send her back to sea came to nothing and she was finally broken up on the Fall River in 1936.

12.

**A RARE FIGUREHEAD MAQUETTE FOR THE CLIPPER SHIP *ABERGELDIE* BUILT BY JOHN DUTHIE, SONS & CO., ABERDEEN, 1869**

in the form of a 34in. high full-length highland clansman, wearing a tam o'shanter and tartans with sporran and holding a claymore handle, depicted stepping forward on a plinth base — 53in. (134.5cm.) high overall

£6,000-8,000

The full-rigged *Abergeldie* was built in Aberdeen by Messrs. Duthie and launched in April 1869. Owned by her builders for almost her entire career, she was intended for the lucrative Australian wool trade and was widely regarded as a particularly strong and handsome vessel. With her fine lines, stout construction – including iron deck beams – and lofty sail plan, she entered service under the command of Captain James Duthie with high expectations from all concerned, especially as she had cost more than practically any other Aberdeen-built ship before her.

On her maiden voyage, she left Aberdeen on 17th May (1869) in company with another brand new clipper, the *Centurion*, and the two of them raced to London with *Abergeldie* getting in first at 3.20am on the 21st. Despite this, she proved steady and reliable rather than a record-breaker, although many of her homeward passages were better than average. After an uneventful six years, she was badly damaged in "a furious gale" just after leaving Sydney early in November 1875 and forced to return there for significant repairs to all her upper masts. In October 1879, whilst at sea, she suffered a serious fire below decks but when the hatches were unsealed after four days, the fire had fortunately extinguished itself due to lack of air. Early in 1884, she was again damaged in a gale and forced to limp back to Sydney for further repairs estimated at £800. Sadly, the autumn of 1889 proved a watershed and barely three weeks after a brief stranding on the Thames foreshore after colliding with the barge *Aldeborough* off Barking, she was then in another collision, this time fatal, at the beginning of November. After twenty years in the wool trade, she had been sold by Duthies after the stranding in the Thames and was bought by Messrs. J. Rust & Co., timber merchants. Leaving London with a cargo of iron on 23rd October 1889, bound for Sundsvall (Sweden), and there to load timber for Melbourne, she collided with the S.S. *Eden*, of West Hartlepool, off the Norwegian coast and sank almost immediately although all her crew were picked up by the British steamer.



12 (detail)



12



13

13.

**AN EXCEPTIONAL 1:64 SCALE STATIC DISPLAY MODEL OF THE CLIPPER *LOCH ETIVE*, BUILT AT GLASGOW, 1877**

modelled by Captain D. Fraser, circa 1910, with carved and painted 34in. hull, scored lacquered decks complete with fittings including deck rails, boomkins, catheads with wooden anchors, davits, capstan with silver chain, ship's bell, navigation maps, companionways, covered hatches, chicken coop, deck houses with coiled ropes, four fully-fitted boats with oars etc., cookhouse with chimney, ventilators, saloon lights with seats, binnacle, named steering gear etc., masts with yards with furled suit of sails with chains, standing and running rigging with sheathed blocks and tackle, mounted on two metal columns within glazed oak display case with sliding panel access on oak table stand, overall measurements including stand — 63 x 24 x 54½in. (160 x 61 x 138.5cm.)

£3,000-5,000

**Provenance:** De-accessioned from Russell-Cotes Museum, Bournemouth, 2021.

*Loch Etive* was one of the celebrated fleet of wool clippers owned by the General Shipping Company's 'Loch Line' in the final quarter of the 19th century. One of four essentially identical sisters launched for the line in 1877 (the others being *Loch Ryan*, *Loch Shiel* & *Loch Sloy*), *Loch Etive* was built on the Clyde by A. & J. Inglis at Glasgow and proved a very successful addition to the company's fleet. Registered in Glasgow at 1,288 tons gross (1,235 net) and measuring 227 feet in length with a 36 foot beam, she was designed with two decks for maximum stowage and was constructed with a stout iron hull to withstand the worst rigours of the Southern Oceans.

*Loch Etive* entered service under the command of the estimable Captain William Stuart, who had made his reputation in the famous *Tweed*, but although "he drove her unmercifully", she was not destined to be a record-breaker despite being faster than many of her contemporaries. On her maiden passage out in 1878, she made the run from the Scillies to Sydney in an excellent 76 days, with an equally good 79 days (out of Glasgow) in 1881. Probably her best passage was in 1892 when she left Glasgow on 15th October and berthed in Melbourne on Christmas Day after a cracking run of only 70 days. Then, loading a full cargo of wool, she cleared Melbourne on 26th January 1893 and arrived in London docks on 29th April, 93 days out and a very creditable time for the homeward leg. The following year (1894) proved a turning point in *Loch Etive's* career however when, on 21st September, Captain Stuart died at sea 5 days out from Glasgow. In the opinion of Basil Lubbock, the acclaimed authority on British commercial sail, Stuart was "without a doubt, one of the most successful captains in the history of our Mercantile Marine". As for *Loch Etive* herself, she seemed to lose her sparkle after Stuart's death and his successor, Captain Fishwick, was never able to get the best out of her. Eventually cut down to a barque in the early 1900s, she was converted to a hulk after her sale to French owners in 1911 for £1,350 and was finally broken up at Genoa some years later.







14

14.

**A FINE BUILDER'S HALF-BLOCK MODEL FOR THE BARQUE *GEORGETOWN* BUILT FOR CAVAN BROTHERS, LONDON BY ROBERT THOMPSON, SUNDERLAND, 1858**

the 36in. hull carved from 1in. laminated wood with contrasting gunwale and gun ports, with gilt paper decorative stern with finely carved figurehead with foliate gilt work to bow and stern, mounted on wooden display base with specification plate, overall measurements — 10 x 53½in. (25.5 x 136cm.)

£1,500-2,500

**Provenance:** Monkwearmouth Historical Society, deaccessioned 2017

The wooden barque *Georgetown* enjoyed the unusual distinction of having her original rig upgraded to that of a full-rigged ship, when the opposite was normally the case, and she was also very long-lived by the standards of the time.

Built by R. Thompson & Sons in Sunderland in 1858 to the order of Cavan Bros. of London, she was registered at 414 tons (net and gross) and measured 135 feet in length with a 26½ foot beam. Under her first master, Captain Cobb, she operated in the West India trade and remained on this route, despite several changes of ownership, for almost all her career. Re-rigged as a ship in 1866, Cavans sold her to the Colonial Company in 1869, and in 1881 she was sold to Scruttons who had previously managed her for Colonial. Sold again in 1885, this time to Fawcett & Waugh of Newcastle-on-Tyne, she finally disappears from record during the 1890s, almost certainly broken up in view of her age.



14 (detail)



15

15.

**R.P. NASH (BRITISH, LATE 20TH CENTURY)**

*'Craig Isla'*

Watercolour

Signed lower right

14 x 19½in. (35.5 x 49.5cm.); **together with** another of the wooden barque *Candidate*, unsigned

(2)

£250-350



16

16.

#### AN IMPRESSIVE 19TH CENTURY DOCKYARD-TYPE MODEL FOR A THREE-MASTER IDENTIFIED AS THE *NEGRISUOLA*, 1873

the hull carved from the solid and hollowed throughout, with carved black female figurehead finished in polychrome, scored, varnished decks with fittings including working anchor winch with chain, companionways, cookhouse with chimneys, covered hatch, sail winches, bilge pump, rank of fire buckets, working compass and steering gear and other details, three masts with painted stages, yards, standing and running rigging with chains and bound blocks, loosely mounted on launching cradle display stand within wooden display case, model dimensions — 45 x 58in. (114.5 x 147.5cm.); the case — 50 x 62 x 21¼in. (127 x 157.5 x 54cm.)

£2,000-3,000

Built in Calcagno's yard at Savona (west of Genoa), the *Negrisuola* was launched in 1873 after nine months on the stocks. Registered in Genoa at 884 tons gross (852 net), she was 171 feet in length with a 34 foot beam and was initially owned by F. Figari of Genoa. She began her career trading out of Genoa to Callao (Peru) under Captain B. Rossi, who remained in command until 1881 when he handed over to Captain Revello. In 1888, she passed into the ownership of Andrea Schiaffino, also of Genoa, but by this time she was trading regularly out of South Wales to the extent that she was examined by Lloyd's Register's surveyors in Cardiff in May of that year. In May 1889 she was reported to be laid up in Lisbon "in a leaking condition" when on passage from Newport (South Wales) to Cape Town, and this damage seems to have precipitated her sale to G.B. Figari, who renamed her *Figari* although she disappears from record after this date.

17.

#### AN AMERICAN SHIP'S LOG FOR THE *MARTHA*, 1834

sailing from Canton to Boston, January-May 1834, probably written by Captain Philip Dumaresq who was active aboard during this period, 111pp commencing 'Wednesday Jan'y 15 1834 At 8am weighing anchor at Whampoa - make all sail down the [Pearl] River to a moderate Brize from the Eastward ... from which I take my departure' hoping to reach Boston by 1 May and therefore beating or equalling the previous record for the journey and containing the usual course headings, mileage and barometer readings; March 11 (54 days out) '6am Francis Haslit up in the main rigging and gave him two dozen with a piece of 6 thread rattling for insolence to the Chief Officer. 8am or after breakfast Francis Haslit refused to work, put him in irons & shall keep him chained and on bread and water until he comes to'. The following day 'At 8am Francis Haslit said he was tired of bread and water & would willingly go to work, took him out of irons'. March 15th (58 days out) 'at 5pm Samuel Miller fell from the fore top and broke his arm above the elbow & bruised himself. Bled him, set arm & took him into the cabin'. Daily bulletins to Miller's injury until March 23 (66 days out) when the bandages were removed. On March 27 (70 days out) a ship was sighted. 'Loaded all guns, get the boarding pikes in readiness ... prepared to battle ... should it turn out to be a pirate or any one that should be desired to give us trouble'. The ship reached Boston on May 7 (111 days out) losing five days of her best largely owing to gales, especially off Cape St Francis on the African coast. Contemporary half calf (slightly worn), several leaves torn away at the end; red buckram chemise and Morocco-backed buckram slip-case

£600-800



17 (detail)





18

18.  
A BUILDER'S HALF-BLOCK MODEL OF THE BARQUE *TREVANION* BUILT FOR BARRAS & CO., LONDON, BY J.H. WATSON, SUNDERLAND, 1869

the 36in. hull carved from 1in. yellow pine with stained plain deck and rudder, hollowed out with plain pine cover – 7 $\frac{3}{4}$  x 38in. (20 x 96.5cm.)

£800-1,200

**Provenance:** Monkwearmouth Historical Society, deaccessioned 2017



19

19.  
A BUILDER'S HALF-BLOCK MODEL FOR THE BARQUE *PEACE* BUILT FOR MEAR & SON BY CARR OF SUNDERLAND, 1870

the 33in. hull carved from  $\frac{3}{4}$ in. laminated yellow pine with contrasting topsides and hollowed out with pine cover board, anchor strake, brass lined porthole inscribed to main deck *PEACE* in ink — 7 x 34in. (18 x 86.5cm.) overall

£600-800

**Provenance:** Monkwearmouth Historical Society, deaccessioned 2017

20.  
JOSEPH HONORÉ MAXIME PELLEGRIN (FRENCH, 1793-1869)

*'Le Solide' off Marseilles, 1862*

Signed, inscribed and dated 'H Pellegrin à Marseilles 1862' (lower right)

Gouache

14 $\frac{3}{4}$  x 16in. (37.5 x 41in.)

£300-500



20



21 (part)

21.

**THOMAS BUSH HARDY (BRITISH, 1842-1897)**

*Mouth of Boulogne Harbour*

Watercolour

Signed and inscribed 'T.B. Hardy 1879' (lower right) with title 12¼ x 19in. (31 x 48cm.) **together with; A ruined castle on a headland, after Hardy, watercolour**

(2)

£300-500



22

22.

**GEORGE STANFIELD WALTERS (BRITISH, 1838-1924)**

*A fishing boat returning to port*

Watercolour

Signed 'G.S. Walters' (lower left)

9 x 13in. (22½ x 33cm.)

£200-400



23

23.

**ATTRIBUTED TO THOMAS MILES RICHARDSON JR (BRITISH, 1813-1890)**

*Sorting fish, Northumberland*

Watercolour

Bears monogram 'T.M.R.' (lower right)

16 x 23¼in. (40.5 x 59cm.)

£200-400



24 (part)

24.

**LONDON BRIDGES**

after William Westall, engraved by J. Baily, C. Bentley & R.G. Reeve and comprising views of Suffolk Bridge; Waterloo Bridge; and Hammersmith Bridge, set of three aquatints published 1828, each — 8¾ x 11in. (22.5 x 28cm.)

(3)

£150-250





25.

**JAMES WEBB (BRITISH, 1825-1895)**

*Luggers off a jetty*

Oil on canvas

Signed and dated 'J Webb 58' (lower left, on spar)

20 x 36in. (51 x 91.5cm.)

£600-800

**Provenance:** Christie's, South Kensington, 21st May 2003 (9631), lot 602

25

26.

**A 19TH CENTURY MODEL FOR A GAFF-RIGGED PILOT CUTTER OF CIRCA 1820**

the hull carved from the solid with scored deck, wood and metal fittings including metal anchors with chains, hawse pipe and winch, deck lights, companionways, tiller, two boats sprung out on davits, stepped wooden mast with spacer, standing and running rigging with sheathed blocks and tackle, loosely mounted on wooden display base with cork stabilisers, overall measurements — 25½ x 25½in. (65 x 65cm.)

£350-450

**Provenance:** De-accessioned from Russell-Cotes Museum, Bournemouth, 2021.

27.

**JAMES PRIOR: 'NARRATIVE OF A VOYAGE IN THE INDIAN SEAS IN THE *NISUS* FRIGATE, TO THE CAPE OF GOOD HOPE...**

...and Seychelles; to Madras and the Isles of Java... during the years 1810 and 1811', folding engraved map after W.M. Cobb and three engraved plates, some foxing, London for Richard Phillips [1810]; bound with R.P. Forster's *A Collection of the Most Celebrated Voyages and Travels from the Discovery of America to the Present Time*, vol. II only, folding engraved map and four engraved plates only, Newcastle upon Tyne, Mackenzie and Dent, 1818. Two works in one vol. contemporary calf, new (rubbed) covered, book-label of W. Powell — 8½ x 5¼in. (21.5 x 13cm.)

£200-300

28.

**JOHN SELLER: 'PRACTICAL NAVIGATION', CIRCA 1683**

seven engraved illustrations in the text, five folding woodcut diagrams, four woodcut illustrations and numerous diagrams, lacks numerous leaves of text, contemporary blind-stamped calf, head of spine a little worn, 4to, [London, c1683]

Sold not subject to return

£400-600

The tables of latitude and longitude (and vice versa) contain numerous place names in North and South America and the South Seas.

13



26



29



29 (detail)

29.

**A VICTORIAN IRISH SILVER YACHTING TROPHY**

marks of John Smyth, Dublin, 1859, the cup embossed and chased with foliate, laurel and rocaille decoration with, *reverse*, a yacht race, and, *obverse*, engraved with the badge of the "Shannon Yatch Club" [sic] and dated 1859, handles designed as dolphins, cover finial designed as a sailor with pennant — 13in. (33cm.) high; 1327 grams

£2,000-3,000



30 (part, shown in positive) 'Cowes Roads in Regatta week, 1905'

30.

**A COLLECTION OF 10 X 12IN. PHOTOGRAPHIC GLASS NEGATIVES ATTRIBUTED TO KIRK OF COWES, CIRCA 1910**

approximately 65 plates, depicting mainly yachting scenes including views of *Shamrock*, *White Heather*, the R.Y. *Victoria & Albert*, *Britannia* and others, contained within an original greaseproof wrapper with inscriptions and several signed for Kirk, contained in hard-backed envelopes with name and negative number (*mixed conditions; detailed list available on request*); **together with** three 5 x 6½in. glass negatives of the Bassett-Lowke workshop depicting the model of R.M.S. *Queen Elizabeth* under construction

(A lot)

£200-400







31

31. 6

**STEVEN J. RENARD (BRITISH, B. 1947)**

*'Westward' leading 'Lulworth' with 'Britannia' and 'Cambria' off Hunter's Quay; 'Vigilant' and 'Britannia' on the Solent, 1894*

Oil on board

Each signed 'Renard' (lower right); artist titles to reverse

7¼ x 9¾ in. (19.5 x 24.8cm.)

(2, a pair)

£2,000-3,000



32 (detail)

32.

**A FINELY CARVED YACHT'S TILLER FROM THE *PETREL* R.Y.S, CIRCA 1852**

with square section by rudder head with three inset brass banners, the top inscribed as per title, carved castle motif on three sides, and finely observed rope work shaft terminating in a brass cuff and Turk's head knot — 107in. (272cm.)

£3,000-4,000

In the long and decidedly glamorous history of the Royal Yacht Squadron, there were several yachts named *Petrel* during the course of the nineteenth century, but only one whose size would require a tiller as large and handsome as the example offered in this lot.

Designed and built by George & Thomas Inman Bros. at Lymington in 1852, this *Petrel* was a big schooner registered at 101 tons gross (57 net). Originally measuring 70 feet in length, with a 16.8 foot beam and an 8.9 foot draught, she was extended to 84 feet in 1866 although her other dimensions remained unchanged. Allocated the signal letters KLMD, her long-time owner Lord Richard Grosvenor of 76 Brook Street, Mayfair, always kept her at Dartmouth until he finally sold her to Mr. George Marvin of West Cowes at the end of the 1892 Season. After flying Marvin's colours for barely a year, however, she was broken up in 1894, possibly deemed not worth refitting due to her age.

**Lord Richard de Aquila Grosvenor, 1st Baron Stalbridge (1837 – 1912)**, was the second surviving son of Richard Grosvenor, 2nd Marquess of Westminster, educated at Westminster School and Trinity College, Cambridge and, during an adventurous youth, toured the western United States and was present at the sack of the Summer Palace in Peking in 1860. Elected a Liberal M.P. in 1861, he became a Privy Counsellor in 1872 and was made Vice-Chamberlain of the Royal Household by Mr. Gladstone, a post he held until the government fell in 1874. Back in office in 1880, he served as Chief Whip until 1885, but then quarrelled with Gladstone over Irish Home Rule and resigned his seat the next year. After standing down from Parliament in 1886, he was created Baron Stalbridge and became leader of the Liberal Unionists in the House of Lords. He became a director of the London & North Western Railway in 1870 and promoted its business so energetically that he became its Chairman in 1891; he was also an early exponent of Channel [Railway] Tunnel. He was twice married and died in his London home in May 1912, a little over a year after his second wife.

Elected to the Royal Yacht Squadron in May 1870, he was clearly very fond of *Petrel* given how long he owned her. However, it would seem he kept her primarily for cruising as there is no record of her taking part in any racing activity.



32



33. 6

**DAVID BRACKMAN (BRITISH, 1932-2008)**

*'White Heather' off Cowes, Isle of Wight, circa 1910*

Oil on canvas

Signed and dated 'David Brackman 00'

23 x 35in. (58.5 x 89cm.)

£6,000-8,000

33

**Provenance:** Via Audrey Hinks at Galerie Marin, the artist's agents.

*White Heather*, one of the classic '23 metre' creations, was designed by William Fife (Jnr.) and built in his yard at Fairlie in 1907. An impressive cutter registered at 90 tons gross (179 Thames), she measured 95½ feet in length overall with a 21 foot beam and proved a remarkably successful boat well into old age. She was in possession of Lord Waring and still one of the fastest regular competitors at Cowes until the end of her career.

34.

**A FINE 19TH CENTURY NICKEL-PLATED GIMBALLED CANDLE LAMP**

heavily constructed with sprung removable candle chamber, decorative bulkhead bracket, socket and white glass shade — 12¼in. (31cm.) high overall

£250-350

35.

**A RARE 19TH CENTURY RUDDER CAP FROM THE YACHT *JILT***

heavily cast in brass, the top engraved with a device of a waterman holding a globe and anchor within a garter inscribed '*TUTUS IN UNDIS*' ('Safe in the water') with yacht's name inscribed to front, with square sections to receive tiller and screw holes to sides — 4½ x 5½in. (11.5 x 14cm.)

£250-350

The Bridsons of Bolton, Lancashire and Windermere, Westmoreland, were amongst the best-known yachting families of England during the mid to late nineteenth century. Harry Bridson (1849-1922) owned no less than twelve yachts in his long life, including the celebrated Hatcher-built 40-ton *Muriel*, and was one of the founders of the Yacht Racing Association in 1875. Harry's son Andrew was an equally prominent figure, from the age of 14 in fact, but the rudder cap offered here is from an earlier family member, Joseph Ridgway Bridson, Harry's paternal uncle. It was Joseph Ridgway Bridson who owned *Jilt*, a 25-foot 7-ton cutter built by Dan Hatcher at Southampton and, in 1861, noted in the yacht lists of both the Windermere Sailing Club and the Birkenhead 'Model' Yacht Club, the latter stating that Mr. J.R. Bridson also owned a smaller 12½ foot cutter named *Maggie*. Regrettably, no details of *Jilt*'s date of build or her eventual fate were found during the preparation of this catalogue, but a search for them would surely make for a very worthwhile research project.



34



35





36

36.  
**A HALF BLOCK MODEL FOR THE RACING YACHT *COQUETTE*, DESIGNED BY CHARLES NICHOLSON FOR E. JESSOP AND ORIGINALLY BUILT BY CAMPER AND NICHOLSON, 1891**

carved from laminated yellow pine with rudder mounted on display board with ink inscription behind — 10½ x 35½in. (27 x 90cm.)

£400-600

37.  
**AN ATTRACTIVE MARINE-THEMED CRUET SET BY THOMAS HARWOOD & SON, CIRCA 1871**

the oak basket with plated metal bottle compartment containing complete set of glass bottles modelled as coopered barrels with plated lids and stoppers where appropriate, and central ropework carry handle, stamped to the front with registered design diamond mark for 1871 to front and maker's marks to rear — 8½ x 10in. (21.5 x 25.5cm.)

£150-250

38.  
**HERBERT WALTER OAKE (BRITISH, 1888-1938)**

*'Susanne' racing off Cowes*

Watercolour

Signed with initials 'H.W.O.' (lower right)

12½ x 20in. (32 x 51cm.)

£200-300



37



38



39 (part)

39.  
**AN ATTRACTIVE GAFF-RIGGED  
POND YACHT, CIRCA 1910**

the framed, planked and pinned hull with substantial lead keel, plain deck with simulated deck lights and companionway, mast step, securing rings, pinned rudder and drain hole etc. — 10 x 46in. (25 x 117cm.); **together with** its set of masts, spars, sails and rigging  
£600-800

40.  
**A NOVELTY MARINE CIGAR  
CUTTER, CIRCA 1900**

modelled as eight-spoke ship's helm on steering gear acting on circular cutter action with cigar recess to top — 8¼in. (21cm.) high  
£100-150

41.  
**A FINE AND LARGE GILT,  
BRASS AND AGATE SHIP'S  
WHEEL DESK BAROMETER,  
ATTRIBUTED TO BETJEMANN  
& SONS, CIRCA 1870**

*unsigned*, with 4in. silvered dial with curved bar thermometer contained within gilt hub with indicator actioned by nine-spoke helm with agate handles, mounted on oval agate base with gilt brass rope trim — overall 14½ x 12in. (37 x 30.5cm.)  
£300-500

42.  
**A NOVELTY DESK CLOCK,  
CIRCA 1930**

modelled in the form of a ship's bridge telegraph with 2in. white-painted clock dial signed to centre *Mercedes/made in Germany*, with rear wind to clockwork movement loosely contained in wooden brass plinth base — 9in. (23cm.) high  
£150-250



40

41

42





43



44

43.

**AN ATTRACTIVE ROLLED SET OF 'WOLFF'S PATENT' YACHTING SIGNAL FLAGS, CIRCA 1902**

in brown canvas cover, the interior inscribed *CODE OF SIGNALS*, containing numbered linen pockets flanking instructions, each with furled 16 x 12in. cotton signal flag as appropriate and pocket containing 1942 edition of 'Brown's Signal Flags', the top with securing lanyards — 38in. (96.5cm.) high overall

£400-600

44.

**AN ATTRACTIVE COLLAPSIBLE NAUTICAL OAK CHAIR, CIRCA 1890**

the seat with leg sliders under, secured by intricately carved seat back with pegs behind — 37in. (94cm.) high

£300-500



45



46

45.

**A LATE 19TH CENTURY BRASS RUDDER YOKE**

in the form of two opposing anchors, the shackles holding the sheaths — 21in. (53.5cm.) wide

£200-300

46.

**A PRESENTATION SILVER MODEL ROWING SCULL, CIRCA 1860**

the squared section shaft inscribed '*Milford, July, 1860, Amateur / Edwin Cousins, Second stroke*' with London hallmark for 1860 — 9 $\frac{3}{4}$ in. (25cm.); 56g

£100-150

47.

**A PRESENTATION OXFORD COLLEGE ROWING EIGHT RUDDER**

presented to G.D. Freemantle of Balliol College, 1936, list includes names and weights with polychrome shields, steel binding, steering yoke — 14 x 18in. (35.5 x 46cm.); **together with** another for Henley Royal Regatta, 1935, also presented to G.D. Freemantle (Cox)

(2)

£200-300



47



48

48. 6

**LEONARD JOHN PEARCE (BRITISH, CIRCA 1985)**

*The training ship 'Marine Society' (ex-'Beatty') heaving-to in the Thames in circa 1786*

Oil on canvas

Signed and dated 'L.J. Pearce 1985' (lower left)

19¾ x 29¾in. (50 x 75.5cm.)

£1,000-1,500

**Provenance:** The Marine Society & Sea Cadets

Founded in 1756 as the world's first charity for seafarers, the Marine Society also prepared boys for a career at sea. To this end, it purchased the merchantman *Beatty* in 1786, converted her into a training ship and renamed her *Marine Society*. When not under sail, she was moored in the Thames between Deptford and Greenwich.

49.

**ATTRIBUTED TO JOHN MIERS (BRITISH, CIRCA 1758-1821)**

*Bust length silhouette of Fowler Walker Esq.*

Painted plaster

3¼ x 2½in. (8 x 6.5cm.); contained in ebonised mount with sitter's autograph pasted over within verre églomisé mount inscribed 'FOWLER WALKER ESQ. re. /Actively promoted the formation of the / MARINE SOCIETY, /ANNO 1756' in gilt frame — 12¼ x 10¼in. (32.5 x 26cm.)

£200-400

**Provenance:** The Marine Society & Sea Cadets

50.

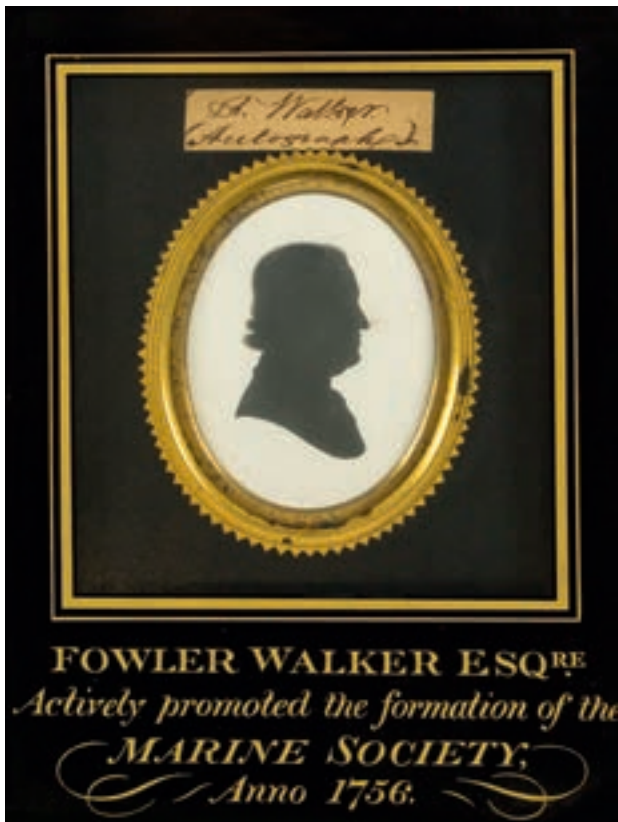
**P. STEEL: 'NAVAL ARCHITECTURE'**

modern facsimile of plate vol. only, 38 double-page and folding engraved plates for various naval vessels, original blue cloth, very large 4to, London, 1804, plates — 19 x 50½in. (48.5 x 128cm.)

£100-150

**Provenance:** The Marine Society & Sea Cadets

additional images online at [www.charlesmillerltd.com](http://www.charlesmillerltd.com)



49





51

51.

**A MODERN SILVER REPLICA OF JONAS HANWAY'S STANDISH OF CIRCA 1779**

of oval form with beaded rim and pierced retainers for glass and silver ink and pounce pots, supported on four feet, the reverse with London hallmarks for 1975 — 13in. (33cm.) wide, approx. 1000g.; **together with** two quills

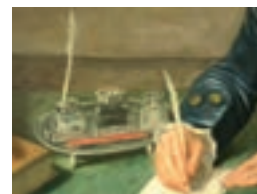
£300-500

**Provenance:** The Marine Society & Sea Cadets

The standish from which this is copied is visible in the 1779 portrait of **Jonas Hanway (1712-1786)**, then Vice-Treasurer of the Marine Society, by **Edward Edwards (1738-1806)**. (Portrait not included with this lot).



Jonas Hanway



52.

**A COLLECTION OF MARINE SOCIETY PRESENTATION SILVERWARE**

comprising four twin-handled cups (one with cover); a tray enclosing a Society Medal of Merit; one plated cup and eight assorted bases, some with silver inscriptions; a silver cigarette box approximately 6000g

(a lot)

£1,500-2,500

**Provenance:** The Marine Society & Sea Cadets.

53.

**AN 18TH CENTURY GAINSBOROUGH ARMCHAIR BELIEVED TO HAVE BEEN THE PROPERTY OF JONAS HANWAY, FOUNDER OF THE MARINE SOCIETY, 1779**

constructed in mahogany and of typical form, loose brown checkerboard covering over 19thC red leather (*old repairs and restorations*) — 40 x 29 x 26in. (101.5 x 74 x 66cm.)

£500-800

**Provenance:** The Marine Society & Sea Cadets.

This is presumed to be the chair seen being used by **Jonas Hanway** in the 1779 portrait by **Edward Edwards (1738-1806)**. (Portrait not included with this lot).



53





54

**Sir Oswald Brierly (1817-1894)** studied art at the academy of Henry Sass in Bloomsbury. In 1841, after studying navigation for some time, Brierly embarked on a voyage to Australia with Benjamin Boyd in his yacht *Wanderer*, arriving in 1842, they made many trips along the Australian coastline where Boyd established settlements and pastoral stations between Eden and Sydney; Brierly lived in one of these new settlements where he managed Boyd's whaling operations until 1848. By 1849, Boyd was in great financial difficulty and preparing to leave the colony. The next two years proved to be disastrous for the *Wanderer* and Boyd. Sailing out of Port Jackson in 1849, she lost a bow anchor on the reef. In 1851, Boyd was presumed murdered by natives on the Solomon Islands and the *Wanderer* was wrecked off Port Macquarie on its return to Australia. Meanwhile, Brierly, avoiding this disaster, went on to join various other ventures across the coast of Australia and adjacent islands. He returned to England in 1851. After the Crimean War, he was commanded by Queen Victoria to sketch the Royal Yacht for the Great Naval Review, Spithead. Brierly went on to receive the continuous patronage of the royal family and was appointed marine painter (and personal drawing master) to Queen Victoria in 1874.

54.

**OSWALD WALTER BRIERLY (BRITISH, 1817-1894)**

*Fogo; The Yacht 'Wanderer'; Porto-Santo*

Pencil drawings, two heightened with white

Set of three, all signed 'O.W. Brierly' and dated '1842'

9½ x 13¼ in. (24 x 33.5cm.)

(3)

£300-500

**Provenance:** Exhibited Hunter Museum of Art: *Exhibition Sailing Ships and Ports of The Seven Seas*, 3rd April – May 1982





55

55.  
**OSWALD WALTER BRIERLY (BRITISH, 1817-1894)**  
*Boyd's 'Wanderer' running back to Plymouth Sound*  
 Watercolour  
 Signed with initials 'O.W.B' dated 1842, inscribed with title lower right; **together with** another watercolour by the same hand: 'Two Schooners'  
 9½ x 13¾in. (24 x 35cm.)  
 (2)  
 £200-300  
**Provenance:** Exhibited Hunter Museum of Art; Exhibition Sailing Ships and Ports of The Seven Seas 3rd April – May 1982



56

56.  
**OSWALD WALTER BRIERLY (BRITISH, 1817-1894)**  
*H.M.S. 'Malabar' (74) running up from a gale, November 30th 1841*  
 Watercolour and scratching out  
 Signed 'O.W. Brierly' (lower left)  
 9½ x 13¾in. (24 x 33.5cm.); **together with** 'The Start' by the same hand, signed and dated 'O.W. Brierly' 1842  
 (2)  
 £600-800  
**Provenance:** Exhibited Hunter Museum of Art; Exhibition Sailing Ships and Ports of The Seven Seas 3rd April – May 1982



57.

57

From a private collection of early naval silver

#### A VERY RARE CHARLES II PRESENTATION NAVAL SILVER TANKARD

maker's mark probably of Francis Singleton, London, 1672; plain tapering cylindrical, with scroll handle and flat cover with double-scroll thumb-piece, the front engraved *THE OWNERS OF THE ANE FRIGATE GIFT 1672*, marked on cover, rim and handle, overall height — 6in. (17.5cm.)

£6,000-8,000

Probably the gift of **Henry Johnson (c.1623-83)**, **Matthew Andrews (c.1630-1711)** and **William Wood (1611-78)** to **Captain Zachary Browne (c.1621-1693)**, commander of the *Ane* frigate.

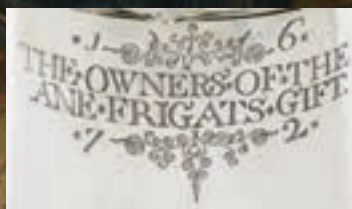
*Ane* (sometimes *Anne* or *Great Anne*) was a 34 gun-armed frigate constructed at Henry Johnson's Blackwall yard in 1669. In addition to Henry Johnson (c.1623-83), the ship was owned by nabob Matthew Andrews (c.1630-1711) and naval contractor William Wood (1611-78). As a senior naval administrator, **Samuel Pepys** had frequent dealings with all three men but, whilst Johnson was a great friend and dining companion, the diarist had a low opinion of Wood's 'knavery', with frequent clashes between the two men over government contracts.

Chartered upon completion by the East India Company, the ship returned to England from Bantam in April 1672 laden with company and private goods, such as pepper, spices, textiles and jewels.

There was a tradition within the East India Company of rewarding faithful service with a silver tankard, generally to a value of £10. The company's minutes show several such awards to captains of returning Indiamen in 1672 'who have done the Company service'. This tankard was likely a similar gift from the owners of *Ane* to their commander Captain Zachary Browne who had safely returned from the east with their valuable goods. Browne may not have received a company tankard as he had recently been reprimanded for accepting a shipment of white pepper in lieu of a personal debt, the private trade in pepper being prohibited by the Company. He also faced a hearing in front of the Company's Shipping Committee for an unknown misdemeanour.

Browne was a highly experienced, if discredited former naval officer, who had seen action at the Battle of Dungeness in 1652 when, as master of the armed merchantman *Hercules*, he had run his ship aground and been captured by the Dutch. Dismissed from the Commonwealth Navy for incompetence, he was restored to rank under Charles present at the Four Days Battle in June 1666, and the

In January 1673, *Ane* was chartered to join a fleet of £183,000 to Madras and Surat, under convoy of a Captain Richard Munden. With Britain again at war with including Captain Browne, were given commissions by enemy whenever possible and to act 'as becomes voyage, Munden led his squadron, observed by the Dutch.



57 (detail)

ten armed East Indiamen in carrying cargo valued at squadron of six Royal Navy ships commanded by the Dutch, the commanders of the merchant ships, the Lord High Admiral, the Duke of York, to engage the persons in such commands and trusts'. During the East Indiamen, in the re-capture of St Helena from the



58. †

**A DUTCH EAST INDIA COMPANY (V.O.C.) SILVER INGOT SALVAGED FROM THE *ROOSWIJK* CARGO, CIRCA 1739**

stamped with the mark of the Amsterdam Chamber of the V.O.C., with rampant goat assay master's mark, each stamped 'A' above 'VOC' conjoined — 6¼in. (16cm.) long; 63.82 ozt. 1276.38 dwt. (1,985 gr.); £3,000-5,000

**Provenance:** *Rooswijk* recovery team - certificate of authenticity Bar Cat. No. RK04A005

The 850 ton Dutch East Indiaman (V.O.C.) *Rooswijk* was on her second outbound voyage to Batavia, when she foundered on the 9th January 1740 in a storm passing the notorious Goodwin Sands off the Kentish coast with the loss of all 200 souls on board. She also contained a valuable cargo of Mexican silver which had just been smelted in Amsterdam and which comprised some thirty chests containing 1,000 bars and at least 36,000 silver Reale coins. The only evidence of the disaster appeared the next day when locals found letters washed ashore at Deal. The sands kept their secret until by chance, in December 2004, they parted and allowed an amateur diver to retrieve two complete chests and hundreds of silver bars. The salvage team, operating in secrecy, continued throughout 2005 by agreement of the Dutch and British Governments.



59.

**A RARE INDIAN COLONIAL SILVER MUG, CALCUTTA, 1768, MADE FROM BULLION RECOVERED FROM THE EAST INDIAMAN *THE PRINCE OF WALES***

plain baluster form on spreading circular foot, with double scroll handle engraved with foliate capital, engraved *saved from the wreck of The Prince of Wales when she was lost off the Island of Babelmandel A.D. 1768.* — 5in. (13cm.)

£1,500-2,000

*The Prince of Wales*, Captain Clutterbuck, sailed from Mocha in Yemen for Calcutta on 31 July 1767 but foundered the next day off the island of Perim in the Bab-el-Mandeb ('Babelmandel'), the straits connecting the Red Sea to the Gulf of Aden. The ship was carrying bullion of which, according to newspaper accounts, 'only about 10,000 dollars were saved'. This mug was probably crafted on eventual arrival in Calcutta from some of this recovered silver.



59



59 (detail)

60.

**A SEALED ONION BOTTLE RECOVERED FROM THE WRECK OF THE DUTCH EAST INDIAMAN *HOLLANDIA*, WRECKED 1743**

the bottle with deep pontil, cork *in situ* and retaining original contents and now with good overall iridescence — 7in. (18cm.) high: **together with** an autograph copy of the Sotheby's *Hollandia* sale catalogue, 18th April 1972

(2)

£800-1,200

**Provenance:** from the personal collection of Rex Cowan, Project Manager for the *Hollandia* wreck

Built in Amsterdam by the Dutch East India Company in 1742 to a new design, *Hollanida* displaced 700tons, mounted 32-guns and was 138 feet long. On 3 June 1743, she left Texel as part of a Batavia-bound fleet carrying a large amount of specie. On 13 July 1743, she became separated from the fleet and struck Gunner Rock, Isles of Scilly and sank with the loss of all 276 souls. In 1968 Rex Cowan, using Dutch and English records, used advanced equipment, finally locating the wreck on the 16th September 1971.



60



61

61.

**A BLUE AND WHITE BOWL RECOVERED FROM THE EAST INDIAMAN *DIANA*, CIRCA 1816**

with geometric floral pattern and blue lining to rim – 11in. (28cm.) diam; **together with** another from the same wreck bearing the stylized 'shou' character (*restored*)

(2)

£300-500

**Provenance:** Christie's Amsterdam, Diana Cargo Sale, March 1995, Lot 412

Built as a West Indiaman, *Diana* was launched in 1799 but from 1805 she made four voyages under the charter of the British East India Company. In 1817 during her fifth, and final, voyage to India, she ran into difficulties in the Hooghly River whilst homeward bound. There is little said as to the events that led to these difficulties, however she was left severely damaged as a result and condemned in Bengal in June 1818.

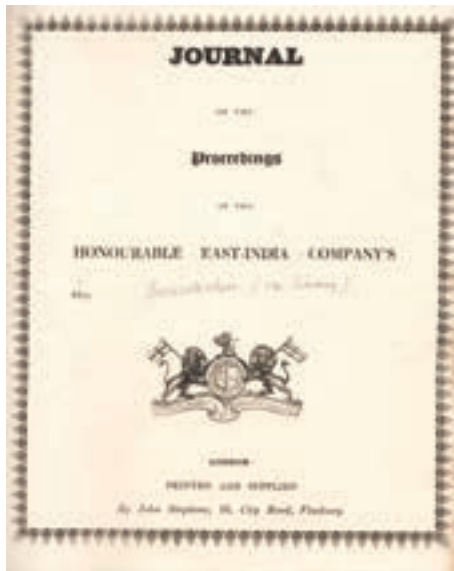
62.

**A GREEN GLASS BOTTLE RECOVERED FROM THE WRECK OF THE DUTCH EAST INDIAMAN *DIANA*, CIRCA 1816**

possibly for beer, with deep pontil and ribbed throat for twine binding — 9½in. (24cm.) high

£100-150

**Provenance:** Christie's Amsterdam, Diana Cargo Sale, March 1995, lot 412



63 (detail)

63.

**A SHIP'S LOG FOR THE EAST INDIAMAN *BERWICKSHIRE***

under the command of Captain Frederick Madan, 4to, October 23 1828 - March 20 1829, sailing from the Canton River to England via Sunda, St Helena and the South [North] Atlantic with an extremely erratic course to the West of the Scilly Isles owing to heavy south eastern gales (a pen and ink folding plan charting the course, short split at lower fold), the log concerns itself mainly with ordinary tasks (washing clothes and hammocks, repairing masts and sails, washing the sun deck, divine service etc., with many instances of punishments, for the most part extremely lenient 'PM. Confined on the poop Henry Parvey Seaman for disobedience of orders & insolence to Mr Micollor, Boatswain, also put under arrest Mr Micollor for scuffling with the prisoner in the quarter deck, four for improper language to Mr Thomas Chief Officer ... AM. Held a court of enquiry on the prisoner, found him guilty, & sentenced him to receive three dozen lashes at the gangway, but in consequence of Mr Micollor's having struck him repeatedly, recommended him to Capt. Madan's mercy, and released him the following day, other punishments include temporary imprisonment, putting a prisoner in irons and remitting up to 24 lashes on the promise of future good behaviour, contemporary diced calf gilt, three labels on spine (Berwickshire, Bengal & China, Fourth Voyage 1828-29), spine rather rubbed, bookplate of Frederick Madan — 7¼ x 6½in. (20 x 16cm.)

£400-600

Captain Madan's copy of his own logbook. The *Berwickshire* at 1,322 tons was one of the largest ships of the East Indian Company of the period. It completed six voyages during its period of service (1821-31).

64.

**MARITIME AND EXPLORATION CATALOGUES**

approximately 50 for various dates, houses and dealers; **together with** a small quantity of maritime exhibition posters, full listing available by email on request

(A lot)

£40-60

65.

**HAKON A. SOMMERFELDT: 'ATLAS TO THE ELEMENTARY AND PRACTICAL PRINCIPLES OF THE CONSTRUCTION OF SHIPS FOR OCEAN AND RIVER SERVICE'**

published by John Weale, London, 1861, folio, 12 engraved plates only on 11 folding sheets, original cloth (*lacks plates 10 and 11*) — 15¼ x 11in. (38.5 x 28cm.)

£150-250

66.

**RICHARD HENRY NIBBS (BRITISH, 1816-1893)**

*Wreck of an Indiaman off Beachy Head, sunrise*

Watercolour and oil on paper, laid on canvas

Signed 'R. H. Nibbs' (lower right); artist's label circa 1860 to reverse 23 x 47in. (58.5 x 119cm.)

£400-600

Although painted slightly later, research suggests that this wreck may be that of the barque *William* which stranded on the rocks below Beachy Head sometime during the 1850s, precise date unknown. The fate of the wreck is equally obscure, with some sources stating she was eventually refloated whilst others say she was simply abandoned and left to break up.



66

67.

**A BRASS PORTHOLE RECOVERED FROM THE WRECK OF THE S.V. THOMAS W. LAWSON SUNK OFF JACKY'S ROCK, SCILLY ISLES, 1907**

with 11in. hinged glazed aperture, typical brass around with rivet holes — 16in. (40.5cm.) diam; **together with** certificate of provenance, contemporary postcard and print of the vessel

(4)

£350-450

The American schooner *Thomas W. Lawson* had seven masts and 43,000 square feet of canvas when all sail was set. She was rigged as a schooner in order to economise in crew, as it required only 19 men to sail her, the running gear being worked by steam winches. On the afternoon of December 13th, 1907, the vessel arrived off St. Mary's Island, Scilly Isles, on her voyage from Philadelphia to London. The weather was rough, but the captain thought to ride out the storm at anchor between St. Mary's and the Bishop Light-house. Shortly after dark the St. Agnes lifeboat came alongside and put Mr. Hicks, a channel pilot, on board. During the night the storm increased in violence and the *Thomas W. Lawson* was driven on to the Westward Rocks, where she capsized. The drowned numbered 17, including Pilot Hicks, and one of the three survivors died shortly after reaching shore.



67 (part)

68.

**A COLLECTION OF EPHEMERA PERTAINING TO THE LOSS OF THE S.S. DELAWARE OFF THE SCILLY ISLES, 1871**

comprising a reward poster offering £20 for the late Captain's body — 22½ x 17in.; **together with** related ephemera including the printer's receipt for the 200 posters, with two telegrams to Captain Preston, one with manuscript for poster text to reverse, a letter of condolence to Captain Preston's brother, a copy of the public enquiry (protest) dated 27th December 1871, a bill of lading for the *Delaware* dated 11th December 1871, and a white star lined flyer of the *Delaware* with Captain Preston named for a voyage to Calcutta (A lot)

£400-600

The British steamship *Delaware* was bound from Liverpool to Calcutta with a general cargo and 50 passengers and crew. On December 20th, 1871, she was seen to be in difficulties off Mincarlo, Scilly Isles. There was a violent gale at the time and the steamship struck on a ledge of rock, afterwards known as the Delaware Ledge. Local boatmen attempted a rescue but the steamship sank very quickly. On the following day, two of the ship's officers were taken off from White Island. The number lost was forty two.



68 (part)





69

69.  
**ENGLISH SCHOOL (CIRCA 1850)**  
*An English brig frozen to her mooring off Liverpool*  
 Oil on canvas  
 19 ¼ x 23 ¼ in. (49 x 59cm.)  
 £400-600



70

70.  
**MANNER OF WILLIAM HOWARD YORKE (BRITISH, 19TH CENTURY)**  
*The full rigged ship 'Glenlui'*  
 Oil on board  
 17 x 23 ½ in. (43 x 60cm.)  
 £300-500



71

71.  
**ROBERT R. HOPE (BRITISH, 1869–1936)**  
*S.V. 'Columbo' off Naples*  
 Oil on canvas  
 Signed 'Robert R Hope', dated 1913 (lower left) and inscribed (lower right)  
 24 ¼ x 31 ½ in. (61.5 x 80cm.)  
 £200-400



72

72.  
**J. LOY (ITALIAN, 19TH CENTURY)**  
*The Danish brigantine 'Christine' off Trieste*  
 Signed 'J. Loy / Trieste' (lower right)  
 Oil on canvas  
 20 x 27in. (51 x 68.5cm.)  
 £1,000-1,500



73

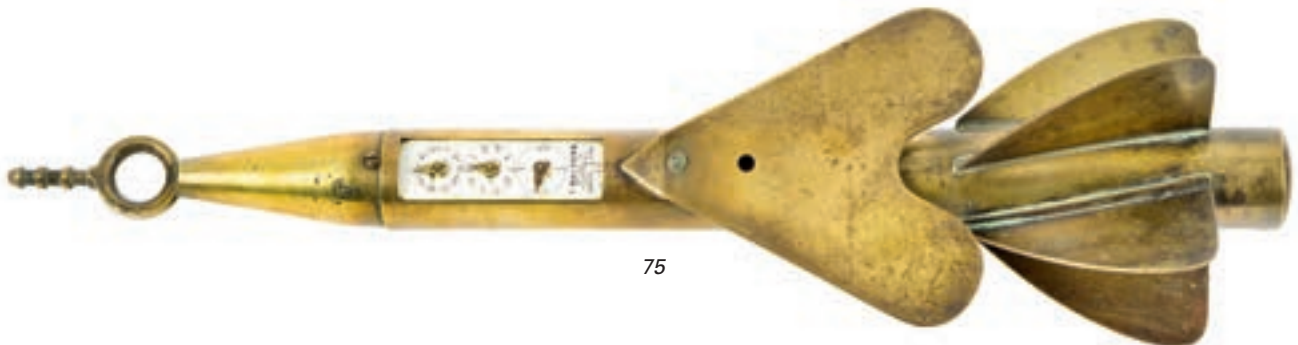
73.  
**HENRY LOOS (BELGIAN, ACT. 1870-1894)**  
*Trading barque 'Magdalene'*  
 Oil on canvas  
 19 x 23½in. (48 x 60cm.)  
 £200-300



74 (part)

74.  
**CECIL S. STANLEY, (BRITISH, 19TH CENTURY)**  
*Port Royal [Jamaica] from the harbour*  
 Watercolour with scratching out  
 Signed and inscribed 'Port Royal from the Harbor, Cecil S Stanley 1857' (on mount lower right)  
 4¾ x 7in. (12 x 17.5cm.); **together with** a map of Jamaica by Brian Edwards, published 1794 — 12¾ x 24½in. (32.5 x 62cm.)  
 (2)  
 £400-600

75.  
**AN A-1 HARPOON SHIP'S LOG BY T. WALKER, LONDON, CIRCA 1870**  
 of typical form, signed on the dial plate as per title, with three dials for hundreds, tens and fractions of a mile, with rotating cuff — 21in. (53.5cm.) overall  
 £250-350



75



78

76

77

76.

**A 19TH CENTURY BARBADOS SINGLE SHELLWORK VALENTINE**

with typical geometric patterns, the centre with typical heart and rose motif — 14in. (35.5cm.)

£800-1,200

77.

**A 19TH CENTURY BARBADOS DOUBLE SHELLWORK VALENTINE**

with typical geometric shell patterns, hinged at centre, the left-hand panel inscribed *Home Sweet Home*, the right with heart and rose motif — each side 9in. (23cm.)

£1,000-1,500

78.

**A 19TH CENTURY BARBADOS DOUBLE SHELLWORK VALENTINE**

with typical geometric shell patterns, hinged at centre, the left hand panel with heart and rose motif. — each side 9in. (23cm.)

£1,000-1,500

79. Ø

**A FINE PAIR OF WILLIAM IV NARWHAL TORCHÈRE STANDS**

with 31½in. narwhal shafts supporting a platter set within barley twist support with tricorn bases and bun feet, overall height — 54½in. (138.5cm.)

(2)

£4,000-6,000



79





80

80. Ø

**A 19TH CENTURY SAWFISH ROSTRUM**

decorated on one side in polychrome depicting yachts at anchor off a waterfront, possibly Venice — 41in. (104cm.) long

£800-1,200

81. Ø

**A RARE 19TH-CENTURY SAILORWORK SCRIMSHAW-DECORATED WHALEBONE 'PICK WICK'**

comprising turned handle with steel pick, and base incised with foliate motif and inscribed *CAPTn. DEXTER BELLOWS*, the base lined with shark skin — 3½in. (9cm.) high

£500-800

Used for the cleaning and clearing of oil lamps.

82.

**A 19TH CENTURY SAILOR'S WOOLWORK PICTURE**

depicting a trading ship sailing off a headland with lighthouse — 16 x 26½in. (40.5 x 67cm.), contained in maple frame — 21 x 31½in. (53 x 80cm.)

£200-300



81



82



83

83. Ø

**A RARE COLLECTION OF NANTUCKET WHALEBONE AND MARINE IVORY KNITTING NEEDLES, CIRCA 1790**

plain tapering whalebone shafts with intricately carved ends including clenched fists with dice, a polyhedral design and a ball, various sizes, the longest — 14½ in. (37cm.); **together with** a whalebone bodkin and awl of a similar date with plain tapering handle — 10½in. (27cm.)

(6)

£1,500-2,500



84

84. Ø

**A RARE COLLECTION OF NANTUCKET WHALEBONE, MARINE IVORY AND WOOD KNITTING NEEDLES, 1800-1810**

comprising seven pairs; five of turned whalebone with contrasting wood and carved marine ivory ends; and a further two pairs in wood with ivory sections, assorted sizes, the longest — 14½in. (37cm.)

(7 pairs)

£1,500-2,500

**Provenance:** Property of a private collector, assembled over many years living on Nantucket Island.



85

85. Ø

**A COLLECTION OF 19TH CENTURY NANTUCKET CROCHET HOOKS**

comprising 15 turned whalebone and marine ivory hooks with decorative finials, one inscribed 'USA...Bates Size 4' with polychrome handle, the longest — 5½in. (14cm.); **together with** three small turned ribs

(18)

£200-300



83 (detail)



86

86

86

87

87

86. Ø

**A 19TH CENTURY SAILORWORK WHALEBONE SEAM RUBBER**

tapering shaft with ringed turned motif, polyhedral head with twine Turk's head knot, faintly inscribed to 'HEAD I.S' — 4in. (10cm.); **together with** another two examples in treen (3)

£600-800

87. Ø

**A 19TH CENTURY SAILORWORK SEAM RUBBER**

turned in whalebone with barley twist shaft and Turk's head knot handle — 5in. (12.5cm); **together with** another in marine ivory, plain tapering form, inscribed on the head 'JR' (2)

£400-600

88.

**A SCRIMSHAW DECORATED GOURD, CIRCA 1840**

carved in the round with cherubs, exotic animals and other characters, the base etched with a compass rose — 7in. (18cm.) high

£300-500

89.

**A LARGE CARVED SAILORWORK GOURD, CIRCA 1840**

carved in the round in two tiers depicting men and animals on a plantation, the top and base with geometric designs — 12in. (30.5cm.) high

£250-350



88

89

90. Ø

**AN 18TH CENTURY NOVELTY MAGNET CASE**

carved from ebony in the form of a slave with finely carved hair, red-painted mouth and wearing a collar with ivory headpiece and foot, containing steel bar magnet — 3¾in. (9.5cm.)

These rooms, sale 005, 28th April 2010, lot 178, where a similar example was sold.

£200-300

91. Ø

**A SCRIMSHAW DECORATED WHALE'S TOOTH THOUGHT TO HAVE BEEN PRESENTED TO A FREED SLAVE, CIRCA 1850**

the obverse incised with the cup of freedom surmounted by olive branch and anchor device, the reverse inscribed 'To a Free Man' — 5in. (12.5cm); 213g

£150-250



90

91





92. Ø

**A 19TH CENTURY WHALEBONE AND MARINE IVORY SAILORWORK WALKING STICK, POSSIBLY FOR A SHIP'S CARPENTER**

with plain tapering lower section and the upper decorated with spiral motifs and dots, with contrasting wood rings and terminating in carved claw hammer head handle — 36½in. (93cm.) long  
£350-450

93. 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  
£1,000-1,500

94. Ø

**A FINE 19TH CENTURY SAILORWORK WHALEBONE AND MARINE IVORY WALKING STICK**

tapering shaft with plain barley twist, fluted and cross-hatched sections, baleen cuff to plain marine ivory handle inset ebony roundel — 34in. (86.5cm.) long  
£250-350

95. Ø

**A 19TH CENTURY WHALEBONE AND MARINE IVORY SAILORWORK WALKING STICK**

tapering bone shaft carved with alternate barley twist design, fluted stock and ivory Turk's head knot handle — 34in. (86.5cm.) long  
£250-350

96. Ø

**A RARE 19TH CENTURY SAILORWORK MARINE IVORY WALKING STICK**

the shaft made up of tapering sections of ivory with ebony spaces to simulate the bamboo, terminating in a turned handle with plain turned handle with inset mother of pearl disc and brass ferrule to foot — 34in. (86.5cm.) long  
£300-500

97. Ø

**A 19TH CENTURY WHALEBONE AND MARINE IVORY SAILORWORK WALKING STICK**

tapering bone shaft carved with barley twist design, fluted stock and ivory Turk's head knot handle — 36½in. (92.5cm.) long  
£250-350

98. Ø

**A 19TH CENTURY SAILORWORK MARINE IVORY WALKING STICK**

with ebony ferrule, plain tapering main section, barley twist upper with loop handle — 35½in. (90cm.) long  
£250-350

99. Ø

**AN AMERICAN 19TH CENTURY SAILORWORK MARINE IVORY AND WOOD WALKING STICK**

with plain wooden shaft with contrasting ivory and wood sections by eagle's head handle — 32½in. (82.5cm.) high  
£150-250

100. Ø

**A 19TH CENTURY AMERICAN SAILORWORK WHALEBONE WALKING STICK**

tapering bone shaft with spiral motif, contrasting wood and marine ivory stock and square section handle with American Eagle's head — 34in. (86.5cm.) long  
£200-300

101. Ø

**A 19TH CENTURY SAILORWORK WHALEBONE WALKING STICK**

the plain tapering shaft with faceted stock in contrasting wood with inset dots and square section handle — 36in. (91.5cm.) long  
£150-250

102. Ø

**A 19TH CENTURY SAILORWORK WHALEBONE AND MARINE IVORY WALKING STICK**

with brass ferrule, plain lower section, barley twist mid-section, contrasting wood, baleen and ebony to marine ivory hook handle — 36½in. (92.5cm.) long  
£200-300

103. Ø

**A RARE AND UNUSUAL BALEEN SAILORWORK 'SEA SERPENT' STICK**

the shaped shaft terminating with an open jaw and red glass eyes — 32in. (81cm.) long  
£300-500

104. 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  
£150-250



105.

**AN 18TH/19TH CENTURY SCRIMSHAW DECORATED POWDER HORN**

inscribed in the round with flora and fauna including birds, owl, deer, pheasants, zebra etc., initialled 'JYL' near root – 14in. (35.5cm.) long

£1,200-1,800

106. Ø

**A RARE SCRIMSHAW DECORATED WHALEBONE NET REPAIRER, CIRCA 1850**

with single enclosed tang with inset hook to base, worked on one side with an architectural design — 12in. (30.5cm.); **together with** a whalebone stay busk worked on one side with architectural designs and initialled 'JG' — 13¼in. (33.8cm.)

(2)

£200-300



106

107

107. Ø

**AN AMERICAN SCRIMSHAW DECORATED SAILORWORK BALEEN STAY BUSK, CIRCA 1842**

the front incised with five sections including view of whaler, the all-seeing eye, a compass rose and the American shield, crossed keys within a heart motif, initialled 'NS' the reverse inscribed 'Chas Neily 1842' — 11½in. (29.2cm.); **together with** a polychrome example in whalebone worked over one side — 14¼in. (36.3cm.)

(2)

£250-350

108.

**A 19TH CENTURY TREEN WHALING STAMP**

carved in the form of a whale's tail with tapering heart-faceted handle — 3in. (7.6cm.) high

£600-800

This stamp was used in logs when whales were sighted.



108

109

109. Ø

**A 19TH CENTURY SCRIMSHAW DECORATED LETTER SEAL**

incised on one side with rose and leaves, the base carved and inscribed 'J OATS' — 2¼in. (6cm.), 34g

£100-150

110.

**A TRANSFER-PRINT ROLLING PIN OR NAILSEA SALT, CIRCA 1860**

cobalt blue glass with sentimental verse flanked by graphics of the sailor's farewell and a brig — 15½in. (39.3cm.); **together with** two further in opalescent and green glass

(3)

£150-250



110

110

110

5 (part)



111. Ø

**AN EXCEPTIONALLY FINE  
SCRIMSHAW DECORATED WHALE'S  
TOOTH BY THE BANKNOTE  
ENGRAVER, CIRCA 1835**

depicting Mrs Stanhope after Simon  
Jacques Rochard, within a decorated  
oval border, the reverse with whalers  
at anchor off a fortified town, the root  
and tip with geometric and foliate  
borders — 6¾in. (17cm.) high; 543g.;  
**together with** a near-contemporary  
stepped wooden display stand in  
contrasting woods – 8½in. (21.5cm.)  
high (including stand); accompanying  
research from the Whaling Museum in  
Kendal, Massachusetts

£3,000-5,000

**Provenance:** Private collection, UK



111



111 (reverse)



112



112 (reverse)

112. Ø

**A FINE AMERICAN SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH, CIRCA 1840**

pricked out with a polychrome image of Liberty framed within floral motif swayed in the stars and stripes, supporting a spear surmounted by a sans-culottes cap inscribed 'LIBERTY'; the reverse with polychrome stars and stripes fluttering — 5in. (13cm.); 214g £1,200-1,800

113. Ø

**A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH**

polished and worked over one side, with picture entitled '*Venus plurant Adonis*' — 8in. (20.5cm.), 665g £300-500



113

114. Ø

**A BRITISH SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH, CIRCA 1825**

worked on both sides depicting the Hull whaling fleet off the Canary Islands, at work with its boats under sail and oar hunting whale, and one rendering blubber — 6in. (15.5cm.); 465g £600-800



114



114 (reverse)



115

115. Ø

**A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH**

the obverse pricked out and depicting a whaling ship off a lighthouse, the reverse with sailor's sweetheart, crossed harpoons and sperm whale, the sides decorated with a right whale and a tree — 5¼in. (14.5cm.); 420g

£200-300



115 (detail)

116. Ø

**A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH**

incised with a profile of the American whaler *Wasp*, the title pricked out below with polychrome flag; the reverse with a basket of flowers — 4½in. (11.5cm.), 199g

£200-300



116

117. Ø

**A 19TH CENTURY CARVED SPERM WHALE TOOTH LOG STAMP**

depicting a sperm whale with raised tail, open jaw, eye and fins, lozenge-shaped stamp, inscribed 's', now mounted on turned ebonized stand — 6 x 7in. (15 x 18cm.); **together with** a fragment of marine ivory, scrimshaw decorated with profile of a whaling ship over one side — 3in. (7.5cm.); and a marine ivory handled knife contained in wooden scabbard — 12½in. (32cm.) overall (3)

£400-600



117





119

118. Ø  
**A 19TH CENTURY SCRIMSHAW  
 DECORATED SAILORWORK  
 WHALEBONE FID**

incised and decorated in  
 polychrome in the round with  
 American and British flags and  
 nautical motif, a capstan, fouled  
 anchors, stars etc. — 16in.  
 (40.5cm.) long  
 £500-800

119. 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.)  
 £400-600

120. 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  
 £1,000-1,500



118



120



121



121 (reverse)

121. Ø

**AN UNUSUAL SCRIMSHAW DECORATED WHALE'S TOOTH**

incised 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

£3,000-5,000

122. 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

£1,000-1,500



122

123.

**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

£300-500



123

# Mercantile (Steam)





124.

**JOHN SCOTT (BRITISH, 1802-1882)**

*The paddle steamer 'Providence' off Tynemouth*

Oil on canvas

Signed and dated 'J. Scott 1876' (lower right)

19½ x 29½in. (49.5 x 75cm.)

£1,000-1,500



125.

**A LARGE BELL FROM THE GLASGOW & DERRY STEAM PACKET CO. PADDLE STEAMER FOYLE, 1848**

with moulded rim and cast lettering and date to front, the top with suspension lug, complete with clapper – 19 x 16in. (48 x 40.5cm.)

£1,000-1,500

Launched in January 1848 to the order of the Glasgow & Derry Steam Packet Company, the *Foyle* was built by Cairds of Greenock in their Cartdsyke yard. Designed to carry both cargo and passengers from the Clyde to Londonderry, she was an iron-hulled paddle steamer registered at 796 tons gross (535 net) and measuring 196 feet in length with a 26-foot beam. Costing approximately £25,000, her builders fitted her with one of their own 350nhp side-lever engines and she began her career in the Spring of 1848. After barely a year in service, however, she was laid up at Greenock in February 1849 pending sale and, early the following year, was sold to the British & Irish Steam Packet Company for their prestigious Dublin to London service. Soon settling into her new routine, *Foyle* maintained this service into London until 12th September 1866 when, whilst proceeding through Barking Reach in the River Thames, she was in collision with the brand-new passenger-cargo steamer *Collingwood*. The *Collingwood*, launched earlier that year, was operating a regular Tyne to London schedule and although she was unscathed by the collision, *Foyle* was badly damaged and sank, although there are no reports of casualties.



126



125



127

124

126.

**A SHIP'S BELL FROM THE COASTER S.S. OLD HOME, 1897**

cast in bell metal with moulded rim and shoulder, inscribed to front as per title with suspension lug to top complete with clapper — 8 x 8in. (20.5 x 20.5cm.)

£250-350

The S.S. *Old Home* was a 108-ton cargo ship built by Lytham SB Co.

127.

**A BRIDGE BELL FROM THE TANKER, M.V. ALVA STAR, 1953**

cast in bell metal with moulded rim and shoulder, inscribed to front as per title with suspension lug, red-painted interior and clapper – 8 x 8in. (20.5 x 20.5cm.)

£250-350

Built at Laing's Deptford Yard, Sunderland for the Alvada Shipping Co., *Alva Star* registered 12,273 tons and could cruise at 14.5kts. Sold to Greek owners in 1967 and renamed *Angel Gabriel* she was *en route* between Venice and Malta in September 1969 when she was crippled by an explosion and fire, luckily only in ballast, she was towed for breaking at Malta shortly thereafter.



128

128.

**NEAPOLITAN SCHOOL (LATE 19TH CENTURY)**

*S.S. 'Pinedene' 1894*

Gouache

Inscribed with title

15½ x 26in. (39.5 x 66cm.)

£200-300

Built by Swan & Hunter, Newcastle in 1894 for J. Mathias & Sons, she was sold on in 1904. On June 11th, 1917, and now renamed the *Mar Cor*, she in passage between Cardiff and Dakar, when she was torpedoed and sunk by *U-32* thirty-nine miles west of Bishop Rock. There were no casualties.

129.

**FOLLOWER OF ANTONIO JACOBSEN, CIRCA 1878**

*S.S. 'Camellia' in a swell*

Oil on canvas

22½ x 33in. (57 x 83.5cm.)

£450-650

This 1363 ton cargo ship was built by Tyne SB Co in 1878 for Joseph Robinson. She was in collision off Cross Sands with the far larger S.S. *Winkfield* which at 4116 tons suffered little damage - *Camellia* couldn't be saved and was towed to Sunderland for scrapping.



129

130.

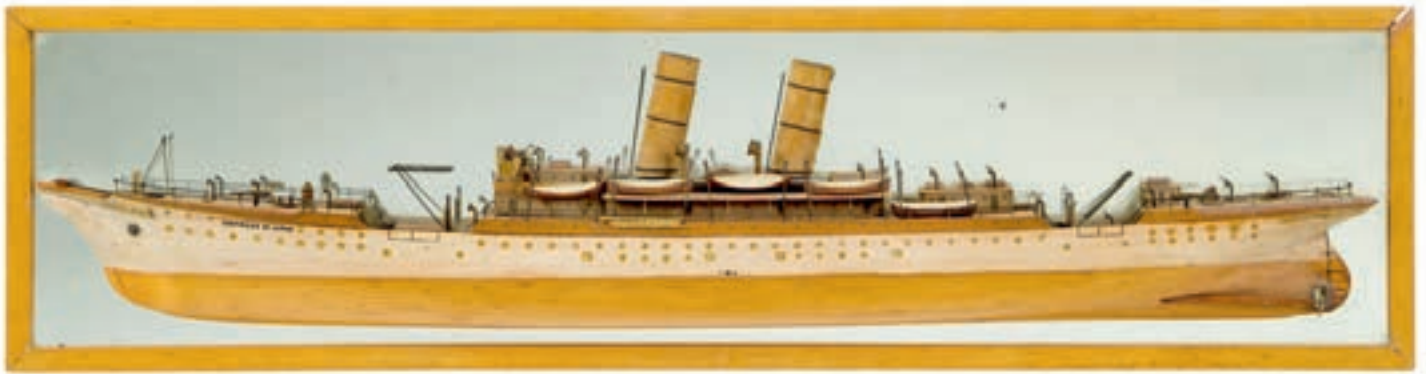
**A BUILDER'S HALF-MODEL FOR THE S.S. TAMMY II, CIRCA 1900**

carved from ½in. yellow laminated pine with ebonised topsides, cutaway masts and funnel and red painted metal rudder, mounted on wooden display board with contrasting waterline veneers and yard number applied to front inscribed 103 — 10 x 48in. (25 x 122cm.)

£400-600



130



131

131.

**A MIRROR-BACK HALF MODEL FOR THE S.S. *EMPRESS OF JAPAN* AS FITTED AS AN ARMED MERCHANT CRUISER, CIRCA 1914**

possibly by Triggs Maritime Architects, hull carved from the solid and with white painted topsides, scored decks with wood and metal fittings, including bow and stern armament, twin raked funnels, mounted on a mirror with wooden frame —  $7\frac{1}{2} \times 28\frac{1}{2}$ in. (19 x 72cm.)

£250-350

132.

**A BELL COMMEMORATING THE S.S. *EMPRESS OF CANADA*, CIRCA 1954**

cast in brass from the propeller and inscribed S.S. *Empress of Canada*, presented to Lieut. Commander C.Crook R.D. RNR — 4in. bell mounted on wooden stand, overall measurements — 9in. (23cm.) high

£100-150

133.

**AN ENGINEER'S MANUSCRIPT REFERENCE / NOTEBOOK, BARROW SHIPBUILDING CO. LTD, 1880-1890**

kept by J. Petree with technical data in a neat hand for a wide variety of naval and mercantile vessels including launching notes (8p.), engine performances, trials data, weights of machinery, fastest passages, etc., hand-numbered pages with some unused, owners name to fly, bound in quarter calf boards (*spine partially detached*) —  $8\frac{1}{4} \times 6$ in. (21 x 15cm.)

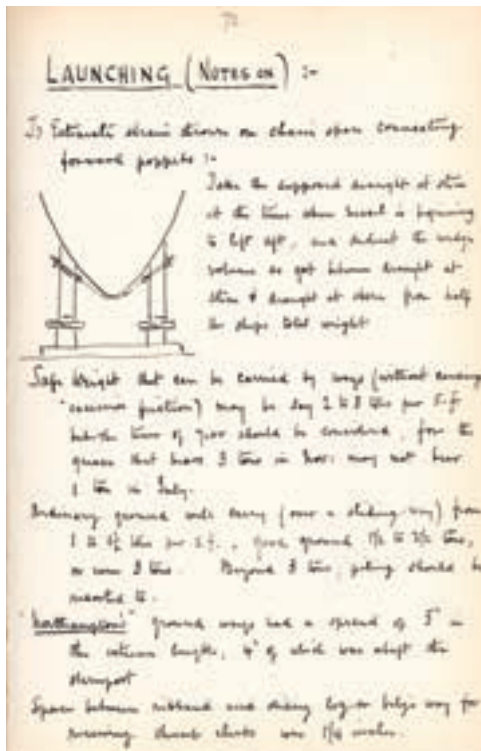
£80-120

134.

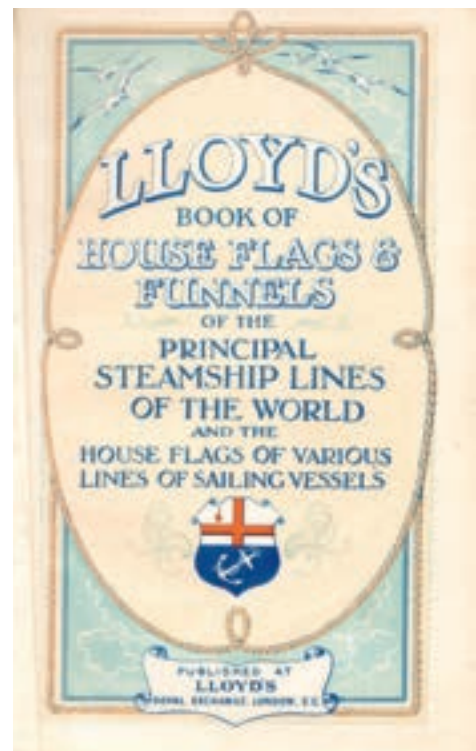
**LLOYD'S BOOK OF HOUSE FLAGS & FUNNELS**

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 —  $10 \times 6\frac{1}{2}$  (25.5 x 16.5cm.)

£100-150



133 (detail)



134 (detail)





135

135.

**A HALF-BLOCK MODEL FOR A PASSENGER CARGO STEAMSHIP OF CIRCA 1890**

carved from ¼in. yellow laminated pine with stained topsides, lined decks and hatch covers, cutaway masts and funnel and simple fittings, mounted on painted wooden display board — 8½ x 39in. (21.5 x 99cm.)

£500-700



136

136.

**A 1:24 SCALE BUILDER'S HALF-BLOCK MODEL FOR THE STEAM TRAWLER CAENEUS, BUILT BY COCHRANE & SONS, SELBY, FOR THE EQUITABLE STEAM FISHING CO. LTD, GRIMSBY, 1920**

carved from ½in. laminated yellow pine with ebonised topsides, lined propeller rudder and deck housing, cutaway masts and funnel, mounted on wooden display board with engraved builder's plates — 14 x 50in. (35.5 x 127cm.)

£800-1,200

This 339-ton trawler was sold to French owners in 1923 and renamed *Petit Poilu*; Requisitioned as V.725 by the Kriegsmarine in 1940 she was serving as patrol trawler with the 7th Vorpostenflottille out of Brest when she was bombed and sunk by the Allies whilst steaming off Pauillac, 5th August, 1944.



137

137.

**A BUILDER'S HALF-BLOCK MODEL FOR A PILOT BOAT OF CIRCA 1890**

the hull carved from 1in. laminated yellow pine, ebonised topsides with stringing, scored deck with fittings including companionway, cutaway masts, green covered hatch, metal winch, lined deckhouse and spanker, mounted on wooden display board — 8¼ x 26½in. (21 x 67cm.)

£500-700

138.

**ANTONIO DE SIMONE (ITALIAN, 1851-1907)**

*The steam yacht 'White Ladye' off Naples, circa 1892*

Watercolour and gouache

Signed 'De Simone' (lower right) and inscribed with name (lower left)

15½ x 24½in. (39.5 x 62cm.)

£400-600

Originally named *Ladye Mabel*, this 569 ton yacht was built by Ramage & Fergusson to a design by W.C. Storey for Lord Ashburton in 1891, but almost immediately sold to Lily Langtry, the actress and famed mistress of King Edward VII in 1892 whereon she assumed the mantle *White Ladye*. An attractive vessel, she sported three masts, was 204 feet in length, 27 feet in breadth and was powered by a 142 hp steam engine. From 1893 it was leased and in 1897 sold at auction to J.L. Johnston - the creator of 'Bovril', who retained it until his death aboard whilst off Cannes in 1900. Surviving the Great War (based in West Hartlepool), she was sold to French owners who converted her for use as a trawler (re-named *La Champagne*) until broken up in 1935.



138



139

139.

**G. ROBERTO (ITALIAN, 19-20TH CENTURY)**

*S.S. 'King Cadwallon' – Glasgow*

Watercolour

Signed 'G. Roberto 1904' (lower left) and inscribed with title

16 x 24in. (41 x 61cm.)

£300-400

The first *King Cadwallon* was bought by the King Line in 1894 (launched in 1892 as *Auriga*) but foundered off the Hook of Holland in 1902; The replacement, depicted in this picture, was bought in 1904 (launched 1900 as *Edderton*) was wrecked on Lewis rock, Scilly Isles, 22nd July 1906. It clearly wasn't a lucky name as the third and last *King Cadwallon* was bought in 1923 (launched 1920 as *War Piper*) caught fire and wrecked in East London trying to get to Melbourne with a cargo of coal in 1929.



140

140.

**A COPPER AND BRASS PORT-STARBOARD BOW LAMP, CIRCA 1916**

signed and dated on the chimney *TELFORD, GRIER & MACKAY LTD, GLASGOW 1916*, with split red-green glass filters behind Fresnel-type lenses with sliding double burner with inspection port, hinged suspension bracket with threaded securing to top — 14 x 8in. (35.5 x 20.5cm.)

£250-350



141.

**A FINE AND ORIGINAL BUILDER'S MODEL FOR THE S.S. *GENERAL CHURCH* BUILT FOR THE BYRON S.S. CO. BY WILLIAM DOXFORD & SONS LTD, 1917**

the laminated and carved hull with gold-plated propeller, lowered companionway and bilge keels, with lacquered boxwood decks with lined hatch covers and bridge, complete with detailed gilt fittings as appropriate, including open bridge with water casks, fire buckets, helm binnacle and telegraphs, stayed funnel with company livery, fitted open lifeboats and davits, emergency double helm over rudder flanked by spare anchors etc.; mounted on four gilt columns to raised display base with fine engraved lacquered brass builder's plates within original wooden glazed case; overall measurements — 20½ x 63 x 16in. (52 x 160 x 40.5cm.)

£7,000-9,000



Named for **Sir Richard Church (1784-1873)**, a very prominent Grecophile and the British commander of the Greek forces during the final stages of the Greek War of Independence in 1827-29, the mixed cargo steamer *General Church* was forced to fly some controversial colours towards the end of her twenty-five year career and also to become a wartime casualty, seemingly by mistake.

Built by William Doxford & Sons Ltd in their Pallion yard at Sunderland to the order of the Byron Steamship Company (Embiricos Brothers) of London, she was launched on 18th October 1917 and completed the following month. Registered in London at 6,600 tons gross (4,148 net), she measured 520 feet in length with a 54 foot beam and was engined by the North Eastern Marine Engineering Co. Ltd.

When barely two months old, on 4th February 1918, she was torpedoed by the German submarine UB-49 off Genoa, whilst inbound for that port from Saint John, New Brunswick, in ballast. Two crewmen were killed, but she made it into Genoa and was repaired for further service. 14 years later (in 1931), she was sold to the European Shipping Co. Ltd of London, but changed hands again the following year when she was purchased by N.G. Nicolaou of Panama who renamed her *Ekaterini Nicolaou*. After a further six years, she was sold to A.G. Pappadakis of Piraeus in 1938 and renamed *Victoria*.

On 16th May 1938, whilst on passage through the Mediterranean, she was stopped and seized by the Spanish Nationalist auxiliary cruiser *Mar Cantabrico* sailing in company with the minelayer *Volcano*. In the event, the *Victoria* was to prove the largest foreign prize taken during the Spanish Civil War and, following the verdict of the Prize Court, went back to sea under Spanish government colours and renamed *Cantabro*. Renamed again in 1939, this time as the *Castillo Oropesa*, she was anchored in Spanish territorial waters off Melilla, in Spanish Morocco, on 8th November 1941, when she was torpedoed and sunk – despite her neutral status – by the Italian submarine *Dandolo*, apparently by mistake. Although there was no loss of life, it was deeply ironic that she was sunk by an Italian vessel despite the close bonds between Spain's General Franco and Fascist Italy's Benito Mussolini.



142.

**NEAPOLITAN SCHOOL, CIRCA 1890**

*The S.S. 'Nyanza' off Naples*

Watercolour and gouache

15 x 24in. (38 x 61cm.)

£250-350

Built by A. Stephen & Sons, Glasgow in 1897 for the Nyanza SS Co. Ltd. (Maclay & McIntyre), Glasgow, she registered 4,053 tons. On September 29th, 1918, *Nyanza* was on in passage between Cardiff to Arcangel with a cargo of coal, when she was torpedoed and sunk by U-95 ten miles off Corsewall Point lighthouse with the loss of thirteen souls.



142

143.

**NEAPOLITAN SCHOOL (LATE 19TH CENTURY)**

*Study of the S.S. 'Boilelau' ['Boileau']*

Gouache

Inscribed with title

15 x 21½in. (38 x 55cm.)

£250-350

Built by Palmers' at Willington Quay in 1884 for the Boileau SS Co of Cardiff, she registered 1790 tons and was 258ft long with a 36ft beam. Sold to French owners in 1913, she disappeared in November 1915 in passage between Swansea and St. Nazaire carrying coal.



143

144.

**ENGLISH SCHOOL (20TH CENTURY)**

*The G.S.N.Co's S.S. 'Falcon' – London*

Watercolour and gouache

Signed with monogram 'H.C.C. March 1916' (lower right) and inscribed with title

9½ x 14in. (24 x 35.5cm.)

£80-120

Built for the General Steam Navigation Co. by Ailsa SB in Troon, 1927, this 1,316 ton cargo ship survived hostilities and was broken at Bo'ness in 1957.



144



145



145.

**A FINE BUILDER'S MODEL OF THE S.S. *SOUTH PACIFIC* BY JOSEPH L. THOMPSON & SONS, SUNDERLAND FOR PACIFIC SHIPPING LTD, 1913**

the laminated and carved hull with starboard lowered companionway and gold plated propeller, lined boxwood foredeck, open bridge, weather deck and hatch covers with white lined main deck complete with detailed gold plated fittings as appropriate, the fo'c'sle with awning stanchions, rigged derricks with winches, bridge with binnacle helm etc, open boats in davits, stayed funnel, emergency steering gear and other details, mounted on turned gilt columns on stepped display base within original wooden case with later brass plates, overall measurements — 25½ x 69 x 19in. (65 x 175 x 48cm.)

£6,000-8,000

**Provenance:** With Langford's Marine Antiques.

The steel general cargo steamer *South Pacific* was built by J.L. Thompson in their North Sands yard at Sunderland to the order of Pacific Shipping Ltd., also of Sunderland. Launched on 16th July 1913 and completed that September, she was registered at 3,661 tons gross (6,800 deadweight) and measured 366 feet in length with a 51 foot beam. Engined by John Dickinson & Sons of Sunderland, her single screw gave her a modest 8 knots at full steam yet, despite this lack of speed, she managed to survive both World Wars only to return to the town of her creation to be broken up by T. Young & Son (in Sunderland) in July 1952.

During her long career, she was sold several times and successively renamed *Lady Kathleen* in 1922, *Harry Walton* in 1933, *Avon River* in 1934, *Hartland Point* in 1935 and, finally, when she was purchased by the Greek shipping concern John C. Hadjipateras & Sons [briefly called the Archimedes Shipping Co. from 1946-52] in 1937, she assumed her last name as the *Katingo Hadjipatera*.



146

146.

**NEAPOLITAN SCHOOL (20TH CENTURY)**

*Fair and foul portraits of the S.S. 'Devian', circa 1915*

Watercolour and gouache

Inscribed with titles

16½ x 25½in. (42 x 65cm.)

(2, a pair)

£300-500

Ordered from Priestman of Southwick for the Romania Prima Soc Nationala de Nav Maritima in 1914, she was launched in 1915 as *Argesul* but changed to *Devian* when ownership was assumed by O. & W. Williams Co, Swansea. She was sold again in 1917 to W. & C. T. Jones SS Co Ltd and renamed *Sanwen*, but she was torpedoed and sunk by U-32 in September the same year with the loss of two crew whilst in passage between the Clyde and Naples carrying coal and coke, presumably the same route she served as *Devian* whose presumed Master had this pair of pictures done in the early days of World War One.



147

147.

**THE SHIP'S BELL FROM THE CARGO SHIP S.S. PHILOMEL, 1936**

cast in bell bronze with moulded rim and shoulder, inscribed in black-filled lettering to front as per title, suspension lug and clapper with decorative polychrome rope sally — 11½ x 12in. (29 x 30.5cm.); **together with** wood and brass suspension stock — 24½in. (62cm.) wide

£400-600

**Provenance:** Marine Society & Sea Cadets

Built by the Caledon SB Co. for the General Steam SN Co, this 2122ton cargo ship was fast for her day with her triple expansion engines developing a brisk 12kts. Sold to Greek owners in 1964 and renamed *Anesis*, on February 15th, 1967, she was in passage between Duala and Beirut with a cargo of logs and cottonseed when she ran aground and broke in two 45 miles east of Lagos.

148.

**A WELL-PRESENTED CONTEMPORARY WATERLINE MODEL FOR THE R.M.S. TRANSYLVANIA (1925)**

with 11in. carved wooden hull, painted wooden metal fittings where appropriate, stayed funnels, lifeboats and davits, rig masts with radio aerial etc., mounted in a moulded, painted seascape within glazed wooden case; overall measurements — 6½ x 16 x 5in. (16.5 x 40.5 x 12.5cm.)

£300-500



148





149.

**AN EXCEPTIONALLY FINE BULKHEAD SHIP'S CLOCK BY BROCKBANK & ATKINS, LONDON, CIRCA 1855**

the 8in. silvered dial signed as per title and numbered 12616, slow/fast lever above 'XII' with subsidiary seconds dial below, ebonised spade hands and single winding arbor to substantial four-pillar chain fusée movement with countersigned and numbered backplate, large platform-lever escapement with maintaining power and cut balance wheel contained within polished wooden drum bulkhead case with bevelled glass faceplate hinged at top with locking key under 'VI' — 9½ x 5½in. (24 x 14cm.) overall

£2,000-3,000

Brockbank & Atkins's records have sadly been lost, believed destroyed, however at the date this clock was made, it is known they had the contract to provide timepieces for the prestigious Peninsular & Oriental SN Co. (P&O). The high-quality movement is matched by the attractive polished wooden case which would have been eminently suitable for use within the passenger accommodation.



151



150



152

150.

**AUCTION CATALOGUE OF THE APPOINTMENTS, EQUIPMENT AND PANELLING OF THE MAURETANIA**

London, Hamptons, Aboard the Vessel in Southampton Docks, May 14th [- May 21] 1935, 4to, original pictorial wrappers with a photograph of *Mauretania* on front cover and inscribed 'C.V. Swan' top right — 9¾ x 7½in. (25 x 19cm.)

£500-800

C. V. Swan's (of Swan Hunter) copy of the Hamptons sale of the accoutrements of *Mauretania* in 3,503 lots with several lots at the end priced, especially the name characters, ship's sirens and steering wheel and three (of the four) brass engine plates. *The holder of this catalogue is permitted to go upon the Southern Railway Company's premises subject to the company's by-laws ... light refreshments may be obtained from the Southern Railway, ... For particulars of cheap railway facilities enquire at your local Southern Railway station.*

151.

**A CUNARD TIMETABLE FOR OCTOBER 1924**

for services to New York and Boston, with lithograph of *Aquitania* underway, framed between two sheets of glass to show reverse — 19½ x 12in. (49.5 x 30.5cm.)

£150-250

152.

**PIERHEAD SCHOOL (LATE 19TH CENTURY)**

*S.S. 'City of Rome'*

Oil on canvas, laid on board

11 x 18in. (28 x 46cm.)

£150-250



153 (part)



154

153.

**A COLLECTION OF R.M.S. QUEEN MARY / QUEEN ELIZABETH EPHEMERA**

comprising 10 onboard photographs of various scenes including two of the Duke and Duchess of Windsor aboard the *Queen Elizabeth*; 10 x 8in. aerial view of the *Queen Mary* with associated negative and a small quantity of crew paperwork and documents (A lot)

£150-250

154.

**A WATERLINE MODEL OF R.M.S. QUEEN MARY BY MERCATOR**

cast in alloy, inscribed within 'Queen Mary Mercator M494' finished in polychrome overall and contained within later cardboard box — 10in. (25.5cm.); **together with** letter of provenance to Captain John Treasure Jones, last commander of the *Queen Mary*

£100-150

**Provenance:** Capt. J.T. Jones, Cunard.

155.

**THREE SOUVENIR ENAMEL AND SILVER NAPKIN RINGS**

comprising Elder Dempster Line 1925; Royal Mail Lines (maiden voyage *Port Kingston*) 1904; M.V. *Aureol* (maiden voyage 1951) each approximately — 2in. (5cm.) diam; 114g

£150-250

156.

**JAMES SCRIMGEOUR MANN (BRITISH, 1883-1946)**

'*Duchess of Richmond*', circa 1928

Watercolour

Signed 'James S. Mann' (lower left)

11½ x 15½in. (29 x 39.5cm.)

£150-250



155



156



157 (part)

157.

**A COLLECTION OF R.M.S. OLYMPIC MAGIC LANTERN SLIDES, CIRCA 1911**

comprising 25 3in. black and white photographic images, many with titles, showing construction and principal passenger saloons and accommodation, contained within a compartmented wooden slide box with brass securing straps — 11in. (28cm.) wide  
£1,500-2,000

158.

**A SET OF PHOTOGRAPHS OF THE LAUNCHING OF THE R.M.S OLYMPIC, BELFAST, 20TH OCTOBER 1910**

comprising five sepia-toned photographs laid down to an album inscribed *Launch of the Olympic*, the largest — 3¼ x 5½in. (8 x 14cm.); **together with** a small quantity of ephemera of small photographs and postcards pertaining to the wrecking of H.M.S *Montagu*, Lundy Island, 1906 and marine-themed scrap album (A lot)  
£250-350



158 (part)

159.

**A WHITE STAR LINE BROCHURE, CIRCA 1911**

White Star Line timetable of twin-screw steamships from Liverpool calling at Cape Town (South Africa) to Albany, Adelaide, Melbourne & Sydney, through rates to other ports in Australia and Tasmania, 4to, 8pp, and an overslip, 8 photographic illustrations, original pictorial wrappers, [London, 1911] — 11¼ x 9in. (28.5 x 23cm.)  
£150-250

On p3 of the list of ships in the White Star fleet, there is a mention of the *Titanic* ('BUILDING') in the American service at 45,000 tons, the equal heaviest in the service. In the regular service, the steerage menu consists of Devilled Bones and Irish Stew (for breakfast), Oxford Prawn, Pumpkin, Tapioca Soup and other delicacies.

160.

**TWO WHITE STAR LINE BLANKETS**

in red, green and blue wool plaid with White Star device in white to a corner, each — 59 x 63in. (150 x 160cm.)

(2)

£100-150

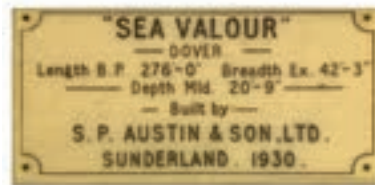


159



160





161.

**A BUILDER'S MIRROR-BACK HALF MODEL FOR THE S.S. *SEA VALOUR* BUILT BY S.P. AUSTIN & SON, SUNDERLAND, FOR THE DOVER NAVIGATION CO. LTD., 1930**

the carved hull with bilge keel, lowered companionway and white painted propeller with lined rudder, red painted deck with white lined hatch covers and painted wood and metal fittings as appropriate, cutaway masts and funnel, fitted open boat in davits, bridge with binnacle over, telegraphs and other details, mounted on front-silvered mirror within glazed case with angled bow/stern mirrors and ivoryine builder's plate — 14½ x 47in. (37 x 119.5cm.)

£800-1,200

S.S. *Sea Valour* was built by S.P. Austin & Son, Sunderland in 1930 for the Dover Nav. Co. Ltd. and registered 1950 tons. She was bought by the D/S Alf Lindos, Rederi Haugesund Norway in 1946 and renamed *Skoghaug*. In 1947, on her way from Rotterdam to Oslo carrying a cargo of coals, she sank after an explosion in stormy weather. Of the crew of 27, only one survived. After a diver's examination, it was found that the explosion was caused by an exploding boiler, and not a stray mine as had been suspected.

162.

**BRITISH SCHOOL (20TH CENTURY)**

*S.S. 'Reventazon'; S.S. 'Manzanares'*

Oil on canvas

Initialed 'J.S.' (lower right)

16 x 28in. (40.5 x 71cm.); 16 x 26½in. (40.6 x 68cm.)

(2, a pair)

£400-600

**Provenance:** Both of these pictures are by repute from the boardroom of Elders-Fyffe.

*Reventazon* launched 1906, torpedoed off Salonika 1918; *Manzanares* launched 1911, name changed to *Vegesack* in 1936, wrecked near Jaeren, Stavanger 7 September 1939.



162



163

163.

**A BUILDER'S MODEL FOR THE M.V. *BRONTË* BUILT BY AUSTIN & PICKERSGILL, SUNDERLAND FOR LAMPOR & HOLT LINE LTD, 1979**

modelled by Amis Models Ltd with laminated, carved hull with red painted decks, grey painted fittings as appropriate and white superstructure including rigged derricks with liveried funnel and covered boats in davits, gilt brass propeller, mounted on four brass columns to wooden display base with builder's specification and maker's plates, plexiglass cover, overall measurements – 21½ x 70 x 16 in. (54.5 x 178 x 41cm.),

£2,000-3,000

Sold 1983, renamed *An Dong Jiang*; 1990 *Safe Star*; 2003 *An Dong Jiang*; 2010 *Jin Cheng Xin 8* when broken up.



164 (part)

164.

**A BOARDROOM DISPLAY MODEL FOR THE M.V. *HUDSON SOUND* [1950]**

modelled by Dean's Marine with bespoke fibreglass hull with painted decks and fittings as appropriate, wooden superstructure with glazed wheelhouse, masts with derricks rigged with blocks and tackle, liveried funnel with stays, covered boats in davits and brass propeller mounted on launching blocks within glazed wooden case with plate, overall measurements — 13½ x 47 x 12in. (34.5 x 120 x 30.5cm.); **together with** an autographed copy of the *History of the Hudson Steamship Company* by Graham Atkinson (2)

£600-800

**Provenance:** Commissioned for the Hudson Steamship Company after 1973;

Sold 1967 and renamed *Rosella*; 1970 *Cathy*; 1971 *Vedalin*, broken up at Burriana.



165

56



166

165.

**AN AMERICAN BULKHEAD SHIP'S CLOCK FOR THE TOLEDO SHIPBUILDING COMPANY, CIRCA 1900**

the 6½in. silvered dial with maker's mark for the Ashcroft Manufacturing Co., New York, numbered 4212 and inscribed to centre *The Toledo Shipbuilding Company, Toledo, Ohio* with red and black Arabic numerals, ebonised spade hands and two winding arbors to two-train going barrel movement contained within brass bulkhead case with hinged face plate — 8¼ x 4in. (21 x 10cm.)

£250-350

The Toledo Shipbuilding Company launched its first ship in 1890 and its last in 1979.

166.

**AN ADVERTISING POSTER FOR ASSOCIATED HUMBER LINES LTD, CIRCA 1960**

published by British Railways and printed by Jordison & Co. Ltd, London — 40 x 50in. (101.5 x 127cm.)

£250-350





# Naval (Sailing)

Lot 176 (detail)





170



170 (detail)

170.

**A 1:48 SCALE ADMIRALTY BOARD STYLE MODEL OF THE 100 GUN FIRST-RATE SHIP OF THE LINE *ROYAL WILLIAM* AS REBUILT TO THE 1719 ESTABLISHMENT, THOUGHT TO BE 19TH CENTURY**

the hull carved below the ebonised main wale and planked and pinned over, hinged gunports with Venetian red interiors and rings, boarding ladder with canopied admiral's entrance, chainplates with deadeyes, carved giltwood double equestrian figurehead, giltwood stern carvings, pierced and carved balconies with 'WR' monogram, glazed windows and quarter lights, painted decorative bulwarks, catheads with sheaths, roundhouses, planked decks with gratings, stovepipe, belfry, capstan with spars, spare masts, poop deck with companionways and double helm under, bound masts with yards, fighting tops, standing and running rigging with carved blocks and tackle, loosely mounted on ebonised cradle stand with name, overall measurements — 53 x 60 x 25in. (134.5 x 152.5 x 63.5cm.)

£2,000-4,000

**Provenance:** Deaccessioned from the Russell-Cotes Museum, Bournemouth, 2021; Understood to have been sent from India to the Museum in the 1920s.

Designed and built at Chatham under the direction of Sir Phineas Pett, great-nephew of the builder of Charles I's fabled *Sovereign of the Seas*, the *Prince* was one of three first rates dating from 1670, all of which were laid down to replace the capital ships destroyed or captured by the Dutch during their infamous raid on the Medway in June 1667.

*Prince* was measured at 1,395 tons and was 167 feet in length with a 45 foot beam. Mounting 100 guns, she was powerful as well as handsome, and was first commissioned in 1672, on the outbreak of the Third [and last] Anglo-Dutch War. Her then lieutenant – later her captain – Sir John Narbrough called her "a great and brave-contrived ship" and found that she "wrought very well in staying and bearing up, and steereth mighty well." Throughout the Third Dutch War (1672-74), *Prince* acted as flagship for several high-ranking officers including the Duke of York, the King's brother and the future James II, and thereby attracted the enemy's special attention. At the battle of the Texel (11th August 1673) she was subjected to a particularly determined assault by a group of Dutch ships and barely avoided destruction in what proved an epic fight that soon became the stuff of legend within the Royal Navy.

Extensively rebuilt at Chatham in 1691-2, which increased her beam to 47 feet 10ins., she was renamed *Royal William* upon completion of the work and saw her first action under her new name at Barfleur on 19th May 1692; this and the even more decisive action at La Hogue a few days later effectively ended French naval superiority in the Channel and thereby greatly influenced the successful outcome of the so-called 'War of the English Succession' (1689-97). Rebuilt a second time in 1719, this essentially new ship – but one which incorporated all the usable parts of the original *Prince* – then achieved her own fame by her remarkable longevity. After participating in the capture of the great Canadian fortress of Louisbourg in 1758 and then the city of Quebec the following year, she was last in action at the battle off Cape Spartel when Lord Howe defeated a large Franco-Spanish fleet on 20th October 1782. Hulked in 1790, "Old Billy", as she had become affectionately known, was finally broken up in 1813 at which time her ancient timbers were said to be "tough enough to turn the strongest nails."



171

171.

**CHARLES BROOKING (BRITISH, 1723-1759)**

*Storm at sea*

Oil on canvas

29 x 36½in. (73.5 x 92.5cm.)

**Literature:** Joel, D: *Charles Brooking 1723-1759*, Antique Collectors Club, 2000, p.142, No.209.

£4,000-6,000

**Provenance:** The Ven M.N.R Brown, Archdeacon of Nottingham, 1876; Neale & Son, Nottingham, 1973; Cmdr. David Joel to vendor



173

172. 5

**ROWLAND LANGMAID (BRITISH, 1897-1956)**

*British caravels in the sunset, circa 1580*

Oil on canvas

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

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

£150-250

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

173.

**A RARE GUNNER'S INDENTURE, 1709**

issued to Matthew James, Master Gunner of her Majesty's ship *Plymouth*, by the Duke of Marlborough, with annotated printed list of ordinance supplies, signed by Matt James and Peter Coward (*laid down on conservation paper*) – 19 x 15in. (48 x 38cm.)

£250-350





174

174.

**A SYMPATHETICALLY RESTORED 1:32 SCALE CONTEMPORARY GEORGIAN DOCKYARD MODEL OF THE YACHT *PORTSMOUTH* OF 1703 THOUGHT TO REPRESENT HER AS SHE APPEARED IN 1741**

the 18in. hull carved from the solid and hollowed out below the waterline, planked topsides with trenails, ebonised main and secondary wales, chainplates with deadeyes, finely decorated Venetian red bulwarks with carved quarter lights and stern, catheads and figurehead, lined paper decks with fittings including winch with ratchet and belfry over, open hatches, covered companionway, poop deck with bench seat, capstan and tiller, cutaway masts and bowsprit, cradle-mounted on wooden display base within glazed wooden case with textured baseboard; cased measurements — 16 x 28½ x 11¾in. (40.5 x 72.5 x 30cm.)

£8,000-12,000

**Provenance:** Thought to have been de-accessioned from the archives of a Hampshire Local Authority circa 2005.

The original royal yacht *Portsmouth* (built in 1674) was named for Louise de K rouaille, Duchess of Portsmouth, the favourite mistress of King Charles II at the time the vessel was ordered. Converted into a bomb vessel in 1688 (after the King's death in 1685), she foundered at the Nore during the 'Great Gale' of 27th November 1703.

The second *Portsmouth*, or *Portsmouth (II)* as she was known since her predecessor was still in commission, was built in 1702 in the naval dockyard of the city whose name she bore. Designed by Surveyor Thomas Podd, she was measured at 66 tons, 53 feet in length with a 17-foot beam, armed with 6-2pdrs., and crewed by 14 officers and men. Hitherto, the so-called 'secondary' royal yachts had occasionally been used by the Officers of State when not needed for royal duty. However, Queen Anne's reign saw the building of the first yachts for the sole and specific use of certain Officers of State; *Portsmouth (II)* was amongst them and she was intended for the Commissioner of the Portsmouth Dockyard or, in modern parlance, the Dockyard Superintendent. Without any royal duties to warrant their being reported, there is little information on the daily routine of *Portsmouth (II)* although there is no doubt that, given the sprawling nature of her home port and the adjacent anchorage of Spithead, she would have been in frequent use. She was found in want of a 'small repair' and was probably laid up in ordinary in advance of the yacht commissioned to replace her. Her restoration included some alterations but retained many characteristics of her 1703 build such as a low waist, low set channels, double wales, and fine, full-length quarter pieces and large scallop shell carvings. This model was almost certainly made in response to an Admiralty Order of 1716 requiring models of every vessel built or rebuilt, and, as the original model of 1703 is lost, is the only record of this little known vessel as few, if any, painted or drawn depictions have been identified. Renamed *Old Portsmouth* in 1741, at the same time as *Portsmouth (III)* was ordered to replace her, in 1752 she was fitted out for the "use of the young gentlemen of the [naval] Academy [at Portsmouth]", presumably as a training vessel, and re-rigged as a ketch at about the same time. This model has a yacht rig which presumably represents her around the time of her becoming *Old Portsmouth* in 1741. After twenty years in this role, she underwent "Great Repairs" in 1772 and was then fitted out for the use of the Governor of the Isle of Wight with the new name of *Medina*. Finally, in 1832 and, despite the fact that her timbers were still perfectly sound, she fell victim to government cutbacks when, in the previous year, the radical politician Joseph Hume had questioned "the extravagant waste of public money in keeping afloat no less than five Royal Yachts..." as well as sundry others including the elderly *Medina*. The First Lord of the Admiralty, Sir James Graham, put up a stout resistance but nevertheless failed to convince Parliament and by the time 1832 was out, a small squadron of royal and official yachts had gone to the breakers, the oldest of which was *Medina* after no less than one hundred and thirty years of continuous service.

A very similar model, possibly by the same hand, of the yacht *Chatham* (1741) is retained within the National Collection, Greenwich, Object ID: SLR0460.



174 (detail)





175

175.

**A FINE 1:48 SCALE ADMIRALTY BOARD STYLE MODEL OF THE 100 GUN FIRST-RATE SHIP *ROYAL GEORGE* [1756]**

the 42in. planked and pinned hull with ebonised main and secondary wales with hinged gun ports, finely carved double equestrian figurehead, relief carvings to bulwarks, glazed stern with balustrades and further carving, three brass lanterns, planked decks with cutaway masts, gratings, belfry, well deck with two fitted boats and spare spars, companionways and other details, cradle mounted on wooden display case with glazed cover, overall measurements – 21 x 54 x 15½in. (53 x 137 x 39.5cm.)

£6,000-8,000

Immortalised in William Cowper's epic poem *On the Loss of the Royal George*, the spectacular sinking of H.M.S. *Royal George* at Spithead on 29th August 1782 was one of the worst disasters ever to befall a vessel of the Royal Navy.

The magnificent 100-gun 1st rate *Royal George* was launched at Woolwich on 18th February 1756 after nine years on the stocks. Measured by her builder at 2,065 tons, she was 178 feet in length and mounted 28 guns on each of her three decks plus a further 12 on her quarterdeck and 4 on her forecastle. Serving with distinction in both the Seven Years' War (1756-63), during which she was flagship to Sir Edward Hawke at his daring and decisive defeat of the French in Quiberon Bay on 20th November 1759, and the American War of Independence (beginning in 1775), the summer of 1782 found her lying at Spithead amongst a fleet being assembled to relieve the siege of Gibraltar. Whilst she was taking on stores prior to departure, a party of dockyard plumbers came aboard to fit a new pump and requested that the ship be heeled over to allow a small hole to be drilled in her side below the waterline. Captain Waghorn agreed and various tiers of the ship's cannon were moved in order to assist the manoeuvre. Suddenly, and without warning, water began pouring into the lower deck and a few minutes later, at about 9.20am, on 29th August, *Royal George* rolled onto her beam ends and sank in full view of every vessel in the anchorage. Not only were most of her officers and crew drowned, including Rear-Admiral Kempenfelt, but also a large number of women and children who were aboard visiting their husbands and fathers; although the actual total could never be verified, some estimates put the loss of life as high as 900 persons. The subsequent Court Martial blamed rotten timbers giving way under the stress of the heel as the most likely cause of the disaster but, whatever the truth, it remains one of the most embarrassing losses in the long history of the Royal Navy.

Several attempts were made to salvage items from the ship, most notably by Colonel Pasley in 1839, and her remains were finally blown up by the Royal Engineers in the early 1840s. The materials recovered were fashioned into all manner of souvenirs and mementoes for which, despite the ship's tragic end, there was a lively market.



175 (detail)



176



176 (detail)

176.

#### AN EXCEPTIONAL 1:72 SCALE MODEL OF THE 50 GUN SALISBURY CLASS SHIP *CENTURION* [1774]

the 24in. planked hull copper sheathed below the waterline, ebonised main and secondary wales, open gunports, guns and rings, finely carved full-length Roman Centurion figurehead, glazed stern with balcony and quarter galleries, metal anchors with bound wooden stocks, chainplates and deadeyes, planked decks with fittings including gratings, bitts, stovepipe, belfry, well deck with capstan and three fully fitted ships' boats over, hammock nets, companionways, binnacle box with chimney, rigged double helm, deck light, shot racks, bound masts with bracing, yards with stuns'l booms and furled stitched linen sails, fighting tops, standing and running rigging with blocks and tackle and much other fine detailing. Mounted on 2 turned brass columns within wooden plexiglass case, overall measurements — 36½ x 45½ x 16½in. (90 x 115.5 x 42cm.)

£6,000-8,000

During the late 1760s, increasing colonial unrest prompted the Admiralty to expand the Royal Navy's capabilities, most notably with the building of numerous 3rd and 4th Rate ships-of-the-line. The 4th Rate H.M.S. *Centurion* was one such vessel and, having been ordered on Christmas Day 1770, she was laid down in Barnard's yard at Harwich in May 1771. Constructed to a well-trying design by Surveyor Thomas Slade, she was measured at 1,044 tons and mounted 50 guns of varying calibre, principally a volley of 24-pounders on her main gundeck. With an overall length of 146 feet and a 40½ foot beam, her dimensions were fairly standard for her tonnage and, after three years on the stocks, she was launched on 27th May, 1774. Fitted out and completed for sea just as the American War of Independence was gathering momentum, she was hastily commissioned with a crew of 350 officers and men and sent to join the fleet standing off the eastern seaboard of the United States. Joining Sir Peter Parker's squadron of five 50-gun ships, *Centurion's* first taste of action came on 8th December, 1776 when she assisted with the assault and capture of Rhode Island and Narragansett Bay, both places seen as vital to British interests. By July 1778 she was under Lord Howe's command in the operations off the same stretch of coast and was part of the large fleet which narrowly missed clashing with a French fleet on 11th August and several succeeding days.

Once France had joined the war in support of the colonists' cause, much of the seaborne activity shifted to the immensely rich sugar islands of the West Indies, the scene of so many Anglo-French naval engagements during the second half of the 18th century. Beginning with the encounter between Rear-Admiral Barrington's fleet and a French squadron off St. Lucia on 15th December, 1778, which resulted in the capture of that island 15 days later, *Centurion* thereafter played major roles in several actions and was even on hand to witness one of the last naval encounters of the war when H.M.S. *Hussar* engaged and captured the French frigate *Sibylle* off Cape Henry, Virginia, on 22nd January, 1783.

Laid up for most of the following decade, *Centurion* was sent to the Indian Ocean early in 1794 after the outbreak of war with Revolutionary France and participated in several significant engagements across Eastern Waters during the final years of the old century, one of which brought her captain £15,000 in prize money. Her final action was undoubtedly her most spirited when, on 18th September, 1804, she was attacked by the French '74' *Marengo*, together with two frigates mounting 76 guns between them, whilst lying in the Vizagapatam Roads [off the east coast of India] waiting to escort a merchant convoy to Madras. Despite the 3-to-1 odds stacked against her, *Centurion* put up a magnificent fight and, after a furious engagement lasting six hours, the French withdrew to lick their wounds leaving the convoy scattered but safe. *Centurion* herself was seriously damaged, however, which might explain the decision to hulk her for harbour duties in 1808, thus bringing what appeared to be a somewhat premature end to her seagoing career. Eventually finishing up at Halifax, Nova Scotia, she served as a hospital ship until she sank at her moorings on 21st February, 1824, after which she was raised and broken up.





177.

**AN 18TH CENTURY FRENCH MARINE INSTRUCTIONAL ENGRAVING**

probably an unissued bookplate, printed on conjoined sheets of laid paper, inscribed to top 'NOUVELLE CARTE POUR CONDUIRE A LA CONNOISSANCE DE LA MARINE ET A DEMONSTRER LA PLUS PART DES INSTRUMENTS...' with numerous instruments, vessels and associated subjects delineated with extensive key below, Pl. — 19½ x 23½in. (49.5 x 60cm.)

£150-250

177

178.

**A CHART OF 'THE SIEGE OF CADIZ', CIRCA 1750**

printed on laid paper, watermark with fleur-de-lys and published for Mr Tindle's History of England, with cartouche explanation and scale, Pl.—19 x 15in. (48 x 38cm.)

£100-150



178

179.

**AN 18TH CENTURY CHART OF THE OLD HEAD OF KINSALE, CIRCA 1750**

printed on conjoined sheets of laid paper, signed in cartouche by 'C PRICE' with hand-coloured sea lines, delineated principal settlements, fortifications etc., Pl.— 18½ x 23½in. (47 x 60cm.)

£100-150



179





180.

180

#### AFTER FRANCIS COATES (19TH CENTURY)

*Portrait of John Jervis, Earl of St. Vincent, circa 1769*

Oil on canvas

49 x 39in. (124.5 x 99cm.)

£1,500-2,500

**Provenance:** John Jervis, The Earl St. Vincent (1735-1833), Meaford Hall (removed 1943 when Hall sold), and thence by descent.

The source painting is located at the National Portrait Gallery, No. NPG2026

**Admiral of the Fleet the Right Honourable Sir John Jervis, Earl of St. Vincent (1735-1823)** was one of the most towering naval personalities of the 18th century and it was largely due to him that Nelson's abilities were recognized and rewarded.

Born in Meaford, Staffordshire, his parents moved to Greenwich when his father was appointed Solicitor to the Admiralty and Treasurer of Greenwich Hospital whilst John was still a child. His father wanted him to go into the Law, but John determined on a career at sea and, after much parental opposition, entered the navy on 4th January 1749 as an able seaman in the 50-gun 4th rate H.M.S. *Gloucester*. After seeing action in the Mediterranean and North America in the Seven Years' War (1756-63), his promotion to Captain came in 1760. When he participated in the battle of Ushant in July 1778, he was in command of the 80-gun *Foudroyant* and went on to distinguish himself on several occasions during the later stages of the American War of Independence, most notably on all three of the expeditions to relieve Gibraltar. After the War, he entered politics, became an M.P. and married, and in 1787 was promoted rear-admiral.

In the general promotion following the outbreak of war with Revolutionary France, he was made vice-admiral (1st February 1793) and his first wartime appointment was to command the fleet sent to secure Britain's West Indian possessions. After initially capturing the French islands of Martinique and Guadeloupe in successful amphibious operations in cooperation with General Sir Charles Grey, Guadeloupe was quickly recaptured by the French and Jervis returned home with his reputation somewhat tarnished. Despite this temporary setback, he was nevertheless promoted to Admiral in June 1795 and was appointed to one of the most prestigious commands in the navy, namely the Mediterranean fleet. This was already a perilous time for Britain and, once Spain entered the war on the French side, the situation in the Mediterranean became graver still, to the extent that Jervis was soon forced to withdraw his fleet to the safety of the Tagus at Lisbon. From there, Jervis could monitor the Spanish fleet's activities and it was from here that he emerged to confront the Spaniards off Cape St. Vincent in February 1797. In recognition of his great victory against such superior odds, he was elevated to the peerage as Earl of St. Vincent the following June.

In the wake of Nelson's daring at the recent battle, St. Vincent's subsequent support for his protégé is well-documented, but it did sometimes cause friction with several of St. Vincent's fellow flag officers. Moreover, as he grew older, St. Vincent's temper often got the better of him and reached a point in 1800 when the King had to forbid all the infighting at the Admiralty. St. Vincent's health was also rather indifferent at this time, but he was still given command of the Channel fleet and kept an exemplary blockade of Brest from May to September 1800. With the formation of a new government early in 1801, St. Vincent accepted the role of First Lord of the Admiralty, a position he held until another change of government forced him to resign in May 1804. After William Pitt's death in January 1806, St. Vincent agreed to return to sea to command the Channel fleet, but his failing health and the collapse of the new administration led to his official retirement in March 1807. Occasionally seen in the House of Lords thereafter, he was created G.C.B. in January 1815 and finally appointed Admiral of the Fleet in July 1821. He died in March 1823, aged eighty-eight, and as he was childless, the earldom became extinct although his viscountcy devolved to his only surviving nephew, Edward Jervis Ricketts.



**A set of three pictures commissioned by John Jervis (1735-1823), later Earl St. Vincent, to commemorate his victory at the Battle of Cape St. Vincent, 14th February, 1797**

181.

**ATTRIBUTED TO LT. WILLIAM ELLIOTT R.N. (FL. C.1784)**

1. *'The Windward Fleet': the opening salvos of the day at the battle of Cape St. Vincent, 14th February 1797, with H.M.S. 'Culloden' astern of the enemy line;*

2. *Sir John Jervis's flagship H.M.S. 'Victory' raking the stern of the huge Spanish three-decker, the 112-gun Salvador del Mundo;*

3. *Commodore Nelson leading the boarding party up H.M.S. 'Captain's' bowsprit to take the Spanish three-decker 'San Nicolas'*

Oil on canvas

Each — 27¼ x 46½in. (69 x 118cm.)

(3, a group)

£40,000-60,000

**Provenance:** John Jervis, The Earl St. Vincent (1735-1833), Meaford Hall (removed 1943 when Hall sold), and thence by descent.



**Picture three (above)  
in location at Meaford Hall**





181 (No.1) ; *'The Windward Fleet': the opening salvos of the day at the battle of Cape St. Vincent, 14th February 1797, with H.M.S. 'Culloden' astern of the enemy line';*

***“Enough Sir, no more of that; the die is cast, and if there are 50 sail, I will go through them.”***

Before battle was joined on St. Valentine's Day 1797, Admiral Sir John Jervis, C. in C. Mediterranean fleet, turned to those with him on the flagship's quarterdeck and said **“A victory is very essential to England at the moment”**, the truth of which was all too obvious to everyone who heard it. Despite some early successes, most notably the battle of the Glorious First of June (1794), the war with Revolutionary France and her allies was not going well for Great Britain as 1796 drew to a close. A Franco-Spanish expedition to Ireland was being prepared and the large, albeit undermanned, Spanish fleet had been ordered to join its French counterpart already making for Brest. The Spaniards, under Admiral de Cordova, put to sea from Cartagena with twenty-seven ships-of-the-line in company with twelve frigates, only to find Jervis lying in wait for them off Cape St. Vincent. On 13th February Jervis was joined by Commodore Nelson's squadron and, the following day, Jervis brought the enemy to action in what proved a landmark victory despite the numerical superiority of Cordova's fleet.

On the morning of the battle, Cordova was hampered by hazy weather although Jervis knew exactly where they were thanks to Nelson's accurate reporting of their position when he arrived the previous day. The Spanish were in three straggling lines whereas Jervis, sailing south, had put his ships into two tight columns. As the haze began to clear, *Victory's* flag captain began to count the enemy ships as they emerged into view – 8, 20, 25, 27, at which Jervis interrupted him with a curt **“Enough Sir, no more of that; the die is cast, and if there are 50 sail, I will go through them.”** At about 11.30am. H.M.S. *Culloden*, Captain Thomas Troubridge, fired the opening shots of the day as he passed the windward division of the Spanish fleet and afterwards crashed through the enemy line. With the line breached, Jervis decided to concentrate his main attack on the enemy's windward division of seventeen ships as Cordova had only placed nine to leeward. What was to prove a very complex action then began to play out during the afternoon, and the day ended with England having fully regained the initiative for the naval war at sea. Aided by Nelson's tactical brilliance at a crucial moment in the battle, Jervis had decimated the Spanish fleet and forced what little remained of it to withdraw to Cadiz.





181 (No.2) ; Sir John Jervis's flagship H.M.S. 'Victory' raking the stern of the huge Spanish three-decker, the 112-gun *Salvador del Mundo*;

***‘Salvador del Mundo’ briefly raised her colours again until ‘Victory’s’ broadside forced her final surrender and subsequent capture as a prize***

Jervis's flagship *Victory*, built at Chatham in 1765, emerged from the battle with her reputation as one of the finest fighting platforms in the fleet assured; Nelson had little more to do to immortalise her. *Salvador del Mundo* put up a tremendous fight in this action and initially surrendered to H.M.S. *Excellent*, 74, thanks to Captain Collingwood's expert gunnery and rapid broadsides. However, when *Excellent* turned away to tackle her next target, *Salvador del Mundo* briefly raised her colours again until *Victory's* broadside (seen above) forced her final surrender and subsequent capture as a prize.



181 (No.3) ; Commodore Nelson leading the boarding party up H.M.S. 'Captain's' bowsprit to take the Spanish three-decker 'San Nicolas'

*Nelson seized his opportunity. Laying the already damaged 'Captain' alongside the 'San Nicolas', he personally led the boarding party which, having captured her, crossed her decks and then took the even larger 'San Josef'*

Nelson, recently promoted Commodore and given his own, albeit small, squadron, was flying his flag in the 74-gun H.M.S. *Captain* when he rendezvoused with Jervis in advance of the major engagement off Cape St. Vincent. On the morning of the battle, Jervis ordered his two columns of ships into a single line-of-battle, but the procedure proved painfully slow and, at a critical moment, Nelson realized that, unless he broke formation, the bulk of the Spanish fleet was liable to get away and run for Cadiz. Without a moment's hesitation, he took H.M.S. *Captain* out of her station, closely followed by Collingwood in *Excellent* and Troubridge in *Culloden*, whereupon a furious action commenced at the head of the Spanish line. In the confusion, two enemy ships, the 80-gun *San Nicolas* and the 114-gun *San Josef*, collided with each other and Nelson seized his opportunity. Laying the already damaged *Captain* alongside the *San Nicolas*, he personally led the boarding party which, having captured her, crossed her decks and then took the even larger *San Josef* immediately afterwards. The men of the fleet dubbed the feat 'Nelson's patent bridge for boarding First Rates', an accolade which delighted Nelson and cemented his growing bond with Jervis. It was, without doubt, a triumph of dash and daring, and although Nelson had technically broken his orders to achieve it, he emerged from the battle with his reputation made. Promotion to Rear-Admiral of the Blue and a Knighthood of the Bath followed swiftly, together with a recognition by the British public that they had discovered a new hero to win the war for them.





182

182.

**THOMAS HUDSON (BRITISH, 1701-1779)**

*Portrait of Catherine ['Kitty'] Jervis, circa 1755*

Oil on canvas

49 x 39in. (124.5 x 99cm.) in a contemporary carved giltwood frame

£4,000-6,000

**Provenance:** John Jervis, The Earl St. Vincent (1735-1833), Meaford Hall (removed 1943 when Hall sold), and thence by descent; Exhibited City Museum and Art Gallery Birmingham: Exhibition of *Treasures from Midland Homes* 1938

**Catherine 'Kitty' Jervis (1733-1756)** was born in Stone, Staffordshire, the sister of **Admiral John Jervis (1734-1823)**. Catherine married Jeremiah Smith of Great Fenton in Stoke, and died during childbirth in 1756. This picture is nearly identical to one of Lady Oxenden in the collection of the Art Gallery of New South Wales, Australia, where the sitter can be seen using the same clothing and props. According to their www site, this picture has 'recently been re-assessed as a work by **Joseph Wright of Derby (1734-1797)** which would have made sitter and artist approximately the same age at 20 years.

183.

**JAMES GODSELL MIDDLETON (BRITISH, 1826-1872)**

*Portrait of Mary Anne Jervis (1812-1893)*

Oil on canvas

49 x 39in. (124.5 x 99cm.)

£1,000-1,500

**Provenance:** The Earls St. Vincent and thence by descent; Exhibited at the Royal Academy 1831

**Lady Mary Anne Forester (1812-1893)**, born Mary Anne Ricketts, daughter of the 2nd Viscount and Viscountess St. Vincent, in North Staffordshire. Known for her singing talents, Mary Anne was also known for a rumoured amorous connection between herself and the Duke of Wellington. In 1840, she married Dyce Sombre. Mary Anne filed for a Commission of Lunacy against her husband and the pair separated in 1843. Sombre died in 1851 and Mary Anne married a second time in 1862 to George, 3rd. Lord Forester, who she also survived. In the later years of her life, Lady Forester contributed to numerous philanthropic causes and various community projects.

184.

**A 1½IN. SINGLE-DRAW MARINE TELESCOPE OF CIRCA 1810**

*unsigned*, the 22½in. leather-covered tapering wooden tube with single draw and backstop, flared eyecup with dust slide — 25¼in. (64cm.) (closed); **together with** a portable level signed *RICHER À PARIS* contained in a wooden box inscribed inside lid *A Moir*, securing hooks and carrying handle — 8¾in. (22cm.) wide

(2)

£200-300

**Provenance:** By family tradition this telescope was the property of John Jervis, Earl of St. Vincent (1735-1823).

See photograph on page 83



183



**Captain Edward Rotheram, RN**, the second son of Dr. John Rotheram of Newcastle-upon-Tyne, was born in December 1753 and, having gained a practical knowledge of navigation in the Newcastle coal trade, entered the navy in 1777 as an able seaman in the *Centaur*. Remaining in her till April 1780, by the time he transferred into the *Barfleur*, he had attained the rank of master's mate but was made temporary lieutenant when ordered to join the *Monarch* that October. *Monarch* was assigned to Sir Samuel Hood's squadron in the Caribbean and Rotheram saw action in her at St Kitts (January 1782) and at Rodney's victory at the Saintes (April 1782). Commissioned lieutenant in April 1783, he spent four years on half-pay until appointed first to the *Bombay Castle* in 1787 and then to the *Culloden* in which he served at the Glorious First of June, 1794. This led to his promotion as commander and, after serving on several stations, he was made post-captain in 1800. Paid off in 1802 for two years, he was next appointed to *Dreadnought* as Collingwood's flag captain, following him into *Royal Sovereign* on 10th October 1805. To begin with Collingwood had a rather low opinion of Rotheram, whom said retained "...the stile [sic] of the Coal trade about him..." but his contempt soon dissolved after the courage Rotheram showed at Trafalgar. When the quarter-deck of *Royal Sovereign* was raked by enemy musket fire and Rotheram was urged to remove his epaulettes and gold-laced hat lest he be targeted by a sniper, he replied "Let me alone, I have always fought in a cocked hat and I always will".

After Trafalgar, he was given command of the *Bellerophon*, whose captain had been killed in the battle, but it proved his last command. Created C.B. in 1815, he was later appointed a captain of Greenwich Hospital but died of an apoplectic fit in November 1830.



185.

**CAPTAIN ROTHERAM'S SURVIVING COPY OF THE *ENCYCLOPEDIA BRITANNICA* DAMAGED IN HIS CABIN ABOARD COLLINGWOOD'S FLAGSHIP, H.M.S. *ROYAL SOVEREIGN*, AT THE BATTLE OF TRAFALGAR, 1805**

Captain Rotheram's own copy present in his cabin in *Royal Sovereign* where it received damage and scorching during the Battle of Trafalgar when "an enemy's shot pass'd thro' the shelf": 'Encyclopædia Britannica; OR, A Dictionary of Arts, Sciences, and Miscellaneous Literature. Vol XV..' (of 18), Third Edition, Edinburgh, 1797, 4to., frontispiece inscribed by Captain Rotheram stating that this book be Preserved as a relic of that memorable day with the persuasion that into whose hands it may fall that its value & respect may be held in estimation... — 10 ½ x 8 ¾ in. (260mm x 220mm), later repairs and preserved in a mahogany display cabinet; **together with** "Edward Rotheram Esqr. Captain of His Majesty's Ship Royal Sovereign in the Battle of Trafalgar on the 21st of October 1805", published by R.Pollard, 5 April 1806, engraving, framed, overall measurements — 20 x 17½in. (51 x 44cm.)

(3)

£2,000-3,000

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.



186

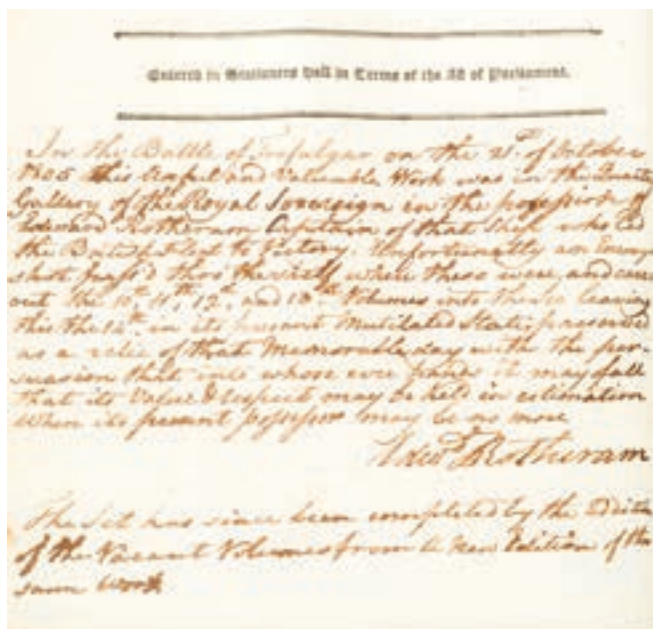
186.

**CAPTAIN ROTHERAM'S MOST HONOURABLE ORDER OF THE BATH (C.B.)**

Military Division, Companion's breast badge, 1815 issue, in 22ct gold and enamel, with applique centre, only partially marked (with maker's initials IN but with no date letter or carat mark), fitted with a slightly later but original swivel ring and bar for suspension, with gold ribbon buckle, excellent overall condition

£3,000-5,000

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.



185 (detail)



187

187. Ø

**A MINIATURE PORTRAIT OF CAPTAIN EDWARD ROTHERAM**

watercolour on ivory, circa 1800, oval approx. — 3 x 2½in. (7.5 x 6.5cm.), framed

£500-800

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.

188.

**AN EARLY 19TH CENTURY CIRCULAR TREEN SNUFF BOX MADE OF TIMBER TAKEN FROM ROYAL SOVEREIGN**

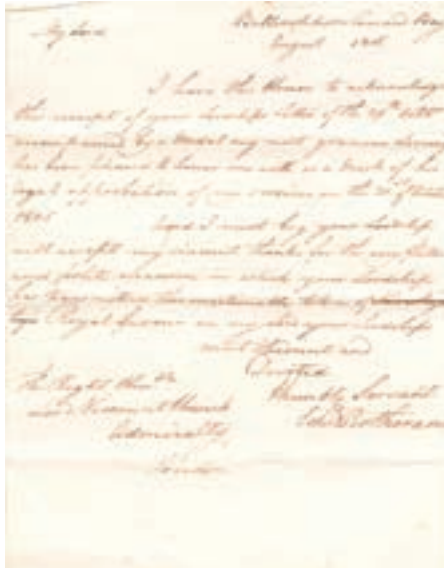
interior with label stating *A piece of the Royal Sovereign Grandfather's ship, At Trafalgar Octr. 21st 1805* — 3½in. (9cm) diam.;

**together with** a clipped autograph of Admiral Lord Collingwood (2)

£300-400

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.

Captain Rotheram was Admiral Collingwood's flag captain in *Royal Sovereign* at the Battle of Trafalgar.



189

189.  
**CHARLES HOWICK, SECOND EARL GREY (1764-1845), FIRST LORD OF THE ADMIRALTY (1806): AUTOGRAPH LETTER, 29TH JULY 1806**

which accompanied the small naval gold medal for Trafalgar awarded to Captain Rotheram: "His Majesty having been graciously pleased to order medals to be given to the Captains commanding Line of Battle Ships in the action of the 21st October 1805, as a mark of his royal approbation of so distinguished a Service"; two pages with draft of Rotheram's reply  
£300-500

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.



191 (part)

190.

**STATEMENT OF THE SERVICES OF CAPTAIN EDWARD ROTHERAM IN THE ROYAL NAVY**

two pages, undated, 4to, torn, together with facsimile copies of *The Times* newspaper of 3 October 1798 and 7 November 1805 announcing victories at the battles of the Nile and Trafalgar; **together with** a short memoir of the "Late Capt'n E. Rotheram, C.B., R.N.", two pages, 8vo; some notes concerning Captain Rotheram's tombstone, 7 June 1891, three pages, 8vo; a certificate of the marriage of Edward Rotheram and Dorothy Harle, dated 5 March 1785, one page, 4to; and a silver-framed photograph of a portrait of Captain Rotheram

(4)

£200-300

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.



192 (part)

193.

**ATTRIBUTED TO DANIEL GARDNER (1750-1805)**

*A Rotheram Family Portrait of a Young Lady, circa 1790*

Pastel and gouache

10½ x 8¼in. (26.5 x 21cm.)

£300-500

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.

191. Ø

**A GROUP OF PORTRAITS FROM THE ROTHERAM FAMILY**

comprising a portrait miniature of a naval officer, watercolour on ivory, cased, circa 1820 — 3 x 2½in. (8 x 6.5cm.); a silhouette portrait of a lady, identified as Mary Warren, 19th century, framed, overall approx. — 6 x 5in. (15 x 12.5cm.); a silhouette portrait of a lady, 19th century, framed, overall approx. — 5 x 4in. (12.5 x 10cm.); an oval miniature portrait of a lady, watercolour on ivory, 18th century, cased — 2½ x 1¼in. (6.5 x 4.5cm.)

(4)

£400-600

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by direct descent.

192. Ø

**ATTRIBUTED TO HUGH DOUGLAS HAMILTON (1739-1808)**

Portrait of a lady identified as Dorothea Rotheram, wife of Captain Rotheram, circa 1790

Coloured chalks

9½ x 7½in. (24 x 19cm.) in oval frame; **together with** a miniature portrait of a lady in mourning, identified as a daughter of Captain Rotheram, watercolour on ivory, circa 1830, framed, overall approx. — 5 x 4½in. (13 x 11.5cm.)

(2)

£500-800

**Provenance:** Captain Edward Rotheram (1753-1830) and thence by descent.



193





194

194.

**A FINE FRENCH NAPOLEONIC PRISONER-OF-WAR BONE MODEL FOR H.M.S. CALEDONIA**

the 10in. hull planked and pinned with bone, baleen main and secondary wales, polished brass guns with Venetian red gun ports, finely carved figurehead, stern and quarter lights, brass anchors with bound bone stocks, planked and pinned deck with fittings including capstan, gratings, belfry with bell, water casks, companionway, binnacle compass, deck lights, chicken coop and other details, bound masts with yards, stuns'l booms, standing and running rigging with bone blocks with two ship's boats slung out between main- and fore-mast, mounted to inlaid wooden display base with bone finials and contained within ebonised, glazed display case, overall measurements – 16¾ x 22¼ x 8½in. (42.5 x 56.5 x 21.5cm); **together with** a wooden bracket display shelf

(2)

£10,000-15,000

**Provenance:** The Marine Society & Sea Cadets

195.

**A FINE EARLY 19TH CENTURY CAT O' NINE TAILS**

with 17in. twine-clad wooden handle terminating in a Turk's head knot with suspension loop, supporting nine tapering spiral knotwork flails, each with intermittently knotted twine ends; overall — 64in. (162.5cm.) long

£1,000-1,500

**Provenance:** ex-Bridon Ropes boardroom display, Warmsworth Hall, Doncaster.



195



196

196.

**GEORGE GUSTAVUS LENNOCK R.N.  
(BRITISH, CIRCA 1775-1866)**

*Two frigates of the Blue Squadron  
positioning themselves prior to opening  
fire*

Watercolour over pen and ink, laid on card  
Signed 'G.G. Lennox Delt. 1799' (lower  
right)

8 x 11¼in. (20 x 28.5cm.)

£300-500

**Provenance:** With The Armoury of St.  
James's

**George Gustavus Lennox** entered the navy in 1789 as Captain's servant in the frigate *Blanche* and enjoyed a busy and rewarding career throughout the war with Revolutionary France, culminating with his promotion to captain in 1814 thanks to his gallant conduct. He also saw much action during the Anglo-American War of 1812-14.

197. Ø

**AN EARLY 19TH CENTURY MIDSHIPMAN'S DIRK**

*unsigned*, 6½in. plain tapered steel blade, gilt brass disk, turned ivory grip, contained within leather scabbard with brass mounts — 10in. (25.5cm.) long

£100-150

198.

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

comprising an S-hook, chest buckle, suspension hook etc., each with finely chiselled lion mask

(5)

£200-300

199.

**A REPRODUCTION 'LITTLE ADMIRAL' CHANDLER'S SIGN**

carved in wood and finished in polychrome, depicting a naval officer of circa 1800 in uniform coat with sword belt and bicorne hat holding an octant, mounted on a wooden display base — 31in. (79cm.) high

£600-800



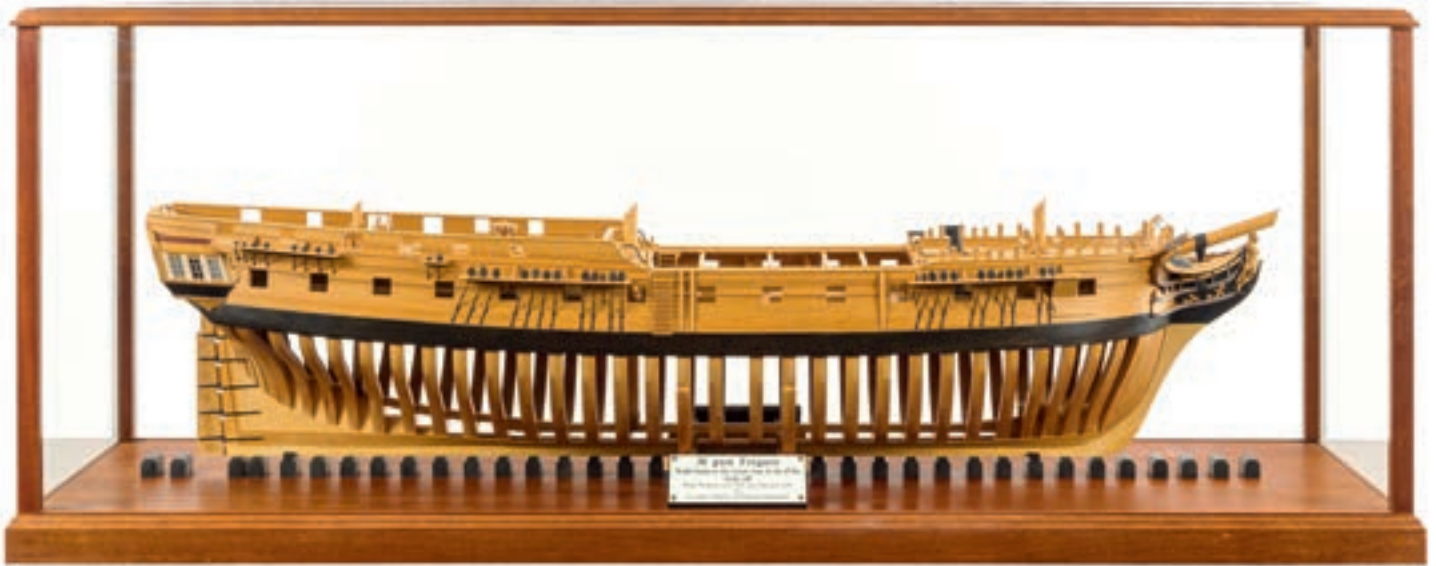
197

198



199





200



200 (detail)

200.

**A FINELY CONSTRUCTED 1:48 SCALE ADMIRALTY BOARD STYLE MODEL FOR A 38-GUN ARTOIS CLASS FRIGATE OF CIRCA 1793**

modelled by J. Butler in boxwood with open frames below an ebonised main wale, planked and pinned with trennels over, chainplates with deadeyes, carved full-length female figurehead, glazed, decorative stern and quarter lights, cutaway bowsprit and masts, partially planked decks with gratings, stovepipe, belfry, companionways, capstan, double helm and deck lights, mounted on ebonised launching blocks with central cradle support on wooden display base with twin plates and wood-bound glazed cover, overall measurements – 20 x 51 x 17½in. (51 x 129.5 x 44cm.) £3,000-5,000

When Revolutionary France declared war on England early in 1793, the French fleet was significantly smaller than that of the Royal Navy with the result that numerous new ships of all rates were hurriedly ordered from all the French naval dockyards. The Admiralty in London reacted equally swiftly and amongst the first orders to be placed was that for six new 38-gun frigates given the classification of 'Artois'. Designed by Sir John Henslow, his plans were approved as early as 2nd March, 1793 and the keels of the initial six vessels were all laid down before the year was out (although a further three were ordered in 1795). Measured at 984 tons, each was to be 146 feet in length (overall) and 121½ feet (at the keel), with a 39 foot beam and a 14 foot draught. The main armament consisted of 28-18pdrs on the upper deck but there were also 2-9pdrs on the quarterdeck and fo'c'sle, plus some 32pdr carronades. Crewed by 270 (later 315) officers, men and boys, each of the first six frigates performed sterling services once at sea although three of them proved short-lived and were wrecked before the turn of the new century.





201

201.

**'A GENERAL CHART: EXHIBITING THE DISCOVERIES MADE BY CAPTAIN JAMES COOK...IN THIS AND HIS TWO PRECEEDING VOYAGES; WITH THE TRACKS OF THE SHIPS UNDER HIS COMMAND'**

by Lieutenant Henry Roberts, and engraved by W. Palmer, printed on conjoined sheets of laid paper with delicately shaded tracks and landmasses, circa 1785 — 24 x 37½in. (61 x 95cm.)

£800-1,200

202.

**A LARGE EARLY 19TH CENTURY 'SAILOR'S FRIEND'**

with 695g lead head, covered in knotted twine connected to rope shaft with Turk's head knot and strap handle — 18in. (46cm.); **together with** another with 257g head

(2)

£300-500

**Provenance:** ex-Bridon Ropes boardroom display, Warmsworth Hall, Doncaster.

203.

**A LARGE 19TH CENTURY BOSUN'S 'STARTER'**

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

£100-150

204. Ø

**A 19TH CENTURY WHALEBONE COSH**

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

£250-350

202

203



202



204





206 (part)

206.

**A 19TH CENTURY PARIANWARE BUST OF ADMIRAL LORD NELSON**

probably by Robinson & Leadbetter, with threaded attachment to socle base — 11in. (28cm.) high; **together with** a Staffordshire pottery model of Britannia (now refinished with gold paint)

(2)

£250-350

**Provenance:** Marine Society & Sea Cadets



207 (part)

207.

**A TRAFALGAR BROADSIDE: 'A PLAN OF THE ATTACK BY LORD NELSON OF THE COMBINED FLEET, OCTOBER 21ST, 1805'**

published by R. Dodd, November 1805 and printed by J. Smeeton, London, comprising a 10 x 14½in. hand-coloured plan of the action with named vessels, Collingwood's post-battle dispatch for 22 October, **together with** his general orders of the same date, the lower margin listing the two fleets together with the vessels' fates and complete with red tax stamp lower right, on paper watermarked 'EP 1804' — 26 x 19in. (66 x 48cm.)

(2)

£400-600

208. δ

**CMDR GEOFF HUNT R.N. (BRITISH, B. 1948)**

*The opening stages of Trafalgar depicting H.M.S. 'Victory' raking the 'Redoubtable'*

Oil on lid of papier-mâché table box

Signed 'G.G. Hunt RMS, 92' lower left; box enclosing artist's card 3 x 5in. (7.5 x 12.5cm.)

£300-500

209. δ

**CMDR GEOFF HUNT R.N. (BRITISH, B. 1948)**

*After William Lionel Wyllie: Trafalgar at 2:30pm*

Oil on lid of antique papier-mâché snuff box

Signed 'G.G. Hunt RMS, 91' lower right; with artist's receipt from 1992 enclosed in the lid and artist label inside

2 x 3½in. (5 x 9cm.); **together with** an aquatint after Pugin and Rowlandson of Nelson's catafalque lying in the painted hall in Greenwich Hospital published 1810, Pl. – 9 x 11in. (23 x 28cm.)

(2)

£200-300



208



209 (part)





210



211

210.  
**ENGLISH SCHOOL, CIRCA 1810**

*H.M.S. 'Victory'*

Oil on panel

7¼ x 10½in. (18.5 x 27cm.); framed within a giltwood overmantel mirror, overall size — 31½ x 13in. (80 x 33cm.)

£400-600

211.  
**A SCOTTISH GEORGE III SILVER GILT SNUFF BOX  
COMMEMORATING NELSON**

marks of Edinburgh, circa 1810 (date letter obscured), plain rectangular, cover mounted with a circular miniature portrait of Admiral Lord Nelson in civilian dress, *after* de Koster; interior mounted with a glazed miniature timber anchor set on black silk — 3 x 2 x 1in. (7.5 x 5 x 2.5cm.)

£1,000-1,500

212.  
**A SEA SERVICE FLINTLOCK MUSKET FOR THE ROYAL NAVY,  
CIRCA 1830**

with 26in. barrel, tower lock, trigger with brass guard, steel ramrod and brass butt plate — 42¼in. (107.5cm.) long

£600-800

213.  
**A ROYAL NAVY SEA SERVICE CUTLASS, CIRCA 1805**

the 24in. steel blade with pipe back showing signs of use, two-disc type hilt, with cast iron grip — 28½in. (72.5cm.) overall; **together with** a horn-handled hunting hanger, 17½in. steel curved blade, stamped with indistinct maker's marks and brass end cap embossed with cherubs

(2)

£400-600

The two-disc naval cutlass was adopted by the Royal Navy in 1804.



213 (part)

214. Ø

**AN IVORY BREEZE FAN COMMEMORATING THE BATTLE OF THE NILE, 1798**

with 27 finely pierced sticks each with polychrome cartouche at centre with depiction of the battle, with the winged victory pyramids inscribed 'Nelson First Aug 98' and a lion framed within pseudo-Egyptian symbols, main stick with cut steel bordering, mounted within glazed fan case — 12 x 19½in. (30.5 x 49.5cm.)

£800-1,200



214

216.

**AN EARLY 19TH CENTURY, ENGLISH SAILORWORK, CARVED OAK BUST OF ADMIRAL LORD NELSON**

depicted in uniform — 9in. (23cm.) high

£300-500

217.

**A COOPERED WOODEN WATER BUCKET FROM H.M.S. VICTORY, EARLY 19TH CENTURY**

with stout wooden cross-piece carrying handle with iron suspension ring, the side of the bucket stamped 'HMS / VICTORY / SNR' — 12in. (30.5cm.) diam; **together with** a Victory copper centenary tray and a late 19thC miniature enamel of Lord Nelson in brass frame

(3)

£1,500-2,000

**Provenance:** Bucket: Christie's sale 11287, 17th December 2015, lot 16, where provenance is stated as *The Society for Nautical Research, Portsmouth, obtained by The War Museum, New York from a prominent British naval family collection.*



215.

**AN EARLY 19TH-CENTURY MONUMENTAL OAK LEAF FRAME MADE FROM VICTORY TIMBER**

with indistinct label on reverse stating: "...This frame is made of the timbers of the Victory...", later annotated: "*The Gift of Lady Puleston to Charles Watkin [Wynne Eyton] Albrighton Hall June 20th 1840*", overall measurements — 24 x 31 x 3½in. (61 x 79 x 9cm.), containing a mezzotint of Nelson after John Hoppner, published 9th January 1806 and laid on canvas £1,000-1,500

**Provenance:** Probably Colonel Sir Richard Puleston (1765-1840) of Albrighton Hall, Shropshire. His wife, Emma, Lady Puleston (1781-1849). Her gift to Charles Watkin Wynne Eyton (c.1799-1870), rector of Shocklach in Cheshire and executor to Sir Richard Puleston.

**Sir Richard Puleston** was an admirer and close friend of Emma, Lady Hamilton. He supported her during her confinement for debt in 1813 and assisted in her subsequent escape to France. In their highly charged correspondence, Puleston described himself to Emma 'as among millions, your bequeathed Guardian and Protector' (Flora Fraser, *Beloved Emma* (1986) 356). Puleston's estate was situated near to Emma's birthplace in Cheshire suggesting an earlier acquaintance. He may have acquired this print of Nelson published on the day of the Admiral's state funeral and heavily framed in *Victory* timber from the sales of Emma's possessions in 1813.

215 (detail)



216

217 (part)





218 (part)



220

218.

**AN EARLY 19TH CENTURY TABLE SNUFF BOX, COMMEMORATING THE BATTLE OF TRAFALGAR**

the lid with transfer of the action inscribed inside 'VICTORY BATTLE OF TRAFALGAR' — 3½in. (9cm.); **together with** volume one (of two) of *THE NAVAL GAZETTEER OR THE SEAMAN'S COMPLETE GUIDE* by John Malham, with owner's inscription dated 1800, and a set of three small watercolours, two inscribed 'FOR NEW GUINEA 1885'

(5)

£200-300

219.

**A GEORGE III SILVER GILT MOUNTED SHIP'S TIMBER OAK SNUFF BOX**

marks for London 1818, mounted on the cover with a foliate bordered plaque stating *CERES* within ribbon and motto: *Ventus Secundus* (Fair Winds), foliate decorated thumbpiece — 3½ x 2¼ x 1in. (9 x 5.5 x 2.5cm.)

£600-800

Probably a launching memento for *Ceres*, a 280 ton East Indiaman barque launched at Shields in 1819.

220.

**A LATE 19TH CENTURY OAK PORTABLE WRITING SLOPE, MADE FROM TIMBERS OF LORD NELSON'S FLAGSHIP *FOUDROYANT***

by Fletchers Antique Furniture and The Foudroyant Company Limited, circa 1898, oak and leather, with glass inkpot and original key, the interior with maker's certificate of authenticity, overall dimensions — 11½ x 8½ x 5in. (29 x 21.5 x 12.5cm.)

£300-500

Fletchers Antique Furnishing and The Foudroyant Company Ltd was incorporated in 1898 following the wrecking of *Foudroyant* off Blackpool in June 1897. The company was dissolved before 1916.

221.

**NELSON**

a wrapper inscribed 'Alexr Davison Esqr St James's Square London', written in Nelson's left hand, stamped Plymouth 220, with red seal, postmark dated Nov 1804, folded piece missing from upper margin with no loss — 7½ x 9½in. (19 x 24cm.)

£600-800

**Alexander Davison (1750-1829)** was a close friend of Nelson, who brought him business as a prize agent after the Battle of the Nile and the Battle of Copenhagen. Davison reciprocated by the creation of a medal commemorating the victory at the Battle of the Nile and the building of the Nelson Memorial at his estate at Swarland, Northumberland. He was imprisoned twice, first for attempting to bribe the voters in the rotten borough of Ilchester and for defrauding the government. Curiously the date of the envelope (or wrapper) coincides with Davison's first term of imprisonment (May 1804 for a year).



219



221 (detail)





222

222.

**MANNER OF THOMAS LUNY (ENGLISH, LATE 18TH CENTURY)**

*A '74' making sail out of the harbour at Naples with a vice-admiral of the Red aboard*

Oil on canvas

9½ x 13½in. (24 x 34cm.)

£300-500



223



224

223.

**A GEORGE III SAILOR'S SILVER TOBACCO BOX**

maker's mark of William Key, London 1785, plain oval, the cover engraved with a frigate at sea, the base engraved with initials J.C within a wrigglework border, *later* additionally engraved with a figure of Hope with her anchor and name Edward Canner — 4in. (10cm.) long

£800-1,200

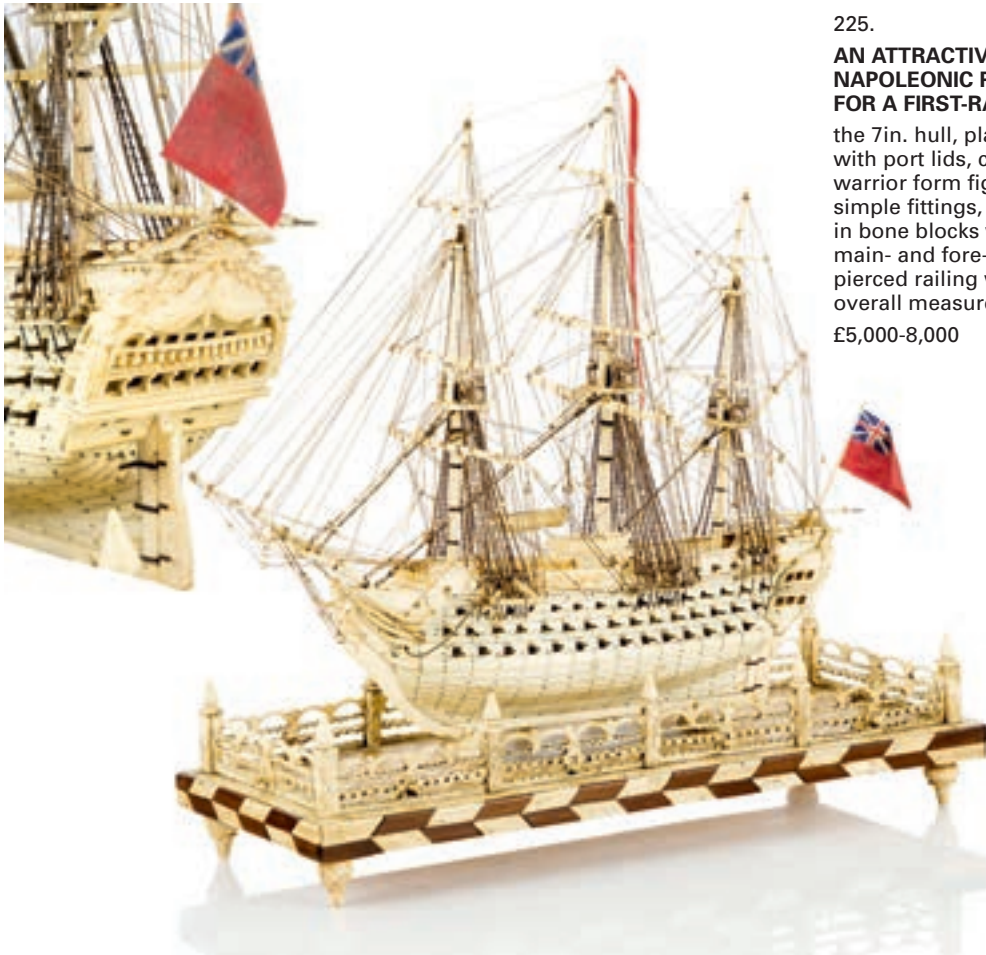
Generations of the Canner family have served in the Royal Navy including Jack Canner, seaman, listed as a prisoner of war in France in 1779; James Canner (possibly the same) who entered Greenwich Hospital as a pensioner in 1796, and James Canner, ordinary seaman, who joined H.M.S. *Ajax* in 1809. Edward Canner, ordinary seaman, entered H.M.S. *Alfred* in 1842 whilst another Edward Canner (probably his son) joined H.M.S. *Excellent* as able seaman in 1862. After a career in the Royal Navy, another family member, John Canner, died in the sinking of *Titanic* in 1912.

224.

**AN EARLY 19TH CENTURY, NAPOLEONIC PRISONER-OF-WAR, POLYCHROME BONE CALVARY**

containing a vivo of Christ attended by his mother and Mary Magdalene, a monstrance, candlesticks, painted in polychrome and contained within a glazed straw work case — 10½ x 7in. (27 x 18cm.)

£600-800



225

225.

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

the 7in. hull, planked, pinned and pierced for brass guns with port lids, chainplates with deadeyes, finely carved warrior form figurehead and stern, plain deck with simple fittings, bound masts with yards, stuns'l booms in bone blocks with two open boats slung between main- and fore-mast, mounted on inlaid bone base with pierced railing with intermittent canons protruding, overall measurements — 10½ x 10½in. (27 x 27cm.)

£5,000-8,000

225A.

**AN EARLY 19TH CENTURY FRENCH, NAPOLEONIC PRISONER-OF-WAR, BONE DOMINO SET**

with sliding lid, with inset watercolour of a contemporary lady, to a book-form case containing thirty tiles with typical etched circle and dot devices with red lining — 4½in. (11.5cm.) wide

£150-250

**Provenance:** Christie's South Kensington, sale no. 5219, 16th May 2007, lot 126

226.

**A LATE 18TH CENTURY FRENCH FLAG SIGNAL TABLE 'TABLEAU DES ORDRES PARTICULIERS, À L'ANCRE'**

comprising two sheets of vellum with pinholes and slot cut for ?bracket, each sheet with 19 identifying flags, some with pasted updates, numerals and answering pennants with manuscript names for assorted French vessels and divisions — 15½in. (39cm.) square

(2)

£150-250



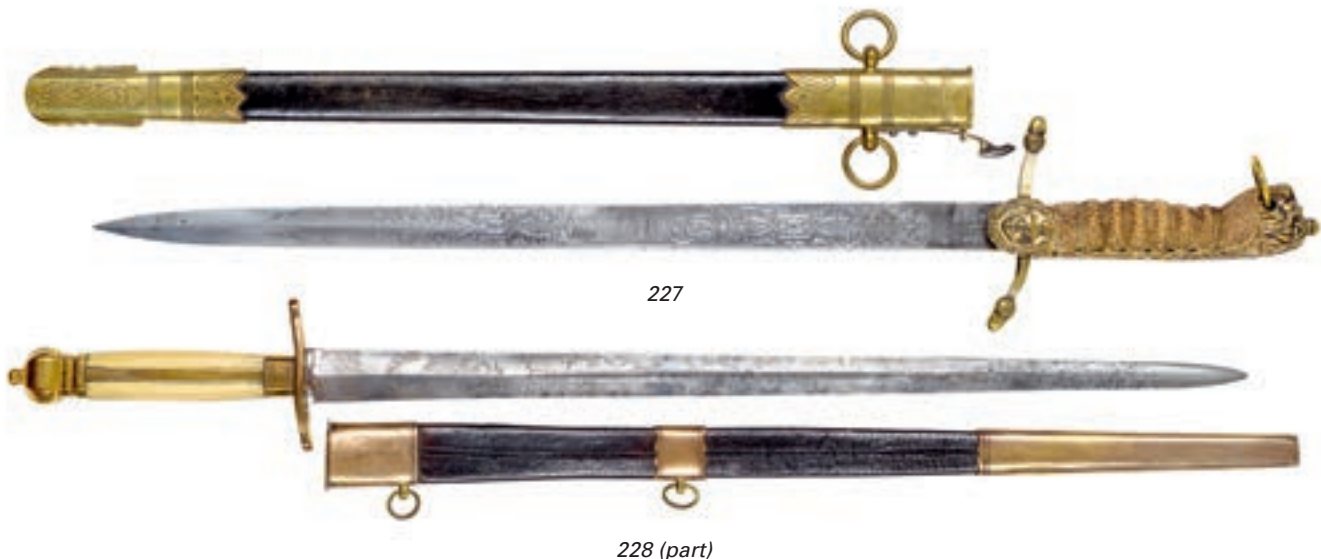
225A

5 (part)



226 (part)





227. Ø

**A LATE 18TH CENTURY NAVAL DIRK BY GOLDNEY, LONDON**

the 18½in. steel blade, engraved on both sides with the royal arms and cartouche inscription 'FOR MY COUNTRY', fluted ivory grip with gilt brass quillons and pommel, contained within leather gilt brass mounted scabbard of issue, signed and inscribed *Goldney Late Neild for St. James's Street Sword Cutler to his Royal Highness Prince of Wales*, complete with suspension loops and frog mount — 24½in. (62cm.) overall

£600-800

T.S Goldney was located at 4 St. James's Street, London between 1795-1809.

228.

**A FINE REGULATION DIRK FOR THE ROYAL NAVY, CIRCA 1930**

with 18in. etched steel blade with cypher for George IV and signed for 'Gieve, Matthews & Seagrove Ltd' fish skin grip with regulation lion's head pommel and acorn finials, contained within regulation brass mounted scabbard engraved with owner's name 'H. HOOK RN' — 21in. (53cm.); **together with** regulation sword belt

(2)

£400-600

229.

**AN EARLY 19TH CENTURY SILVER PATCH BOX COMMEMORATING EMMA HAMILTON**

*unmarked*, the lid with polychrome enamel depicting Emma Hamilton in arcadian setting with wrigglework borders — 1in. (2.5cm.)

£300-500



229



231

230.

**A LARGE NELSON COMMEMORATIVE STERLING SILVER CAKE SLICE**

shield-shaped with handle modelled as Admiral Lord Nelson standing on a column plinth, import marks for Berthold Muller, Glasgow 1903 — 10¼in. (26cm.)

£300-500

231.

**A BILSTONWARE PATCH BOX CELEBRATING THE PEACE OF AMIENS, CIRCA 1803**

the lid with two allegories of *Fame* and *Plenty* inscribed *Fame proclaiming her Hero's Peace with Plenty*, her trumpet inscribed within a swag *Duncan; Jervis; Abercrombie; Nelson & Howe*, the lid with internal mirror hinged to blue enamel body — 2in. (5cm.) diam.

£250-350



230



232.

**AN IMPRESSIVE 2¼IN. SINGLE-DRAW MARINE TELESCOPE OF CIRCA 1838, OWNED BY CAPTAIN J. JERVIS TUCKER**

*unsigned*, the 45½in. tapering main tube with single brass draw with backstop inscribed *Capt. J. Jervis Tucker*, flared eyepiece with dust slide; overall length — 50in. (127cm.) (closed)

£300-500

This officer was captain of the H.M.S. *Royal William* in 1838, which is probably when he purchased this instrument.

233.

**A 2IN. SINGLE DRAW MARINE TELESCOPE BY DOLLOND, LONDON, CIRCA 1790**

the 34¾in. tapering wooden tube with single draw signed as per title, with remnant owner's name under, flared eyecup with dust slide; overall — 37¾in. (96cm.) (closed)

£250-350

234.

**A ½IN. SINGLE DRAW OCTAGONAL MARINE TELESCOPE OF CIRCA 1780**

*unsigned*, the 11½in. wooden tube with objective assembly and dust slide, tapering eyepiece — 13½in. (34cm.) overall (closed)

£150-250

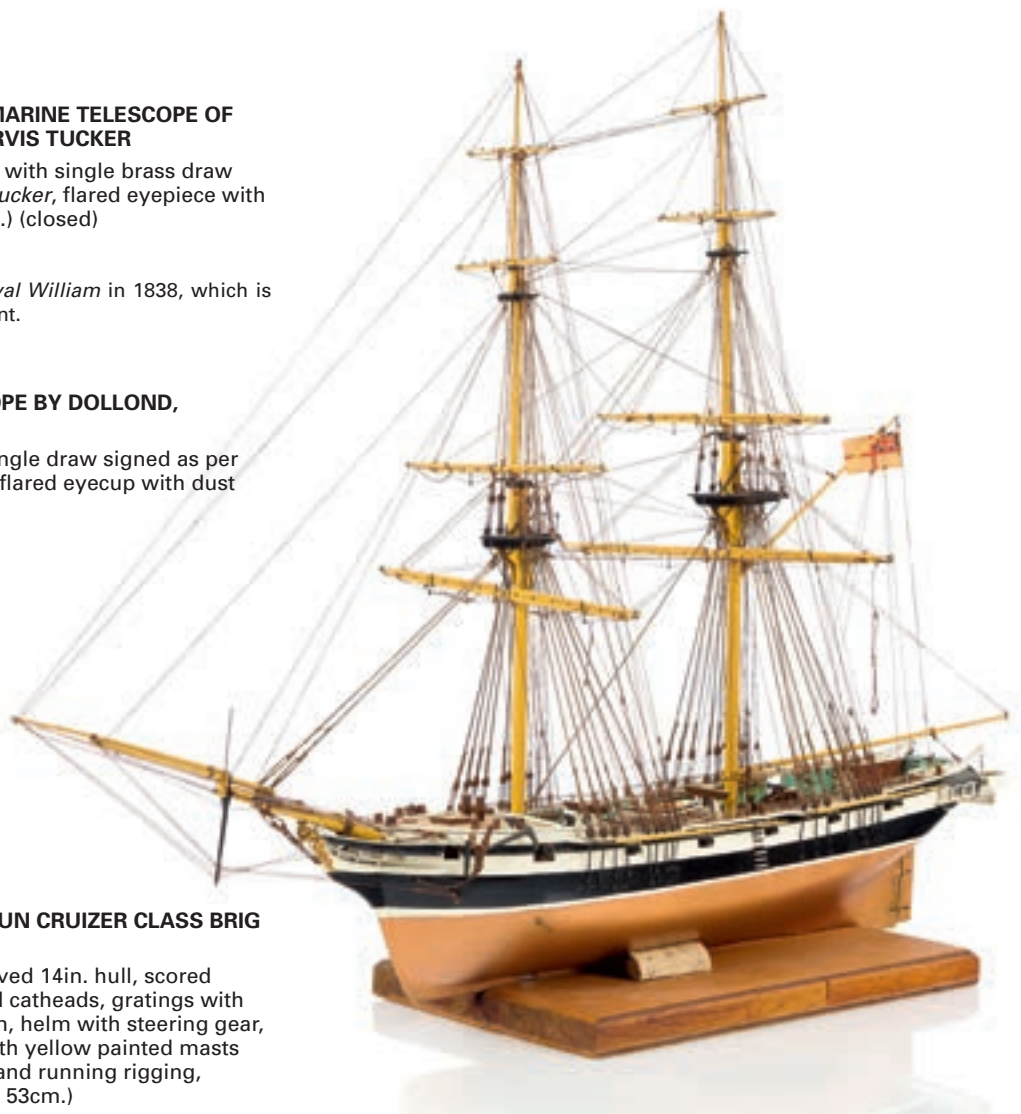
235.

**A STATIC DISPLAY MODEL OF THE 12-GUN CRUIZER CLASS BRIG H.M.S. NAUTILUS OF CIRCA 1807**

modelled by E.V. Fry circa 1968, with carved 14in. hull, scored decks with fittings including anchors and catheads, gratings with shot racks, fitted boats in chocks, capstan, helm with steering gear, carronades on slides, hammock racks with yellow painted masts with yards and stuns'l booms, standing and running rigging, overall measurements — 19 x 21in. (48 x 53cm.)

£400-600

**Provenance:** Deaccessioned from Russell-Cotes Museum, Bournemouth 2021; purchased from Christie's St. James's circa 1968.



235





236.  
**SCHOOL OF THOMAS BUTTERSWORTH (BRITISH, 1768-1842)**

*An Anglo-French action involving brigs and armed luggers*

Oil on canvas

16½ x 24½in. (42 x 62.5cm.)

£300-500

236

237.

#### **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)

£800-1,200

**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 1811 and knighted in 1838.



237 (part)



238

238.

**A WELL-PRESENTED SCALE MODEL OF H.M.S. *REDOUBTABLE*, CIRCA 1813**

modelled by E.V. Fry circa 1968 with carved 13in. hull painted copper below the waterline, open gun ports with guns, chainplates with deadeyes, headrails, figurehead, hammock racks, stern and quarter galleries with traced windows, scored decks with gratings, shot racks, chimney, companionways etc., bound yellow masts with yards and stuns'l booms, standing and running rigging, mounted on wooden display base, overall measurements — 19 x 27½ x 12in. (48 x 70 x 30.5cm.)

£600-800

**Provenance:** Deaccessioned from Russell-Cotes Museum, Bournemouth; purchased from Christie's St. James's circa 1968.

In the aftermath of the decisive Franco-Spanish defeat at Trafalgar, Napoleon initiated a massive rebuilding programme to create a new battlefleet utilizing not only France's own naval dockyards but also those throughout the various French-occupied territories across western Europe. When news of this project reached England, the Admiralty countered it by directing the two most talented naval architects of the time – Henry Peake and William Rule – to prepare designs for a new standardized class of '74's. After submitting their plans, upon which the Navy Board was unable to agree, it was decided that the two men should collaborate on a new design which was approved on 1st October 1806 and designated the 'Armada' class. Despite the potential problems inherent in any joint design, the fruits of the two surveyors' labours proved so successful that they produced the numerically largest class of battleship ever built to one design by any navy, bar for the French 'Téméraire' class begun in 1782. In all, the intention was to build forty-one '74's to the 'Armada' design, but since the various yards to which the contracts were awarded were given only the most basic details of tonnage at 1,741bm., length 176 feet (overall) and 145 feet (keel), beam 47½ feet and draught 21 feet, the vessels themselves showed numerous variations when completed.



239

239.

**A LARGE TURNED MAHOGANY TABLE TOBACCO BOX, MADE FROM THE TIMBER OF H.M.S. *GIBRALTAR* (1749), CIRCA 1836**

interior with a glazed manuscript label stating provenance — 5½ x 2in. (14 x 5cm.)

Originally built for the Spanish Navy in Cuba in 1749, Gibraltar was captured by Admiral Rodney at the Battle of Cape St Vincent in 1780 where, as Fenix, the ship had carried the flag of Admiral Langara. Renamed and taken into service, the ship subsequently saw action at the Glorious First of June before eventually being broken up in 1836.

£300-500





240

240.

**FOLLOWER OF SIR OSWALD WALTERS BRIERLY (BRITISH, 19TH CENTURY)**

*H.M.S. 'Impérieuse' 50 guns at anchor in the Downs with crew furling her sails*

Watercolour

Signed 'W.H.W/Sept 55' (under mount)

13 x 19½in. (33 x 49cm.)

£200-400

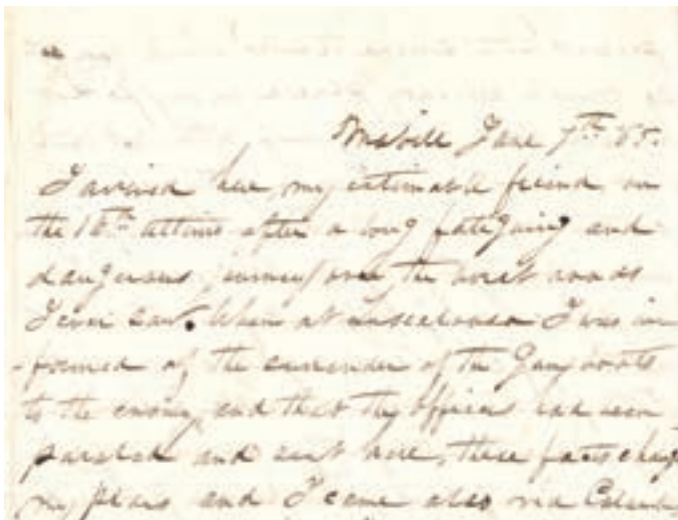
241.

**A 19TH CENTURY MARINE CARVING**

carved from limewood in the form of a bracket or hanging piece, depicting a female head and torso looking downwards, mounted on shaped boards — 21½ x 9½in. (55 x 24cm.)

£400-600

**Provenance:** Recovered by an amateur diver off the coast of Bermuda circa 1975



242



241

242.

**AMERICAN CIVIL WAR**

A.L.s to Mrs Phillips, La Grange, Georgia, 3pp, 8vo *written with a miserable pen on very bad paper* by Franklin Buchanan, American admiral in the Confederate Navy during the Civil War and commander of the C.S.S. *Virginia*, Mobile 1865; he writes *When at Tuscaloosa I was informed of the surrender of the gunboats to the enemy and that the officers had been paroled and sent here* and continues with his earnest thanks for all the kindness shown him by Mrs Phillips *'Thank you, your worthy husband for your great kindness to me under your friendly and hospitable roof ... I return your valuable present ... which you with so much delicacy placed in my pocket ... Through the assistance and liberality of my Mobile friends I am in possession of sufficient funds to carry to my family ... I was much pleased to see the Col. and to see him looking so well, his early garden work agrees with him.* In a postscript, he adds ... *I feel for my estimable friends Mrs Mallory and Hill, tell them not to be alarmed, the Yankees dare not hurt them.*

£200-300

**Franklin Buchanan (1800-1874)**, an American naval officer, had been captured in the Battle of Mobile Bay in August 1864 and had been paroled in early 1865.

243.

**'TRANSATLANTIC AND COASTWISE STEAMSHIP FUNNEL MARKS, HOUSE-FLAGS AND NIGHT-SIGNALS'**

published by Pelletreau & Raynor, New York, June 1875, 92 pages, including American yachts with club flags and private signals, index yachting and shipping data etc., endpapers enclosing publisher's notice and fold-out chart for the North Atlantic steam service showing Cunard, Inman lines and telegraph cables, bound in green cloth boards with gilt — 5¾ x 4in. (14.5 x 10cm.)

£150-250

See illustration on page 91



244 (detail)

244.

**'A COLLECTION OF THE PRINCIPAL FLAGS OF ALL NATIONS OF THE WORLD'**

Brightly & Childs, Bungay (Suffolk), 1813, containing 15 plates and featuring 238 hand-coloured flags, with index, the fly autographed *James Lambert Walton 1824*, original thin card covers (*front detached*), with old paper label on upper cover, good condition £250-350

Despite being the very first popular flag reference available at relatively low cost, copies of this fascinating early guide are surprisingly rare.

245.

**A RARE DINNER PLATE FROM THE BRITISH ARCTIC EXPEDITION OF 1875-76**

a Copeland stoneware dinner plate for H.M.S. *Alert* with blue transfer border and expedition device, the reverse with ship's name, three foul anchors, maker's marks and further impressed marks — 10½in. (26.5cm.) diam.

£1,200-1,800

**Captain George S. Nares (1831-1915)** was recalled from the 'Challenger' expedition to head the 1875 expedition on the steamships *Alert* and *Discovery*, which were sent out by the Admiralty in an attempt to reach the North Pole by way of Smith Sound. It culminated in Commander Albert Hastings Markham's Farthest North of 83° 20' 26"N (May 12, 1876), a record latitude at the time.



245



246

246.

**A SET OF 19TH CENTURY SAILORWORK SAILMAKER'S TOOLS**

each with finely knotted twine handle, the longest — 9½in. (24cm.) long

(4)

£150-250

**Provenance:** ex-Bridon Ropes boardroom display, Warmsworth Hall, Doncaster.

247.

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

comprising three drawers 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.)

£600-800



247





248

248.

**A FINE SAILOR'S WOOLWORK PICTURE, CIRCA 1860**

depicting an Admiral of the Red aboard either H.M.S *Black Prince* or *Warrior*, dressed overall with furlled sails and funnel partially raised, at anchor on a calm sea with sponson boom lowered for two ships boats — 12 x 18in. (30.5 x 46cm.)

£500-800



249

249.

**A FINE SAILOR'S WOOLWORK PICTURE, CIRCA 1860**

depicting a three deck first-rate of the Royal Navy at anchor, dressed overall with funnel raised and crew on the yardarms, receiving an approaching dignitary — 16 x 23in. (41 x 58.5cm.); contained within original maple frame — 23 x 30in. (58.5 x 76cm.)

£600-800

250.

**A SAILOR'S WOOLWORK PICTURE, CIRCA 1870**

depicting a warship under full sail on a calm blue sea within a roundel flanked by national flags, surmounted by a crown and a rose motif — 15½ x 15in. (39x 38cm.)

£200-300

251.

**A 19TH CENTURY SAILOR'S WOOLWORK PICTURE**

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

£250-350

252.

**A SAILOR'S WOOLWORK PICTURE, CIRCA 1860**

depicting a three-masted warship underway on a stylised sea framed by international flags and national emblems — 17 x 20in. (43 x 51cm.); **together with** a watercolour by Rev F.C. Jackson (1825-1898) *Retrieving wreckage on a Cornish beach*, signed and dated 'FC Jackson 1874' (lower right) — 17½ x 24in. (44.5 x 61cm.)

(2)

£100-150



250



251



252 (part)



# Naval (Steam)



Lot 328 (detail)





255

255.  
**A SAILOR'S WOOLWORK PICTURE OF THE H.M.S. CALLIOPE, CIRCA 1880**

depicted sailing in a calm blue sea and flying the flag of a Vice Admiral — 18½ x 25½in. (47 x 65cm.); framed and glazed  
£200-400



256

256.  
**A LATE 19TH CENTURY LITHOGRAPH OF H.M.S. HERMES**

mounted in a verre églomisé frame  
17½ x 24½in. (44.5 x 62cm.)  
£80-120

257.  
**SIR JULIAN S. CORBEE & SIR HENRY NEWBOLT, HISTORY OF THE GREAT WAR ... NAVAL OPERATION**

three and a half volumes of text and five and a half volumes of maps, numerous folding, some coloured, five folding maps in the pockets at beginning and end of volume II, text and maps, numerous folding maps in volumes of text, original blue cloth, a few volumes a little rubbed, 8vo, London, Longmans, Green & Co., 1920-31

(8)  
£200-300



258.

**SHIP'S LOG FOR H.M.S. JUPITER AND H.M.S. TERRIBLE**

steaming from England to Gibraltar back to Chatham and thence steaming over the north coast of Ireland, back to Gibraltar and then to Port Natal, Durban, Mauritius, Colombo, Singapore, Hong Kong, Taku, Wei Hai Wei, Yokohama and back to Hong Kong, January 15, 1899 to April 15 1901, compiled by H.T. Dorling who has written his name idiographically on the title (H. T[ea]pot door and ling (fish)), folio, 146pp., 25 maps and plans coloured in outline, 29 hand-coloured drawings, one plain drawing and five photographs, including four of *Terrible's* guns on land, the logs are fairly standard for this period and concern themselves almost exclusively with tasks about the ships, contemporary reversed half-calf with red morocco label, Dorling's name on front cover (*a little rubbed*) — 12½ x 8in. (32 x 20.5cm.)

**JOURNAL OF THE PROCEEDINGS OF H.M.S. TERRIBLE, CHINA, MARCH 8 1901 TO SEPTEMBER 8 1902**

kept by H.T.T. [sic] Dorling Mid, folio 147pp., 18 plans and maps, coloured in outline, two folding, 13 hand-coloured drawings and one plain drawing, three watercoloured drawings on title page, one depicting H.M.S. *Terrible*, for the most part moored at Wei Hai Wei but also putting in at Hong Kong, Chifu, Kobe, Yokohama (15 days), a fairly standard log book detailing various tasks performed aboard (coating, painting boats, washing clothes and hammocks, etc.) but with mentions of recreation: 22 March 1901 sent out a party of some midshipmen for a shooting picnic (a space left for the bag!), 17 April organised sports ashore; 4 May 'went out shooting and shot 3 curlew, 1 duck and 1 doz. various snippet, dotterel, etc.', 23 May 'landed all men available to witness presentation of Conspicuous [sic] Gallantry Medal to Sergt. Preston for gallantry at Pekin [Boxer Rising]', 27 June 'There was a dance this evening on the poop which was decorated for the occasion, nearly all the Chifu residents attended. It was a great success', 21 December 'we had some excellent toboggoning [sic] ... the track was perfect', 22 February 1902 'fired salute of 21 guns in honour of George Washington's birthday', the log signed off by Percy Scott, original half buckram, red morocco label on spine, signed by Dorling on front cover — 12½ x 8in. (32 x 20.5cm.); **together with** another log book (3)

£1,500-2,500

'**Taprell Henry Dorling (1883-1968)** was born in Berwick, the second son of Colonel Francis Dorling. He changed the order of his names on 31 December 1908 [but cf these two logs]. He was placed on the Retired List by his own request with the rank of captain on 8 September 1929 [but] in 1939 he was brought back into service to help with the Ministry of Information ... He reverted to the Retired List on 30 August 1946'.



259 (part)



258 (detail)

259.

**NAVAL PHOTOGRAPH ALBUM, CIRCA 1900**

a collection of 74 actual mounted photographs on 48 sheets, contemporary Japanese lacquer binding, with two features in high relief (*lacks a small piece on front cover*) oblong 8to 1899-1902, Henry Dorling's copy with inscription at the beginning — 6 x 8in. (15 x 20cm.)

£2,000-3,000

**Taprell Henry Dorling (1883-1968)**, an R.N. officer from 1897 to 1929 and then from 1939 to 1946 changed his name in 1910 to Henry Taprell Dorling although this album is inscribed H.T. Dorling, H.M.S. *Terrible*, Yokohama Japan, 1900. The photographs illustrate, inter alia, the guns of the *Terrible*, various activities at Wei Hai, Tong Ku, a group photograph including Dorling, Hong Kong, Tientsin and eight photographs pertaining to the Boer War.





260

260.

**GAETANO D'ESPOSITO (ITALIAN, 1858-1911)**

*H.M.S. 'Orlando', 1892*

Watercolour and gouache

Signed and dated 'D'Esposito 1892' (lower right)

14¾ x 20½in. (37.5 x 52cm.)

£200-300

The name ship of the 1886 *Orlando* class of first-class cruisers, she was built by Palmers of Jarrow, registered 5,600 tonnes and could develop 17 knots. Commanded by Charles Ramsay Arbuthnot on the Australia station from 1892 to 1895, in 1899, she was assigned to the China Station under Captain James Henry Thomas Burke who died during a passage from Colombo to Aden. In 1902 she was placed in the B Division of the Fleet Reserve and sold for scrapping in 1905.

261.

**SHIP'S LOG FOR THE PADDLE SLOOP H.M.S. *VESUVIUS*, 1841-44**

under the command of Commodore Erasmus Ommanney, folio, written in two hands, 1841-1844, the log concerns itself mainly with ordinary tasks (washing clothes, caulking, coaling, painting masts, washing decks, etc.) with a disproportionate amount of punishments (30 lashes for disobedience, 30 lashes for insolence, 36 lashes for being drunk on duty, 42 and 48 lashes for disobedience, 30 lashes for being below when the hands were on deck, 36 lashes for leaving the ship without leave, etc.) contemporary half roan (rubbed) — 13 x 8in. (33 x 20.5cm.)

£600-800

The *Vesuvius* was based in Malta and undertook voyages to Beirut (several visits), Jaffa, Acre, Crete, Barcelona (several visits), Tunis, Tripoli, Alexandria, Constantinople and other Mediterranean ports. **Erasmus Ommanney (1814-1904)**, one of four Ommanneys to serve in the Royal Navy in the 19th century. Entered the service in 1826, serving with the allied forces at the battle of Navarino in 1827 and after a varied career was promoted rear admiral in 1864, retiring from the Royal Navy as admiral. He was knighted in 1887.

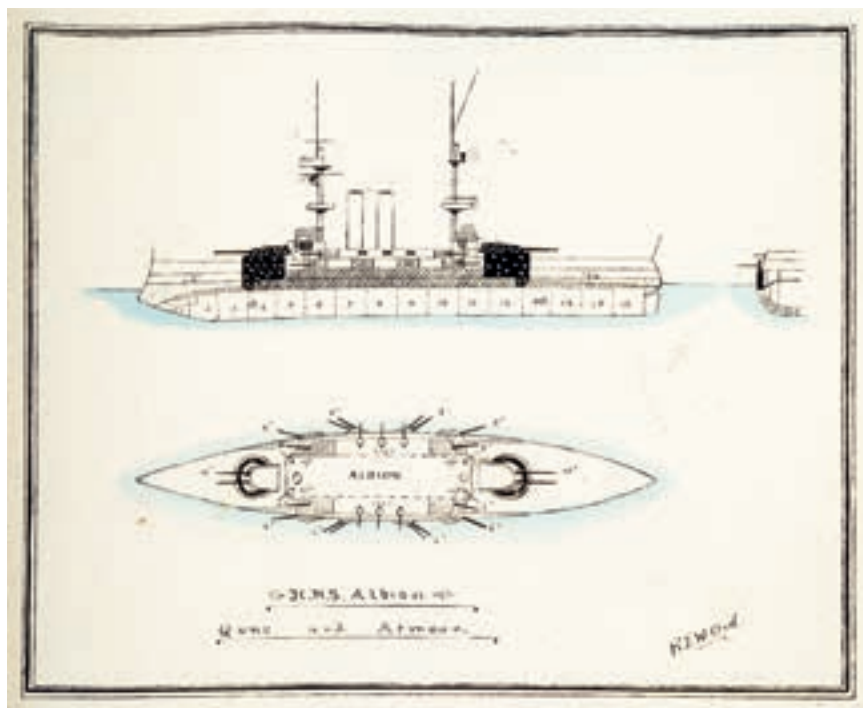
262.

**LOG BOOKS FOR H.M.S. *ALBION* (JANUARY 15 1909 – MARCH 17 1909) AND H.M.S. *SWIFTSURE* (MARCH 18 1909 – JULY 15 1910)**

written and illustrated by R.G.W. Ord, *Albion* from Gibraltar to Portsmouth and back to Gibraltar, *Swiftsure* from Malta to Mersina, Ayas Bay, Portsmouth, Gibraltar, Suda Bay, Phaleron Bay, Malta, Gibraltar, Malta, Falmouth and Oban, 13 maps and charts, some coloured, some coloured in outline, 14 coloured drawings, nine plain drawings and three photographs, (rather damp-stained at the beginning), fairly standard logs almost exclusively concerned with ship's routine and tasks (coating, washing clothes, painting the ship and boats, making and mending clothes, etc.) 27 July 1909 King Manuel II of Portugal at lunch in the *Swiftsure* and several games of football (the *Swiftsure* team beat an Athens team 4-0), hockey and cricket, half buckram, red Morocco label on spine (rather rubbed and stained), folio — 12½ x 8in. (32 x 20.5cm.); **together with** a small collection of ephemera relating to various members of the Ord family

(A lot)

£400-600



262 (detail)

263.

**A RELIC MADE FROM BRASS FROM THE WRECK OF S.M.S. UC-44, CIRCA 1917**

modelled as a waterline conning tower of the submarine and inscribed over both sides: *U.C. 44 Torpedoed the British Steamer "Belgian Prince" July 31st 1917. "Belgian Prince's" crew of 41 were mustered on the deck of the submarine which then submerged, leaving the crew to drown. There were 3 survivors. / U.C. 44 Sunk off Dunmore Head. Model cast from port propeller Salved Sept. 30th 1917.* — 4 x 8in. (10 x 20cm.)

£200-300

UC-44's sinking was the result of a clever ruse deployed by Admiral W. 'Blinker' Hall, the Director of Naval Intelligence who, knowing the Germans had cracked the RN's code transmitted when a minefield had been cleared, arranged for the next minefield to be declared but not swept, thus, when UC-44 returned to re-seed a field off Southern Ireland, it ran into mines laid by UC-42 in June that year. Only Kapitanleutnant Tebbenjohanns escaped from the conning tower without apparatus.



263



264 (part)

264.

**A RARE AND HIGHLY ORIGINAL FIRST WORLD WAR CONVOY "ZIG-ZAG" CLOCK**

the 8in. painted dial with Roman numerals, black spade hands, subsidiary seconds above 'VI', slow/fast lever below 'XII', single winding arbour to 8-day going barrel movement contained within oxidised brass drum case with adjustable electrical contact ring to rim and electrical ports under, mounted within wooden case with glazed viewing port, battery compartment with maker's label inscribed *THE EXPRESS LIFT CO. LTD. LONDON AND LIVERPOOL* with polished brass gong and activation switch mounted to top — overall measurements – 25 x 11in. (63.5 x 28cm.); **together with** an original set of typewritten instructions

(2)

£400-600



265

265.

**A PRESENTATION/LAUNCHING ANCHOR COMMEMORATING THE GERMAN GUNBOAT S.M.K. BT EBER, CIRCA 1903**

the 7in. anchor constructed in lacquered brass and inscribed *S.M.K bt EBER*, now mounted in glass-fronted display case with photograph and historical data — 17½ x 14in. (44.5 x 35.5cm.) £150-250

One of six 1,193 ton/14kt 'Ilitis' Class gunboats built between 1898 and 1903, *Eber* was posted in West African waters when World War One was declared. She donated her guns, ammunition and some of her 121 crew to the liner *Cap Trafalgar* (which, in her role as a commerce raider was to be sunk by the *Carmania* that September), before being interned in Brazil. When Brazil joined the Allied cause in 1917, her crew scuttled her.





266

*The following three lots all depict vessels that took part in the **Zeebrugge Raid** in April 1918. Shown here in active service, by the time of the Raid, they were considered obsolete, the ships being filled with concrete and used for blocking canals, whilst the submarine had five tons of high explosive placed in its forward compartment to ram and blow up the viaduct.*

266. δ

**RONNY MOORTGAT (CONTINENTAL, B. 1951)**

*H.M.S. 'Thetis'; H.M.S. 'Sirius'*

Watercolour

Signed 'Ronny Moortgat' and inscribed with titles

12 x 19¼in. (30.5 x 50cm.)

(2)

£300-500



267

267. δ

**RONNY MOORTGAT (CONTINENTAL, B. 1951)**

*H.M.S. 'Intrepid'; H.M.S. 'Brilliant'*

Watercolour

Signed 'Ronny Moortgat' and inscribed with titles

12 x 19¼in. (30.5 x 50cm.)

(2)

£300-500



268

268. 6

**RONNY MOORTGAT (CONTINENTAL, B. 1951)**

*H.M.S. 'Iphigenia'; H.M. Submarine 'C3', and naval shipping off Portsmouth, circa 1914*

Watercolour

Signed 'Ronny Moortgat' and inscribed with titles

Largest 12 x 19¼in. (30.5 x 50cm.)

(2)

£300-500



269

269.

**A CASED SET OF ROYAL NAVY SIGNAL FLAGS**

the 12 x 14in. cotton flags with mostly stencilled linen sleeves and rope lanyards with wooden toggles, contained in stencilled compartments in wooden case with hinged doors — 28½ x 15 x 8in. (72.5 x 38 x 20cm.)

£400-600



270

270.

**A DENT PATENT 182 BOAT COMPASS BY WHYTE, THOMSON & CO., GLASGOW, CIRCA 1915**

the 4in. compass card signed as per title and contained within liquid-filled bowl with ebonised rim inscribed *Patt. 182 No. 341* with magnifier bar with lens secured over, gimbal-mounted in wooden box with locking arm, hinged door with pasted instructions dated 5th March 1915, securing rings with brass temple-top glazed hood, the rear panel adapted for electric lamp, single shade slide and wooden drop-handle to top – 13in. (33cm.) high

£600-800





271



272



273



274



275



276



277



278



280



282



283



285



287



288



290



271.

**THE SCREEN BADGE FROM H.M.S. *SHIKARI*, 1919**

cast in brass in naval brown, ship's name and rope border, mounted on shaped wooden display board — 17 x 11in. (43 x 28cm.)

£300-500

272.

**THE SCREEN BADGE FROM H.M.S. *MACKAY*, 1919**

cast in brass in naval brown, ship's name and rope border, mounted on shaped wooden display board — 17 x 11in. (43 x 28cm.)

£300-500

273.

**THE SCREEN BADGE FROM H.M.S. *TARTAR*, 1939**

cast in brass in naval brown, ship's name and rope border, mounted on shaped wooden display board — 17 x 11in. (43 x 28cm.)

£300-500

274.

**THE SCREEN BADGE FROM H.M.S. *VANSITTART*, 1921**

cast in brass in naval brown, ship's name and rope border, mounted on shaped wooden display board — 17 x 11in. (43 x 28cm.)

£300-500

275.

**A WELL-PRESENTED SHIP'S BADGE FROM THE SLOOP H.M.S. *MAGPIE*, (1943)**

the 7in. badge cast in brass and mounted on a wooden shield with Plexiglas liner with reverse painted titles and honours list — 13 x 11½in. (33 x 29cm.)

£300-500

Latterly *Magpie* was Prince Philip's first and last Command before duties as the en's consort halted his career as a serving naval officer.

276.

**AN UNOFFICIAL SHIP'S BADGE FOR THE ARMED MERCHANT CRUISER H.M.S. *CHESHIRE*, (1939)**

cast in a brass 5¼in. oval depicting the Cheshire Cat, mounted on wooden display shield — 12½ x 10½in. (32 x 27cm.)

£100-150

277.

**A PAIR OF UNOFFICIAL SHIPS' BADGES FROM THE CRUISER H.M.S. *PATHFINDER*, 1904**

cast as native Americans and mounted to a shield with plate inscribed H.M.S. *Pathfinder*, sunk by German submarine Sept 5th 1914 — 13¾ x 11¼in. (35.5 x 29.5cm.)

£200-300

278.

**AN UNOFFICIAL SHIP'S BADGE FROM THE BATTLE CRUISER H.M.S. *TIGER*, 1913**

of oval form, 9in. diam. with a tiger prowling to the left in a ropework border and mounted on ebonised board, inscribed 'BARYE' in lower left, total amount sizes — 10in. (25.5cm.); **together with** an unofficial ship's badge from the cruiser H.M.S. *Achilles*, 1905, mounted on black Bakelite board — 8½in. (21.5cm.)

(2)

£200-300

279.

**A PAIR OF UNOFFICIAL SHIP'S BADGES FROM THE DESTROYER H.M.S. *SHARK*, 1918**

5in. diam badges cast as longboats, mounted on wooden shields with carved sharks at the top — 9 x 8in. (23 x 20.5cm.)

(2, a pair)

£150-250

280.

**UNOFFICIAL SHIPS' BADGES FROM THE BATTLESHIPS H.M.S. *ANSON* (1940) AND H.M.S. *ALBION* (1898)**

cast in brass with hooks for wall hanging, each — 8in. (20.5cm.) diam.

(2)

£200-300

281.

**UNOFFICIAL SHIPS' BADGES FROM THE BATTLESHIPS H.M.S. *REVENGE* (1915) AND H.M.S. *VALIANT* (1914)**

cast in brass with painted backgrounds, the *Revenge* mounted on ebonized display board — 8in. (20cm.)

(2)

£250-350

282.

**AN UNOFFICIAL SAILORWORK SHIP'S BADGE FOR THE CRUISER H.M.S. *DEVONSHIRE*, 1904**

brass components mounted on circuit board — 8½in. (21.5cm.); **together with** a badge from the R.N. College Osborne and two fids

(4)

£200-300

283.

**AN UNOFFICIAL SHIP'S BADGE FROM THE DESTROYER H.M.S. *VANCOUVER*, 1917**

7¼in. badge cast in brass, with coat-of-arms, mounted on wooden display board — 8¼in. (21cm.); **together with** a 6½in. ship's badge from the destroyer H.M.S. *Tilbury*, 1911

(2)

£200-300

284.

**UNOFFICIAL SHIPS' BADGES FROM THE CRUISERS H.M.S. *CARDIFF* (1917) AND H.M.S. *GLASGOW* (1909)**

cast in brass with hooks for wall hanging — 8in. (20.5cm.)

(2)

£200-300



286 (part)

287 (part)



288 (part)

289 (part)

The following group of lots were collected by a retired Royal Navy Victualling Officer whose duties included overseeing the daily rum ration. To achieve this a complicated system of dilution was required to give the correct strength to the correct rank. From its introduction in 1655 until abolition on the 31st July 1970 (known in the RN as 'Black Tot Day') sailors were issued a daily tot of rum. The measure and strength changed a number of times over the years but in 1850 was finally settled at a ½ gill (th of a pint or approximately 70 millilitres) per man per day. Senior Rates (Petty Officers, Chief Petty Officers and Fleet Chiefs/Warrant Officers) were allowed their ½ gill ration neat. Junior ratings (Leading Hands and below) were required to mix their ½ gill with 1 gill of water to make 1½ gills of Grog - popularly known as '2 & 1'. Officers were not entitled to a rum issue but had their own bar in the Wardroom. The RN Branch responsible for storing, accounting for and issuing the ship's and shore establishment's rum was the Victualling Department. Lipped copper measures were used for measuring neat spirit, round copper measures for measuring water and grog. Other equipment included pumps, funnels, corkscrews, Bakelite measures, wicker clad stoneware jars, rum tubs, barrels and barricoes ("breakers") - lockable carrying vessels for transporting neat rum from the Spirit Room to the point of issue, ready for mixing with water to make the grog.

285.

#### A ROYAL NAVY GROG TUB

coopered in oak, of typical tapering form with polished brass banding and lettering inscribed *THE QUEEN GOD BLESS HER*, the lid with brass acorn finial handle — 17in. (43cm.) high

£700-1,000

**Provenance:** private collection, UK.

286.

#### A ROYAL NAVY RUM PUMP, CIRCA 1920

constructed in copper with pierced brass foot, zinc-lined interior with wooden-handled pump with leather grommet — 41½ (105.5cm); **together with** a set of four zinc-lined copper graduated R.N. rum funnels with suspension loops; and an 18 gallon R.N. rum barrel, coopered in oak with black iron banding, wooden bung and Government marks incised to top, one end stamped with yard marks and painted red, the other with brass plate inscribed *ROYAL NAVAL RUM CASK FROM ROYAL CLARENCE YARD* – 22 x 14in. (56 x 35.5cm.)

(6)

£400-600

**Provenance:** private collection, UK.

287.

#### A REGULATION ROYAL NAVY RUM PUMP

constructed in copper and brass with zinc lined bowl and wooden-handled plunger — 42in. (107cm.); **together with** an associated brass half-pint measure

(2)

£300-500

288.

#### A COMPLETE SET OF ROYAL NAVY COPPER LIPPED RUM MEASURES

each stamped with size and pattern numbers as appropriate, the half-gallon stamped *V.R.* inside lip, the pint and half-gill stamped with maker's mark for Burt Bros. 1955, the largest (gallon) — 12in. (30.5cm.) high; **together with** an R.A.S.C. crate containing two wicker-covered stoneware rum jars, a copper funnel and an R.N. issue corkscrew

(a lot)

£300-500

**Provenance:** private collection, UK.

289.

#### A FULL SET OF EIGHT ROYAL NAVY ROUND RUM MEASURES

of various dates of issue, the largest (gallon) stamped *V.R.*, the half-gallon with brazed bottom and side, each with pattern numbers and size as appropriate – the largest 7½ in. (19cm.) high; **together with** an R.A.S.C. crate containing two stoneware rum jars, one with wicker cover, a copper funnel and an R.N. issue corkscrew

(a lot)

£400-600

**Provenance:** private collection, UK.



290 (part)

289 (part)

290.

**A ROYAL NAVY MESS RUM FANNY, CIRCA 1900**

constructed from ebonised and galvanised steel with maker's label for *Sellman & Hill Ltd, Wolverhampton*, and inscribed *ROYAL NAVY MESS No. \_\_*, with front and side bracing, loose lid recessed for handle with counter mess number plate and hinged carry-handle with suspension indent; size excluding handle — 11½ x 14 x 10in. (29 x 35.5 x 25.5cm.); **together with** R.N. rating's hatbox, an R.N. issue bosun's call, a pair of shoulder boards for captain and a small quantity of modern Nelson collectibles

(a lot)

£150-250

**Provenance:** private collection, UK.

291.

**A PUSSEY'S NAVAL RUM BAR CASK**

coopered in oak with brass banding and spigot, stamped to the side with maker's marks and loosely mounted on a cradle stand — 10 ½in. (27cm.) wide; **together with** a 7in. 'mal de mer' bar bell mounted on ebonised stand with plate inscribed *MAL-DE-MER CLUB/ RESPONDUS INSTANTUS*; a Trafalgar bicentenary *Victory* oak decanter stand by Nauticalia — 10in. (25.5cm.) wide (3)

£150-250

**Provenance:** private collection, UK



291





292

293 (part)

292.

**A FINE 12-BOLT DIVING HELMET BY C.E. HEINKE & CO. LTD, LONDON, CIRCA 1930**

the spun copper bonnet with removable faceplate and three circular ports with cross-wires, spit cock valve, air inlet with sprung, non-return valve, telephone port and adjustable exhaust valve, secured by interrupted thread to brass corselet with maker's plate to front, punched with number '6532', front weight hooks and full set of brasses signed and counter-numbered, interior with air ducts — 19½in. (49.5cm.) high

£4,000-6,000

293.

**A FINE AND RARE REBREATHING OUTFIT BY C.E. HEINKE & CO., LTD, LONDON, CIRCA 1950**

comprising a three-bolt spun copper and brass helmet (*unnumbered*) with four circular ports, suspension staple, adjustable regulator to front, telephone inlet with blanking nut, scrubber unit with sprung non-return valve inlet and blanking nut, the corselet with two front and single rear weight hooks, padded interior, chin buzzer, padded knock exhaust valve, etc — 20in. (51cm.) high; **together with** a rubber and canvas suit, rubber boots with lead boot inserts; cylinder pack, cylinder pack harness and three boxes of assorted factory spares, much still in mostly unopened factory packaging

(A lot)

£6,000-8,000



292 (detail)

293 (detail)



294



295

294.

**A THREE-BOLT LIGHTWEIGHT DIVING HELMET BY SIEBE GORMAN & CO., LTD, LONDON, CIRCA 1930**

*unnumbered*, tinned overall, the bonnet with drop-front oval faceplate, adjustable exhaust valve, telephone port with wire in situ, air inlet with sprung non-return valve; the corselet with maker's plate signed as per title, front and back weight studs, the interior with chin buzzer, telephone speaker and lock valve — 18½in. (47cm.) overall

£3,200-3,800

295.

**A SHALLOW DIVING TWIN CYLINDER AIR PUMP BY BETZ, CHICAGO, CIRCA 1900**

the cast iron frame signed as per title, and acting on two polished brass cylinders with air exhaust — 15in. (38cm.) high

£350-450

296.

**A FINE SINGLE DIVER PUMP BY SIEBE GORMAN & CO., LTD, LONDON, CIRCA 1910**

heavily constructed in brass and steel, signed on the crossbar as per title and numbered 9847; single-cylinder with eccentric crank, with front-mounted counter-signed pressure gauge contained within brass-bound wooden box of issue with instructions inside lid, lashing rings, maker's plate and hose outlet, two cast iron flywheels with wood and metal handles — 38 x 17½ x 17½in. (96.5 x 44.5 x 44.5cm.) **together with** a length of air hose

(2)

£2,000-3,000

297.

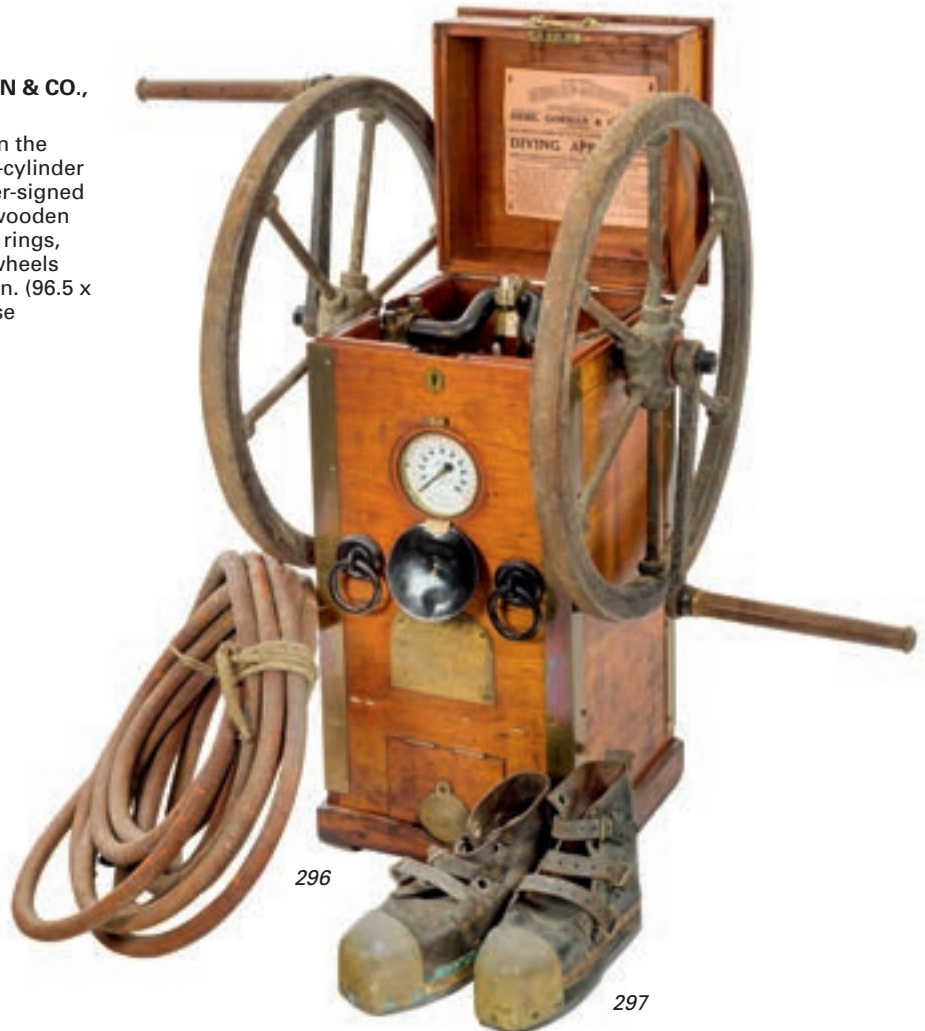
**A PAIR OF DIVER'S BOOTS BY SIEBE GORMAN & CO., LTD, LONDON**

of typical form, heavily constructed in leather with buckles, brass toe caps and lead soles — 14in. (35.5cm.) long

£400-600



296 (detail)



296

297





299

298.

**A PAIR OF FRONT AND BACK LEAD DIVER'S WEIGHTS BY SIEBE GORMAN & CO. LTD**

the front weight stamped with maker's marks, each with rope handles — 10in. (25.5cm.) diam.

(2)

£150-250

299.

**A SET OF THREE DEEP DIVING WEIGHTS BY DRAGER, CIRCA 1950**

comprising a front weight enclosing twin cylinders with adjusting valve and brass suspension hooks and buckle with maker's plate to front inscribed *Dragerwerk AG Lübeck / Pressluft / Flascheneinhalt 2 x 0,61 x 200 bar = 2401*; backweight with buckles and weight — the first 10½in. (26.5cm.) high

£400-600

300.

**AN AIR REGULATOR BY SIEBE, GORMAN & CO. LTD, TOLWORTH, CIRCA 1930**

4½in. enamel dial signed as per title with scale divided to 1200 and inscribed with '*Litres per rev*', three subsidiary dials with indicators for '0.2', '2' and '20' c.metre/rev, main brass indicator with friction secondary mounted on green painted box with two air inlets, maker's label and cover to dial inscribed behind '*FOR USE WITH 6 BOLT & HARBOUR HAT TWO MAN PUMP*' — 17¼ x 12 x 10½in. (45 x 30.5 x 27cm.)

£150-250



300

301

301.

**A MARK 9 DIVER'S TELEPHONE COMMS BOX BY SIEBE, GORMAN & CO. LTD, CIRCA 1950**

with maker's plate signed as per title and numbered 1019, complete with covered switches and ports, charging cable and speaker, contained within sturdy metal container of issue with lid and securing points — 13 x 13½in. (33 x 34cm.)

£300-500

302.

**AN ADMIRALTY PATTERN DIVER'S TORCH BY SIEBE HEINKE, CIRCA 1969**

heavily constructed in polished brass with removable faceplate to battery compartment, signed by switch as per title with Admiralty numbers and suspension loop — 11in. (28cm.) high

£150-250

303.

**AN ADMIRALTY PATTERN DIVER'S TORCH BY SIEBE GORMAN, CIRCA 1968**

heavily constructed in silver-coated brass with removable faceplate to battery compartment, signed by switch as per title with Admiralty numbers and suspension loop with nylon cord — 11in. (28cm.) high

£150-250

304.

**A RARE SINGLE-CYLINDER DIVER'S BARREL PUMP, PROBABLY SWEDISH, CIRCA 1900**

the coopered wooden body with iron binding and carry-handles, painted blue and white inside and containing a single-cylinder pump actioned by a see-saw lever with wooden handle and threaded air outlet, the rim cut to receive threaded air outlet, the base with bolt (for deck securing) mounted via four bolts to wooden footplate — 36 x 45in. (91.5 x 114cm.)

£800-1,200



302

303



304



305

305.  
**WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)**  
*H.M.S. 'Birmingham'; Cruisers scouting*  
 Watercolour  
 Signed and dated 'W.M. Birchall 1914/1918' (lower left) and inscribed with titles  
 Largest 8¼ x 12¼in. (21 x 31cm.)  
 (2)  
 £300-500

306.  
**A PAIR OF SILVER-PLATED ADMIRALTY PATTERN TABLE LIGHTS**  
 with stepped weighted bases, electrical contacts, fluted shaft with fouled anchor motif over and bayonet sconces — 11½in. (29cm.) high  
 (2)  
 £150-250

307.  
**THE LAUNCHING Mallet FOR THE ROYAL FLEET AUXILIARY FREIGHTER 'BACCHUS', 1936**  
 finely turned in teeen, the head with silver-plate inscribed 'F.R.A. BACCHUS/LAUNCHED/AT DUNDEE/15.7.36/BY/ MRS W.J.GICK' — 12in. (30.5cm.)  
 £150-250

Built by the Caledon SB, Dundee, she was used first on the Chatham-Gibraltar-Malta run taking naval supplies and a small number of passengers. With World War II breaking out she was given the water distillation unit from HMS *Resolution* and thereafter deployed as a stores ship. Attached to the British Pacific Fleet in 1945 she spent time at HMS *Tamar* in Hong Kong. A freighter from 1946, in 1956 she took part in Operation Musketeer, known to history as the Suez crisis. Sold in 1962 and renamed *Pulau Bali*, she was beached at Singapore in 1964 for breaking.



306



307





308.

**A FINE PAIR OF 7 x 50 KRIEGSMARINE FIXED-FOCUS OFFICER'S BINOCULARS BY ERNST LEITZ, WETZLAR, GERMANY, CIRCA 1944**

the backplate stamped with maker's code 'beh 7 x 50' and numbered 458364, rubber eyepiece covers and leather neck strap contained within fitted case of issue, the lid stamped with Kriegsmarine emblem dated to rim 1944 and complete with filters inside with elasticated securing strap and neck strap; case measurements — 10in. (25.5cm.) high

£1,500-2,000

**Provenance:** Lt Cmdr Pelham Maitland RNVR (1903-1952) (minesweeper captain on Russian convoys), acquired post-War (c.1945) on mine clearing duties, and thence by descent.

309.

**A PAIR OF 7 x 50 KRIEGSMARINE FIXED-FOCUS SUBMARINER'S BINOCULARS BY ERNST LEITZ, WETZLAR, GERMANY, CIRCA 1944**

the backplate stamped with maker's code 'beh 7 x 50' and numbered 463689, rubber eyepiece covers and leather neck strap contained within fitted case of issue, the lid stamped with Kriegsmarine emblem dated to rim 1944; case measurements — 10in. (25.5cm.) high

£1,000-1,500

310.

**A PAIR OF 7 x 50 KRIEGSMARINE FIXED-FOCUS SUBMARINER'S BINOCULARS BY ERNST LEITZ, WETZLAR, GERMANY, CIRCA 1944**

the backplate stamped with maker's code 'beh 7 x 50' and numbered 464314, rubber eyepiece covers (*detached*) — 9in. (23cm.) high

£600-800

311.

**A PAIR OF 7 X 50 FIXED FOCUS KRIEGSMARINE CONNING TOWER BINOCULARS BY ZEISS OF JENA, 1940s**

stamped on the backplate with maker's code 'blc 750' and numbered 62059, Bakelite eyepiece cover with elastic strap, green painted tubes with rubber end caps and leather shoulder strap — 8in. (20cm.) high

£1,000-1,500

312.

**A PAIR OF 7 X 50 FIXED FOCUS KRIEGSMARINE CONNING TOWER BINOCULARS BY ZEISS OF JENA, 1940s**

stamped on the backplate with maker's code 'blc 750' and numbered 56317, green painted tubes with rubber end caps and canvas shoulder strap — 8in. (20cm.) high

£1,000-1,500

**Provenance:** Recovered from U-2326 after it surrendered at Dundee, 1945.



313

313.

**'THE SURRENDER OF THE GERMAN NAVY  
NOVEMBER 1918'**

coloured lithograph after Sir John Lavery, produced by Raphael Tuck and Sons Ltd, London, laid down on contemporary mount with printed data and signed in pencil 'JOHN LAVERY' lower left, with contemporary surround with title, overall size — 29½ x 36in. (75 x 91.5cm.)

£150-250

314.

**A SECOND WORLD WAR KRIEGSMARINE  
U-BOAT FOUL WEATHER UNIFORM**

comprising a pair of leather over-trousers, stamped with the Kriegsmarine mark to lining inside, a black leather jacket with dark grey wool lining and a pair of black leather boots and a forage cap with emblem and a pair of foul weather goggles

(5)

£600-800

315.

**A SECOND WORLD WAR GERMAN E-BOAT COMPASS BY C.  
PLATH, HAMBURG**

the 4in. white moulded composite card signed as per title and numbered 11834, pivoted within glazed dome bowl with brass rim, countersigned, inscribed with Kriegsmarine mark and numbered 4276, set on grey painted aluminium pedestal for deck securing — 11in. (28cm.) high

£500-700

316.

**A 6¼IN. RADIUS KRIEGSMARINE MICROMETER SEXTANT BY C.  
PLATH, HAMBURG, CIRCA 1940**

with ebonised aluminium ladder frame, with brass arc divided to 120° signed as per title with maker's trademark and numbered 28392, index arm with micrometer and quick-release clamp, Kriegsmarine emblem, mirrors, seven shades (*one glass missing*) and eyepiece with adjustable objective, Bakelite handle contained within fitted box of issue with maker's plate, drop-handle and securing hooks — 12½in. (32cm.) wide

£400-600



314



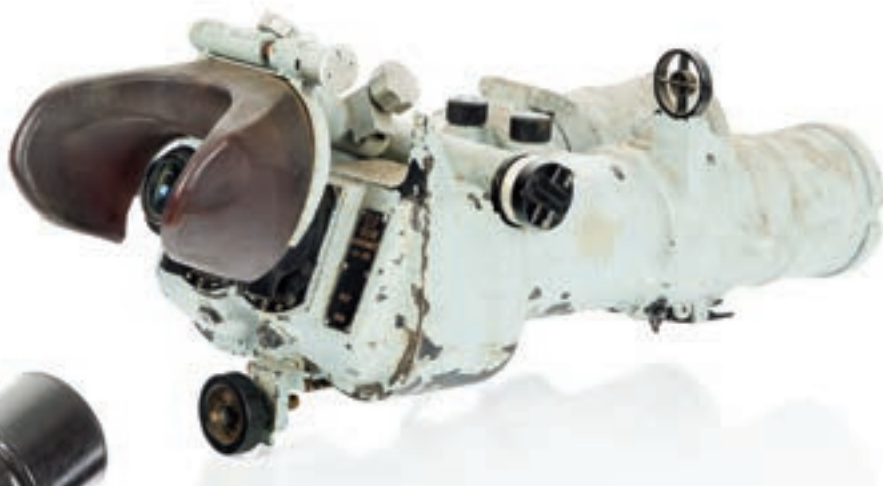
315

316





318



317

317.

**A RARE PAIR OF 10 x 80 KRIEGSMARINE BRIDGE BINOCULARS BY DUCATI, CIRCA 1940**

the backplate with maker's plate inscribed *D.F. 10 x 80 m.schr.Einbl20° / -0.1 atü / mlr / 00006*, adjustable eyepieces with headrest, main tubes with folding splash cuffs, the right with fixed sight with slotted stand mount under, complete with largely original finish; overall length — 22½in. (57cm.)

£4,000-6,000

**Provenance:** believed to have been recovered from Hamburg shortly after the war; this is the earliest serial number known for this maker and model to date

318.

**A HISTORICALLY INTERESTING PAIR OF 15 X 4IN. JAPANESE BIG EYE BINOCULARS, LIBERATED FROM SINGAPORE, 1945**

the black painted tubes with sight adjustable eyepieces and quadrant operation, makers plate stamped '15 x 4" number 1266 JES' mounted on bracket to metal tripod stand with calibrated mounting plate numbered 2318, approximately — 54in. (137cm.) high

(2)

£3,000-5,000

**Provenance:** HM Naval Base, Sembawang, Singapore, recovered by Mess Secretary Mike Day at the British withdrawal, Christmas 1971; Mike Day.

The loss of 'Fortress Singapore' to a surprise Japanese attack in February 1942 was one of the most humiliating disasters in the long annals of the British armed forces. The Naval Base and the neighbouring official Residence Beaulieu House were a short distance from the shoreline and overlooked the Straits where these binoculars - on their original stand - were installed by the conquering Japanese occupants, in order that they could keep a watchful eye on the Singapore Straits, lest the allies adopt a similar tactic to re-take the island. The binoculars remained in situ until the British withdrawal in late 1971 and returned with the last occupant of the Mess buildings, Mess Secretary Mike Day, who had them refurbished in 1996.



319

319.

**A 1:192 WATERLINE MODEL FOR THE TYPE 14 'BLACKWOOD' CLASS FRIGATE H.M.S. *GRAFTON* (F51), AS FITTED IN 1960**

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.)

£500-800

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. Nevertheless, 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 in 1971.

320.

**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)

£400-600



320 (part)





321. 8

**WILLIAM ERIC THORP  
(BRITISH, 1901-1993)**

*The Royal Yacht 'Britannia' in the Thames awaiting the arrival of H.R.H. Princess Margaret and Mr. Anthony Armstrong-Jones (later Lord Snowden), to embark the couple on their honeymoon following their marriage at Westminster Abbey on 7th May 1960*

Oil on board

Signed 'W ERIC THORP' (lower left); artist label to reverse

19¼ x 29½in. (50 x 75cm.)

£600-800

321

322.

**AN UNUSUAL, POSSIBLY UNIQUE, DENT'S PATENT COMPASS  
VARIANT BY LILLEY & REYNOLDS LTD, LONDON, CIRCA 1895**

the 4in. compass card signed as per title and contained within a liquid-filled, gimbal-mounted bowl within wooden box with side securing rings and brass glazed temple-top cover with top handle, stamped to front *DENT'S PATENT COMPASS NO. 216*, removable brass cowl with circular viewing port and lamp assembly on right; dimensions overall including lamp — 14½ x 11 x 8in. (37 x 28 x 20cm.)

£800-1,200

**Provenance:** with Delalande Antiques, Paris.



322

323.

**A PATTERN 20 BOAT COMPASS BY E. DENT, CIRCA 1900**

the 4in. compass card contained within liquid-filled, gimbal-mounted brass bowl with rim signed as per title with trademarks and inscribed *BOAT COMPASS No. 42505*, contained within wooden case with locking mechanism, hinged door, the rear stamped with the Government broad arrow mark, numbered *2408* and inscribed *PATT 20 OT* with brass temple-top hood with sliding lamp assembly and hinged carry handle — 13 x 11in. (33 x 28cm.)

£1,200-1,800



323



324

324. 8

**COLIN M. BAXTER (BRITISH, 20TH/21ST CENTURY)**

*R.Y. 'Victoria & Albert III' entering Portsmouth Harbour; R.Y. 'Britannia' entering Portsmouth*

Watercolour

Largest — 3½ x 7¾in. (9 x 19.5cm.)

(2)

£300-500

325.

**A 2IN. SINGLE DRAW MARINE TELESCOPE BY B.R. COUSENS, SWANSEA, CIRCA 1890**

with 15in. brass main tube, covered in sailcloth with Turk's head knotwork ends, single draw with tapering eye cup and dust slide, signed as per title, objective with splash cuff and lens cap — 21in. (53.5cm.) overall

£150-250

326.

**AN HISTORICALLY INTERESTING 1¼IN. OFFICER-OF-THE-WATCH PATTERN TELESCOPE BY J. COOMBES, DEVONPORT, CIRCA 1930**

the 16in. main tube with leatherette covering (later) single draw with backstop signed as per title by eyepiece and engraved with owner's name for R.D. Graham on endplate, objective with splash cuff — 17½in. (44.5cm.) overall; **together with** Graham, Cmdr R.D. *Rough Passage*, William Blackwood & Sons, Ltd, 1936, in which Graham describes his solo transit of the Atlantic, during which this instrument is presumed to have been used

(2)

£150-250

325



326  
(part)







327

327.

**AN UNUSUAL 5IN. TAMPION DISPLAY FROM H.M.S. HOOD**

the polished tampion of typical form bolted to circuit board and flanked by two brass stylised dolphins and surmounted by the naval crown — 17in. (43cm.) diam. overall

£600-800



328

328.

**A 7IN. TAMPION FROM H.M.S. HOOD**

cast in brass with painted black field and mounted to stepped section of circuit board – 8¼in. (21cm.) overall; **together with** Roberts, J. *The Battle Cruiser Hood*, Conway 2001, revised edition (2)

£400-600

329.

**AN AVIATION COMPASS FROM THE SPOTTER PLANE OF THE BATTLE CRUISER H.M.S. HOOD**

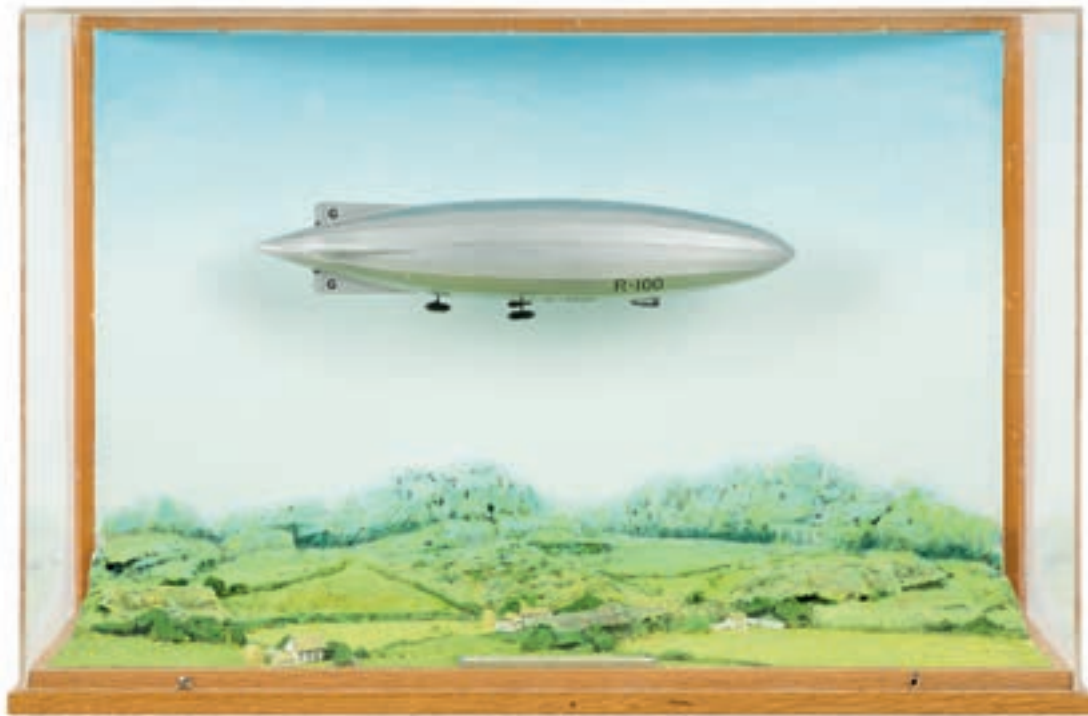
with 2in. ebonised compass card set within liquid-filled brass bowl, the rim stamped *A.M.* with broad arrow mark and inscribed *Type 06 No. 18307.D*, prismatic mount, wooden handle with light button stamped *HOOD - 51*, the base with brass threaded battery cap with spring retainer and leather strap contained within fitted leather tube of issue, the lid counter-stamped *HOOD* with carry straps — 9¾in. (25cm.) high

£500-800

Built in 1918, *Hood* underwent a large refit from 1929-31, during which she was fitted with a catapult-mounted Fairey III floatplane, which was principally used for despatches and spotting purposes.



329



330

330.  
**AN INTERESTING MODEL DIORAMA OF THE R101 AIRSHIP AS DEPICTED IN CIRCA 1925**

the 10in. wooden model plated in paper and painted silver depicted flying over English countryside and hamlets, contained in a plexiglass display case within blue storage/transit box with slide front stencilled '1304' — 15 x 22 x 12½in. (38 x 56 x 32cm.)

£300-400

331.  
**A SILVER FOB WATCH COMMEMORATING THE VOYAGE OF THE AIRSHIP GRAF ZEPPELIN BETWEEN LAKEHURST AND FRIEDRICHSHAFEN IN 1928**

the 1in. dial with Arabic numerals and subsidiary seconds contained within a rectangular case with fob wind, the reverse engraved with profile of the *Graf Zeppelin* and inscribed OCT. 29TH – NOV. 1st. 1928 / LAKEHURST – FRIEDRICHSHAFEN / WILLIAM ULLMAN, with hinged lunette rim for night-time use — 2 in. x 1½in. (5.5 x 4cm.)

£600-800

332.  
**A RARE GERMAN LUFTWAFFE ALTIMETER BY R. FUESS, BERLIN, CIRCA 1930**

a recorder drum and mechanism mounted to painted aluminium base with winder underneath and handle with Bakelite back stamped with maker's mark and serial number 131347 and start/stop lever contained within bow-fronted art deco brown Bakelite case with elasticated suspension — 7 x 9½in. (18 x 24cm.)

£500-800

It's thought this instrument was used in either an airship (Zeppelin) or bomber.



331

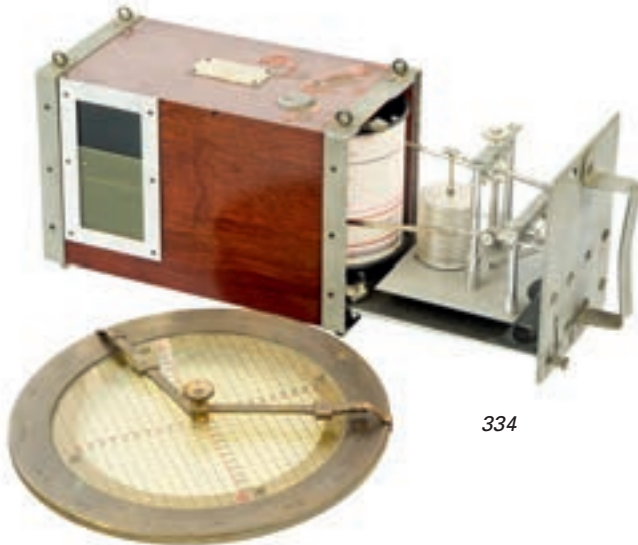


331 (detail)



332





333

333.  
**A RARE ROYAL FLYING CORPS MARK 1  
COURSE PLOTTER**

the brass rim engraved with compass points with Government broad arrow mark and maker's marks E.D.M. Co., serial number 846, with gridded celluloid rotating disc with subdivided arms with 'A' and 'B' sliders – 9in. (23cm.) diam  
£400-600



336



335

335.  
**A RARE PAIR OF ROYAL NAVAL AIR  
SERVICE EXPERIMENTAL FILTER  
GOGGLES, CIRCA 1917**

comprising fur-trimmed leather goggles with elasticated band and seven pairs of interchangeable coloured lenses contained within fitted wooden box of issue with a set of original instructions and a facsimile copy of same — 5½in. (14cm.) wide  
£250-350

334.  
**A RARE ALTIMETER, PROBABLY FOR AN  
AIRSHIP, BY SHORT & MASON,  
LONDON, CIRCA 1930**

the recorder drum and pressure capsules mounted on sliding tray, signed as per title and numbered H. 2432 with winder below and start/stop and pen engage lever by handle, contained within metal-bound wooden case with observation port and maker's plate inscribed *ALTITUDE RECORDER -1,000 +70,000 ft* with suspension lugs to corners — 6½ x 9in. (16.5 x 23cm.)  
£400-600

336.

**A MARK III ANTI-AIRCRAFT RANGE FINDER TELESCOPE BY  
TROUGHTON & SIMMS, LONDON, CIRCA 1942**

stamped on the backplate with maker's mark, Government Broad arrow mark and number 3696 and inscribed *Telescope identification 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 livery finish — 31½in. (80cm.) wide; contained within original storage box with stencilled instructions inside lid, accessories compartment containing additional filters, hasps and handles, stencilled markings for the Woolwich depot; *together with* original wood and metal tripod stand — 43½in. (110.5cm.)

(2)

£700-1,000

337. 6

**PETER PALLOT (BRITISH,  
1910-2012)**

*Making for home in an air raid*

Watercolour with varnish

Signed 'Peter Pallot 59' (lower  
right)

13½ x 18¼in. (34 x 46.5cm.)

£300-500

**Provenance:** Liss Llewellyn  
Fine Art



338.

**A PORTABLE AIR RAID  
SIREN, CIRCA 1940**

constructed in grey painted  
aluminium with crank  
handle, the mechanism case  
stamped for  
*CARTER/NELSON*  
*ENGLAND* with Home Office  
plate numbered 1706, carry  
handle operating muffle to  
9½in. drum with red-painted  
internal spinner with safety  
mesh mounted on iron  
tripod stand — 32in. (81cm.)  
high

£600-800



339

339.

**AN AIR MINISTRY R.A.F. SCRAMBLE BELL, 1942**

cast in silvered bell metal with moulded rim and shoulder,  
inscribed to front *A.M. 1942* and surmounted by GRVI crown, red-  
painted crown suspension and interior complete with clapper — 11  
x 10½in. (28 x 26.5cm.)

£1,000-1,500



# Navigational & Scientific Instruments



Lot 353 (detail)



340

340.

**A TWO-DAY MARINE CHRONOMETER BY JOSEPH WINNERL, CIRCA 1850**

the 2in. silvered dial signed *WINNERL No. 79*, up/down dial and subsidiary seconds dial with ebonised hands, plain plates, with O/Z-type balance to Earnshaw escapement, contained within a counterweighted gimballed bowl within later two-tier wooden box with top slide, signed inside lid *John Strick 2009*, approximately — 6½in. (16.5cm.) cubed

£800-1,200



341

341.

**A TWO-DAY DOUBLE MARINE CHRONOMETER SET BY KIROV**

each with 3½in. silvered dial signed in Cyrillic for the Kirov factory CCCP and numbered *358/359* respectively, gold minute hand with red Roman numerals, subsidiary hour, seconds and up/down dials with blued steel hands, chain fusée movement within matt brass plates numbered *N359 1951*, Guillaume balance with silvered helical spring and jewelled detent to Earnshaw escapement contained, within pivoted brass bowls with locking arms and universal tipsy key, in three-tier, double-width wooden box with maker's labels and drop-handles — 6¾ x 12 x 6¾in. (17 x 30.5 x 17cm.)

£1,500-2,500





342

343

342.

**A TWO-DAY MARINE CHRONOMETER BY A. JOHANNSEN & CO., LONDON, CIRCA 1918**

the 4in. silvered dial signed as per title and numbered 7975 and inscribed with the Government Broad arrow mark, blued spade hands, chain fusée movement with balance, silvered helical spring and jewelled detent, Earnshaw escapement, spotted backplates counter-numbered contained within gimbal-mounted brass bowl in a three-tier wooden box of issue with locking arm, tippy key, spare mainspring, drop handles and maker's plate, approximately — 7 ½in. (19cm.) cubed; **together with** receipt from Government sale dated 18th March 1976 and copies of ships' service logs from 1918 to 1967 and associated paperwork

(A lot)

£1,200-1,800

343.

**A TWO-DAY MARINE CHRONOMETER BY G.U.B. GLASHÜTTE, CIRCA 1976**

the 3½in. silvered dial signed *Glashütte* and numbered 12788, 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, gimbal-mounted in two-tier wooden box with locking arm, counter-numbered, within wooden box of issue with tippy key and removable glass lid — 7¼in. (18.5cm.) square; **together with** a letter from the Glashütte Museum confirming the construction date as 1976

£400-600

344.

**A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST. ALBANS, 1972**

the 4in. silvered dial signed as per title and numbered 28164, blued-steel hands to fusée movement with spot-finished plates, Earnshaw escapement and Mercer's auxiliary balance with steeled spring and jewelled detent, contained within a gimballed bowl numbered '54' and set within two-tier wooden box with glass top, locking arm and tippy key, with trade label to front for the Muraki Watch Co., Ltd, Nihombashi, Tokyo, Japan; approximately — 7½in. (19cm.) cubed

£500-800

345.

**A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST. ALBANS, 1962**

the 4in. silvered dial signed as per title and numbered 24837, blued-steel hands to fusée movement with spot-finished plates, Earnshaw escapement and Mercer's auxiliary balance with steeled spring and jewelled detent, contained within a gimballed bowl numbered '29' set within two-tier wooden box with glass top, locking arm and tippy key, approximately — 7½in. (19cm.) cubed; **together with** a rating certificate issued to the S.S. *Globe Moon* in January 1979 by the Rotterdam Observatory

(2)

£600-800



344

345



346

347

346.

**AN EIGHT-DAY DECK WATCH BY WALTHAM WATCH CO., CIRCA 1943**

the 2½in. silvered dial signed as per title with Roman numerals, blued-steel hands, up/down dial, subsidiary seconds to fob-wound 15-jewel movement with engraved steel plates, countersigned and numbered 30475388, threaded counterweight within gimballed two-tier brass-bound wooden box — 5in. (12.5cm.) cubed

£400-600

347.

**A TWO-DAY MARINE CHRONOMETER BY ULYSSE NARDIN, CIRCA 1945**

the 2¾in silvered dial signed as per title and numbered 6004, blued spade hands, the chain fusée movement with balance and Earnshaw escapement, contained within gimbal-mounted brass bowl in three-tier wooden box of issue with locking arm, tipsy key, drop handles and maker's plates (*movement defective, balance loose on pivot*) — 6in. (15cm.) cubed

£250-350

348.

**A TWO-DAY MARINE CHRONOMETER BY KIROV, CIRCA 1975**

with 3½in. silvered dial signed in Cyrillic for the Kirov factory CCCP and numbered 01725, gold spade hands with blued secondaries, chain fusée movement within counter-numbered striped gilt brass plates, Guillaume balance with silvered helical balance spring and jewelled detent to Earnshaw escapement, contained within gimballed brass bowl with electrical contacts, locking arm and tipsy key, in three-tier box with maker's label to front and drop-handles — 7¾in. (19.5cm.) cubed

£500-800

349.

**A TWO-DAY MARINE CHRONOMETER BY KIROV**

with 3½in. silvered dial signed in Cyrillic for the Kirov factory CCCP and numbered 21659, gold spade hands with blued secondaries, chain fusée movement within striped gilt brass plates numbered N2824/4-57, Guillaume balance with blued helical balance spring and jewelled detent to Earnshaw escapement, contained within gimballed brass bowl with locking arm and tipsy key, in two-tier box (*lacking top lid*), with maker's label to front and drop-handles — 6¾ x 7½in. (17 x 19cm.)

£400-600



349

348





350

351

350.

The following lot is sold not subject to return

**A TWO-DAY MARINE CHRONOMETER**

the 4in. silvered dial bearing signature and number for *Victor Kullberg 2404*, movement with spotted plates, Kullberg balance with Earnshaw escapement, contained within gimbal-mounted brass bowl, stamped *BTON 88/14103* by winding hole, contained within modern three-tier mahogany box with plate — 7½in. (19cm.) cubed

£100-150

351.

**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

£1,500-2,500



352

352.

**AN UNUSUAL EIGHT-DAY TABLE CHRONOMETER BY BENNETT, LONDON, CIRCA 1870**

the 4in. enamelled dial signed *Bennett, 65 Cheapside, London* with 48-hour dial divided 0-24-0, subsidiary second and minute dials, single forked hour hand set within a raised bevel to oxidised glass plate, countersigned and numbered *116*, substantial fusée movement with spotted plate supported by four pillars with bimetallic balance with jewelled detent and blued helical balance spring, Earnshaw escapement, contained within oxidised brass drum case with ball feet — 3½ x 6in. (9 x 15cm.)

£600-800



352 (detail)



353

353.

**A RARE 2 3/4 IN. RADIUS SURVEYING SEXTANT BY C.A. SCHMALCALDER, STRAND, LONDON, CIRCA 1820**

constructed in lacquered brass, signed *Schmalcalder* across the T-bar and numbered 399, diagonal silvered scale divided to 160°, vernier with fine screw adjustment and magnifier, two mirrors, six shades, threaded mounting tube, with threaded wooden handle behind, contained within fitted keystone pocket case with maker's label inside lid — 5 1/2 in. (14cm.) diam

£1,500-2,500



354 (detail)

354. Ø

**A 15 1/2 IN. RADIUS VERNIER OCTANT BY THOMAS RIPLEY, LONDON, 1785**

the mahogany T-frame with inset ivory scale divided to 90°, signed and inscribed on inset plate to T-bar '*Made by Thos Ripley LONDON*', vernier scale in central '0', clamp and plain brass arm, pinhole sights, set of three interchangeable shades and mirrors, brass feet and note plate, contained within original stepped keystone case with securing hooks — 19 in. (48cm.) wide

£1,200-1,800



354



355. Ø

**A 9½IN. RADIUS OCTANT BY BATE, LONDON, CIRCA 1840**

the ebony T-frame, signed as per title, with inset ivory scale divided to 100°, vernier with clamp and fine screw adjustment, braced index arm, sighting tube, mirrors, shades and pin feet — 12in. (30.5cm.) overall

£200-300

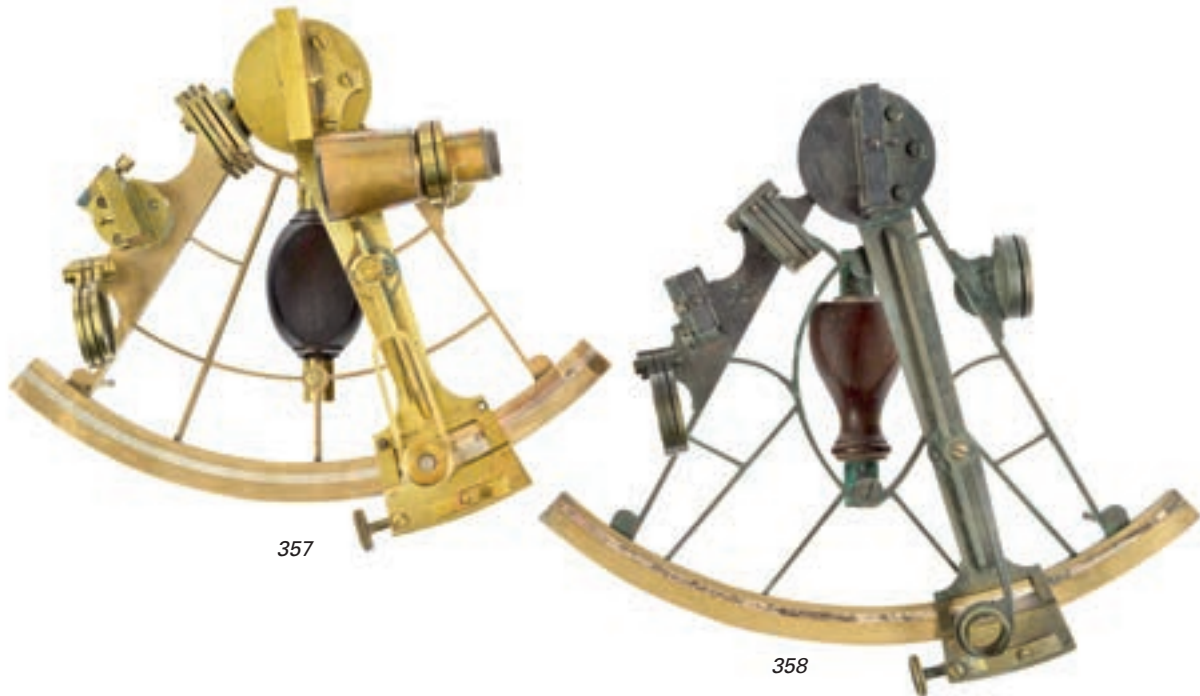


356. Ø

**A 16IN. RADIUS VERNIER OCTANT BY SPENCER, BROWNING & RUST, CIRCA 1790**

ebony T-frame with inset ivory scale divided to 95° with *FBR* mark stamped by 50°, plain brass index arm with clamp, pinhole sights, mirrors and three interchangeable shades, with brass pin feet — 18in. (46cm.) high overall

£600-800



357.

**A 6½IN. RADIUS VERNIER SEXTANT BY CRICHTON, LONDON, CIRCA 1920**

with polished brass ladder-frame, arc signed as per title and numbered 3029, inset silvered scale divided to 150° vernier with clamp, fine screw adjustment magnifier, braced index arm, sighting tube shade mirrors, wooden handle and pin feet, contained within fitted wooden box, with trade label for *IVER C. WEILBACH* — 11in. (28cm.) diam

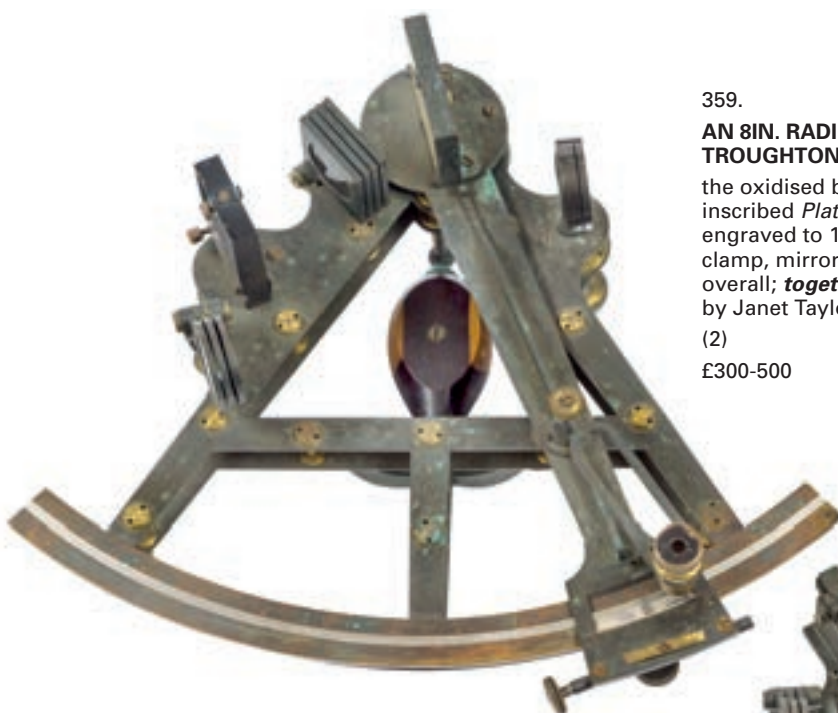
£300-400

358.

**A 7½IN. 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

£200-300



359 (part)

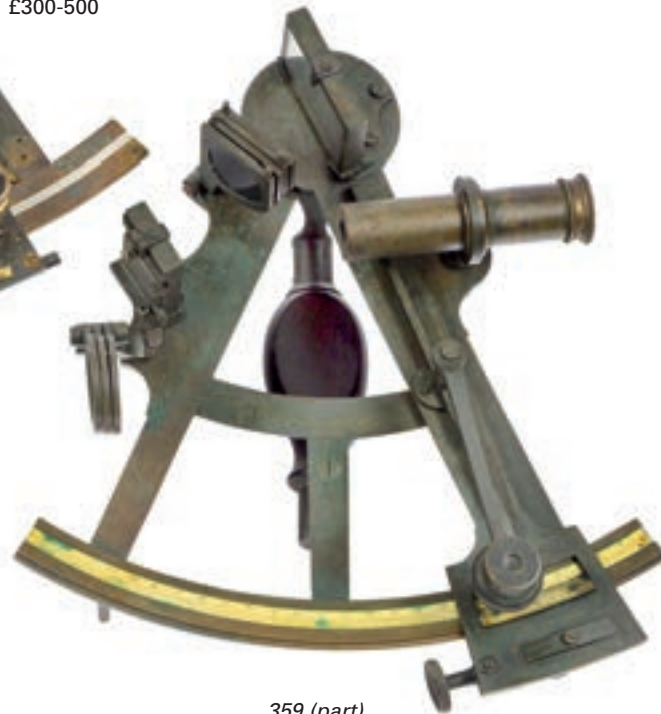
359.

**AN 8IN. RADIUS DOUBLE-FRAMED 'PLATINA' SEXTANT BY TROUGHTON AND SIMS, LONDON, CIRCA 1820**

the oxidised brass T-frame with brass arc signed as per title and inscribed *Platina* and numbered 2507, with platinum scale engraved to 145°, braced index arm with swivel magnifier and clamp, mirrors, shades and wooden handle — 10in. (25.5cm.) high overall; **together with** a 7½in. radius oxidised brass vernier octant by Janet Taylor, London, contained in wooden box

(2)

£300-500



359 (part)

361.

**A GRAPHOMETRE BY BERNIER AU NIVEAU À PARIS, CIRCA 1770**

constructed in lacquered brass with bulbous brass handle, swivelling sights, signed on the top sight as per title and contained within fitted wooden box (*lacking compass, box later*) — 9in. (23cm.) wide

£400-600

362.

**A FINE STAR GLOBE BY KELVIN & HUGHES LTD FOR EPOCH, 1975**

the 7in. globe with metal core, white gores printed with star systems, signed in cartouche *Kelvin & Hughes Ltd*, signed as per title and inscribed *printed by George Philip & Son Ltd*, mounted within lacquered brass horizon ring with serial numbers and removable meridians, contained within fitted box of issue with instructions pasted inside lid and indicators and pencil, securing hooks and carry handle approximately — 10½in. (26.5cm.) square; **together with** associated grey transit case — 12 x 14½ x 14½in. (30.5 x 37 x 37cm.)

(2)

£400-600



362





363

363.

**A PAIR OF 15IN. LIBRARY GLOBES BY J. & W. CARY, LONDON, 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 stands with paper horizon rings and countersigned glazed compass stretchers — 39in. (99cm.) high overall

£8,000-12,000



363 (detail)



363 (detail)



364

364.  
**A ROTATING BRASS HELM DESK COMPENDIUM, CIRCA 1950**  
 with 1½in. square instruments comprising a watch signed *Angeles*; a calendar square, barometer, thermometer and hygrometer, set within a rotating ship's helm mount with a step platform base — 7¼in. (18.5cm.)  
 £400-600



365 (part)

365.  
**A UNIVERSAL EQUINOCTIAL SUNDIAL, CIRCA 1760**  
*unsigned*, constructed in lacquered brass in typical form with black-filled Roman and Arabic numerals, the bridge with zodiac symbols and sliding pinnule, and the brim with sliding suspension rim — 4¼in. (12cm.) wide **together with** a pocket compass sundial in treen case by Porter, c.1820  
 (2)  
 £600-800

366. Ø  
**AN IVORY MAGNIFYING GLASS, CIRCA 1850**  
 turned handle supporting head with 1¾in. bull's-eye lens contained within fitted plush-lined leather case — 6.5in. (16.5cm.) long  
 £200-300



366

365 (part)





367



368

367.

**A FINE CAMPAIGN SURGEON'S SET BY WEISS, CIRCA 1860**

polished steel instruments contained within fitted wooden case, with universal grip with pressed ebonised sides signed *WEISS LONDON* and spring release catch, instruments including saw, scissors, bone hammer, grapple, scalpel etc. — 13½in. (33.5cm.) wide

£600-800

368. Ø

**AN EARLY 19TH CENTURY POCKET HYGIENE SET**

comprising five steel implements with turned ivory handles and a tortoiseshell encased razor, contained within fitted plush-lined red Morocco pocket case – 4½in. (11.5cm.)

£200-300

369. Ø

**A DOMESTIC MEDICINE CHEST, CIRCA 1830**

with compartments for 11 bottles, accessories draw below — 7½ x 7in. (19 x 18cm.); *together with* a *lignum vitæ* pestle and mortar; ebony handled trepan, *unsigned*, a 24in. ebony parallel rule and a pair of sprung steel dividers

(5)

£250-350



369 (part)



369 (part)

370. 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 — 5in. (12.5cm.) long; **together with** a dental drill with swivelling ivory palm grip and a bone tongue depresser inscribed *Dental Mfg. Co. Ld*

(3)

£150-250



371.

**A 4½IN. ASTRONOMICAL REFRACTING TELESCOPE BY WRAY, LONDON, CIRCA 1890**

with 54in. white-painted brass tube with star scope, lens cap, fine focus adjustment, 12in. eyepiece and trunnion mounts to substantial wood and brass tripod stand with telescopic rod stabilising, approximate height — 72in. (183cm.)

£2,000-3,000

372.

**A FINE 2IN. LIBRARY TELESCOPE BY ADIE, LONDON, CIRCA 1840**

the 29in. lacquered brass main tube with lens cap, rack and pinion, fine focus, signed on the backplate as per title, with folding tripod mounting attachment, contained in fitted original box with accessories including two eyepieces one with solar diagonal and two filters, maker's label inside lid — 4½ x 33½ x 7½in. (11.5 x 85 x 19cm.); **together with** wooden tripod stand

(2)

£300-500

**Provenance:** Christie's South Kensington, 25th October 2006 (4096), lot 61



372 (detail)

additional images online at [www.charlesmillerltd.com](http://www.charlesmillerltd.com)





373



373 (detail)

373.

**A LATE 19TH-CENTURY 4IN. REFRACTING ASTRONOMICAL LIBRARY TELESCOPE BY ROSS, LONDON**

signed on the sighting tube and stand as per title, the 36in. main tube with rack-and-pinion eyepiece assembly and star finder, mounted on substantial tripod stand with screw-adjustment, contained within a fitted wooden box with accessories including conventional eyepieces and solar diagonal and retail trade label for C. Baker, Holborn, cased measurements — 9½ x 52 x 14in. (24 x 132 x 35.5cm.)

£800-1,200



374

374.

**A PROJECTING POLARISCOPE BY J. DUBOSQ, CIRCA 1875**

signed on the lacquered brass tube *J. Duboscq à Paris* with graduated light filters secured to adjusting slide base with lens assembly, mounted on lacquered brass stand with iron tripod foot — 23 x 12½in. (58.5 x 32cm.)

£250-350



375

375.

**A STEREOSCOPE BY A.H. BAIRD, EDINBURGH**

with octagonal wooden handle supporting ebonised brass adjustable lenses, signed as per title with countersigned wood and metal photograph slide — 9 x 9in. (23 x 23cm.)

£100-150



376

376.

**A POCKET SURVEY BAROMETER BY E.R. WATTS AND SONS, LONDON, CIRCA 1920**

the 2¾in. silver dial signed as per title and numbered 1482, blued-steel indicator to dial divided to 6000 feet with rotating bezel and oxidised brass drum with fob, contained within leather pocket case — 4½in. (11.5cm.)

£150-250

377.

**AN EAST INDIA COMPANY PRIZE DRUM SEXTANT, 1857**

signed under silver scale *Elliott, 268 High Holborn, London*, vernier arm with magnifier, pinhole sight and original Morocco case with silver plate to top, with presentation inscription to *Gentleman Cadet Keith A. Jopp* — 3½in. (9cm.) overall; **together with** a folder of research (2)

**Colonel Keith Alexander Jopp (1838-1920)** was born in Ootacamund, South India. He attended the East India Military Training College, Addiscombe, in 1856 and passed out in June 1857. In addition to the sextant, he was also awarded the Pollock Medal for the most distinguished cadet. In 1859, Jopp joined the Headquarters of the Bombay Engineers [renamed the Royal Engineers in the 1960s] as 2nd Lieutenant. After 34 years of service and rising to the rank of Colonel by 1885, Jopp retired and settled in England permanently in 1891 and died in Thanet, Kent in the spring of 1920.

£500-800



381

128



377 (part)

378.

**A 12IN. CIRCULAR PROTRACTOR BY W.F.S.**

constructed in lacquered brass, the crossbar inscribed with Government broad arrow mark and stamped *W.F.S. B2944*, contained within fitted pine case with magnifying glass — 13in. (33cm.) square

£80-120

379.

**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)

£150-250

380.

**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

381.

**A WORLD TIME DESK CLOCK**

*unsigned*, in the form of an oversized fob watch with bull's-eye framed face, enclosing six dials including London, Bombay, Sydney, New York, Paris and Hong Kong, subsidiary seconds dial, inscribed under '8 Days Swiss Made' with single spring box movement behind (*lacking back cover, key and stand*)

£100-150



380





382

382.

**AN EXCEPTIONAL WEATHER STATION BY NEGRETTI & ZAMBRA, CIRCA 1880**

the clock with 7in. painted dial signed as per title with black spade hands, subsidiary seconds and single winding arbour to chain fusée movement, mounted within ebonised drum metal case with top lever seconds adjustment and pendulum access to rear with connecting rods to lacquered brass recording drum and aneroid barograph, countersigned and inscribed *Scientific Instrument Makers London* with pencil drive located at "11 o'clock", all set on a brass bedplate to wooden shelf with curved bar thermometer, contained within wooden case with glazed drop-front and chart and accessory drawer under, overall dimensions — 18 x 25½ x 8½in. (46 x 64 x 21.5cm.)

£3,000-5,000



383

383.

**A RECORDING BAROGRAPH RETAILED BY VICTOR E. SMYTH, DUBLIN, CIRCA 1909**

*unsigned*, with seven capsule movement with silvered repeater dial and clockwork recording drum, ivorine retailer's plate as per title, contained within oak case with hinged bevelled glass cover and chart drawer with presentation plate dated for 1909 — 8 x 14¼in. (20.5 x 36cm.)

£200-400



384

384.

**A RECORDING BAROGRAPH BY R.H. WHITE & CO., LEEDS, CIRCA 1920**

the eight capsule pressure drum with gilt brass components, mounted on oxidised brass bedplate with clockwork recording drum and ivorine maker's plate inscribed *R. H. WHITE & CO., 103 ALBION STREET, LEEDS*, contained within wooden case with bevelled glass panels — 7½ x 14¼in. (19 x 36cm.)

£300-400

385. Ø

**A FINE WILSON-TYPE SCREW BARREL  
COMPENDIUM MICROSCOPE, ENGLISH,  
CIRCA 1740**

*unsigned*, the microscope with threaded ivory barrel, brass stage; **together with** a simple microscope with five lenses and two four-lens slides with samples and brass holder, contained in a plush green case — 6in. (15½cm.)

(2)

£2,000-3,000



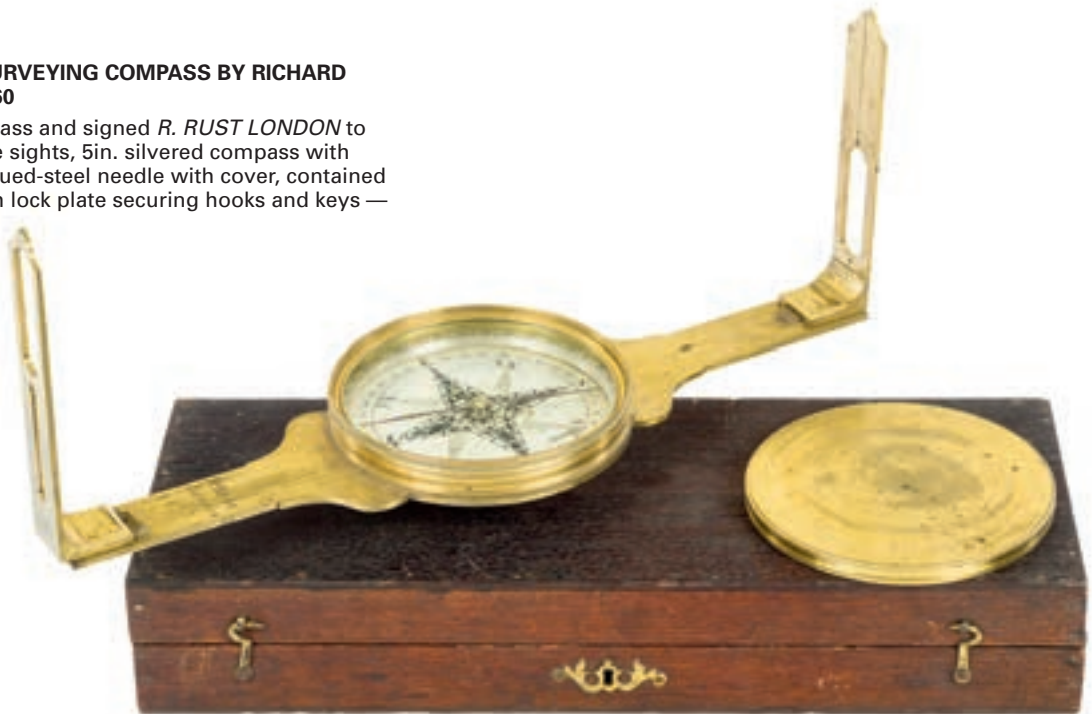
385

386.

**A FINE BRASS MINER'S SURVEYING COMPASS BY RICHARD  
RUST, LONDON, CIRCA 1760**

constructed in lacquered brass and signed *R. RUST LONDON* to one arm, sliding detachable sights, 5in. silvered compass with finely engraved rose and blued-steel needle with cover, contained within original oak box with lock plate securing hooks and keys — 18¼in. (46.5cm.) wide

£400-600



386





388.

**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. (54.5cm.) wide

£200-300

388



389

389.

**A BOW-FRONT MARINE BAROMETER BY DOLLOND, LONDON, CIRCA 1820**

silvered scales, signed as per title, enclosed by hinged thermometer flap and mounted on plain shaft with brass gimbal weighted reservoir, side pierced for gimbal mounting — 35in. (89cm.) high

£600-800



390

390.

**AN 'ADMIRAL FITZROY PATTERN' BAROMETER, CIRCA 1860**

of typical form with printed backing papers, mounted with mercury tube and thermometer, with maker's name for 'T. GAUNT MELBOURNE', contained in a glazed fronted wooden case with indicator adjusting wheel to front and decorative carved pediment — 41½in. (105.5cm.)

£200-300

**Provenance:** The Marine Society & Sea Cadets.



391

391.

**A DOMESTIC BAROMETER BY CHARLES CIVITTY, LONDON, CIRCA 1815**

silvered scale with alcohol thermometer signed and inscribed 'Chas Civitty 281 High Holborn London' the case with break arc pediment and gilt brass pineapple, exposed tube to covered reservoir — 38in. (96.5cm.) high

£300-400



392

392.

**A MODERN ADMIRAL FITZROY-TYPE BAROMETER BY RUSSELL OF NORWICH**

containing curved glass mercury tube, alcohol thermometer and atmospheric tube mounted on facsimile paper board within glazed wooden case with brass indicators — 42 x 11in. (107 x 28cm.)

£200-300



393.

**A WORKING BRONZE MINIATURE REPLICA OF THE 1977 SILVER JUBILEE DOLPHIN SUNDIAL LOCATED AT THE NATIONAL MARITIME MUSEUM, GREENWICH**

designed by C. St. J. Daniel and depicting two dolphins holding a curved analemma supported by a cresting wave, on green marble base with presentation inscription to rim, contained within original blue leatherette box of issue with December-June analemma contained within, the sculpture — 9 x 9in. (23 x 23cm.); the box — approximately 10½in. (27cm.) square

£800-1,200

**Provenance:** The Marine Society & Sea Cadets

393

394.

**A 12IN. BRASS SUNDIAL FOR PIGGOTT & CO., NEW OXFORD STREET, LONDON, 19TH/20TH CENTURY**

the chapter ring divided IIII-XII-VIII, signed as per title between IIII and VIII and inscribed latd. 52.26°, compass rose inscribed with months and watch/slower/faster instructions complete with gnomon (*bent*)

£250-350

395.

**A 7IN. SUNDIAL BY L. CASELLA, LONDON, CIRCA 1900**

the brass plate engraved with black-filled chapter ring and compass rose, signed by 'south' as per title, complete with gnomon and threaded feet (*one missing*) – 5in. (13cm.) high

£300-500



394

395

**END OF SALE**



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# Conditions of Business for Buyers

## 1. Introduction

- (a) The contractual relationship of Charles Miller Ltd. and Sellers with prospective Buyers is governed by:-
  - (i) these Conditions of Business for Buyers;
  - (ii) the Conditions of Business for Sellers displayed in the saleroom and available from Charles Miller Ltd.;
  - (iii) Charles Miller Ltd.'s Authenticity Guarantee;
  - (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;

**"Seller"** is the person offering a lot for sale, including their agent or executors;

**"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;

**"Reserve Price"** (where applicable) is the minimum Hammer Price at which the Seller has agreed to sell the lot.

**The Buyer's Premium, Buyer's Expenses and Hammer Price are subject to VAT, where applicable.**

## 3. Examination of Lots

- (a) CM's knowledge of lots is partly dependent on information provided by the Seller and CM is unable to exercise exhaustive due diligence on each lot. Each lot is available for examination before sale. Bidders are responsible for carrying out examinations and research before sale to satisfy themselves over the condition of lots and accuracy of descriptions.
- (b) All oral and/or written information provided to Bidders relating to lots, including descriptions in the catalogue, condition reports or elsewhere are statements of CM's opinion and not representations of fact. Estimates may not be relied on as a prediction of the selling price or value of the lot and may be revised from time to time at CM's absolute discretion.

## 4. Exclusions and limitations of liability to Buyers

- (a) CM shall refund the Purchase Price to the Buyer in circumstances where it deems that the lot is a counterfeit, subject to the terms of CM's Authenticity Guarantee.
- (b) Subject to Condition 4(a), neither CM nor the Seller:-
  - (i) is liable for any errors or omissions in any oral or written information provided to Bidders by CM, whether negligent or otherwise;
  - (ii) gives any guarantee or warranty to Bidders and any implied warranties and conditions are excluded (save in so far as such obligations can not be excluded by English law), other than the express warranties given by the Seller to the Buyer (for which the Seller is solely responsible) under the Conditions of Business for Sellers;

- (iii) accepts responsibility to Bidders for acts or omissions (whether negligent or otherwise) by CM in connection with the conduct of auctions or for any matter relating to the sale of any lot.
- (c) Without prejudice to Condition 4(b), any claim against CM and/ or the Seller by a Bidder is limited to the Purchase Price for the relevant lot. Neither CM nor the Seller shall be liable for any indirect or consequential losses.
- (d) Nothing in Condition 4 shall exclude or limit the liability of CM or the Seller for death or personal injury caused by the negligent acts or omissions of CM or the Seller.

## 5. Bidding at Auction

- (a) CM has absolute discretion to refuse admission to the auction. Before sale, Bidders must complete a Registration Form and supply such information and references as CM requires. Bidders are personally liable for their bid and are jointly and severally liable with their principal, if bidding as agent (in which case CM's prior and express consent must be obtained).
- (b) CM advises Bidders to attend the auction, but CM will endeavour to execute absentee written bids provided that they are, in CM's opinion, received in sufficient time and in legible form.
- (c) When available, written and telephone bidding is offered as a free service at the Bidder's risk and subject to CM's other commitments; CM is therefore not liable for failure to execute such bids. Telephone bidding may be recorded.

## 6. Import, Export and Copyright Restrictions

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- (b) The auctioneer will commence and advance the bidding in such increments as (s)he considers appropriate and is entitled to place bids on the Seller's behalf up to the Reserve Price for the lot, where applicable.
- (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).
- (d) The buyer must arrange collection of lots within 10 working days of the auction. Purchased lots are at the Buyer's risk from the earlier of (i) collection or (ii) 10 working days after the auction. Until risk passes, CM will compensate the Buyer for any loss or damage to the lot up to a maximum of the Purchase Price actually paid by the Buyer. CM's assumption of risk is subjected to the exclusions detailed in Condition 5(d) of the Conditions of Business Sellers.

- (e) All packing and handling of lots is at the Buyer's risk. CM will not be liable for any acts or omissions of third party packers or shippers.
- 9. Remedies for non-payment**  
Without prejudice to any rights that the Seller may have, if the Buyer without prior agreement fails to make payment for the lot within 5 working days of the auction, CM may in its sole discretion exercise 1 or more of the following remedies:-
- (a) store the lot at its premises or elsewhere at the Buyer's sole risk and expense;
  - (b) Cancel the sale of the lot;
  - (c) Set off any amounts owed to the Buyer by CM against any amounts owed to CM by the Buyer for the lot;
  - (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;
  - (g) Exercise a lien over any Buyer's Property in CM's possession, applying the sale proceeds to any amounts owed by the Buyer to CM. CM shall give the Buyer 14 days written notice before exercising such lien;
  - (h) Commence legal proceedings to recover the Purchase Price for the lot, plus interest and legal costs;
  - (i) Disclose the Buyer's details to the Seller to enable the Seller to commence legal proceedings.

**10. Failure to collect purchases**

- (a) If the Buyer pays the Purchase Price but does not collect the lot within 20 working days of the auction, the lot will be stored at the buyer's expense and risk at CM's premises or in independent storage.
- (b) If a lot is paid for but uncollected within 6 months of the auction, following 60 days written notice to the buyer, CM will re-sell the lot by auction or privately, with estimates and reserves at CM's discretion. The sale proceeds, less all CM's costs, will be forfeited unless collected by the Buyer within 2 years of the original auction.

**11. Data Protection**

- (a) CM will use information supplied by bidders or otherwise obtained lawfully by CM for the provision of auction related services, client administration, marketing and as otherwise required by law.
- (b) By agreeing to these Conditions of Business, the Bidder agrees to the processing of their personal information and to the disclosure of such information to third parties worldwide for the purpose outlined in Condition 11(a) and to Sellers as per Condition 9(i).

**12. Miscellaneous**

- (a) All images of lots, catalogue descriptions and all other materials produced by CM are the copyright of CM.
- (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.
- (c) The materials listed in Condition 1(a) set out the entire agreement between the parties.
- (d) If any part of these Conditions of Business be held unenforceable, the remaining parts shall remain in full force and effect.
- (e) These Conditions of Business shall be interpreted in accordance with English Law, under the exclusive jurisdiction of the English Courts, in favour of CM.

## Charles Miller Ltd's Authenticity Guarantee

*If Charles Miller Ltd sells an item of Property which is later shown to be a "counterfeit", subject to the terms below Charles Miller Ltd. will rescind the sale and return the Buyer the total amount paid by the Buyer to Charles Miller Ltd. for that Property, up to a maximum of the Purchase Price.*

*The guarantee lasts for one (1) year\* after the date of the relevant auction, is for the benefit of the Buyer only and is non-transferable.*

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- (iii) there has been no material loss in value of the Property from its value had it accorded with its catalogue description.

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- (ii) return the Property to Charles Miller Ltd. in the same condition as at the date of sale and be able to transfer good title in the Property, free from any third party claims arising after the date of the sale.

Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd.

Charles Miller Ltd. shall not be bound by any reports produced by the Buyer, and reserves the right to seek additional expert advice at its own expense. In the event Charles Miller Ltd. decides to rescind the sale under this Guarantee, it may refund to the Buyer the reasonable costs of up to two mutually approved independent expert reports, provided always that the costs of such reports have been approved in advance and in writing by Charles Miller Ltd.

\*This excludes books and prints which are sold not subject to return.







Charles Miller Ltd

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