



Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 2nd November 2021

Auction Enquiries and Information

Sale Number: 028
Code name: ZEPHYR

Enquiries
Charles Miller
Sara Sturgess

Historical Consultant
Michael Naxton

Charles Miller Ltd
6 Imperial Studios,
3/11 Imperial Road
LONDON SW6 2AG



Tel: +44 (0) 207 806 5530

Fax: +44 (0) 207 806 5531

Email: enquiries@charlesmillerltd.com

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1. Absentee bid – you can place a bid through our website: www.charlesmillerltd.com/next-auction or using the form on page 133
2. Online via one of the following platforms:

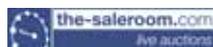


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PLEASE ENSURE YOU MAKE ARRANGEMENTS TO BID IN SUFFICIENT TIME BEFORE THE SALE. WE STRONGLY ADVISE BIDDING SOFTWARE IS TESTED IN ADVANCE.

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

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All Lots are offered subject to Charles Miller Ltd.'s Conditions of Business and to reserves. The Conditions of Business for Buyers are published at the end of the catalogue.

All book lots are sold not subject to return.

Estimates are published as a guide only and are subject to review. The actual hammer price of a lot may well be higher or lower than the range of figures given and there are no fixed "starting prices".

A Buyer's Premium of 24% is applicable to all lots in this sale. Excepting lots marked with a VAT symbol (see below and on the inside back cover), lots are offered for sale under the auctioneer's margin scheme, and VAT on the Buyer's Premium at the standard rate (currently 20%) is payable by all buyers.

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

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Please note that as of 1st January 2021 for Margin Scheme lots, VAT on the Buyer's Premium will be refunded by Charles Miller Ltd if valid proof of export of your Lot from the UK is received within 3 months of the sale.

What else has changed since 1st January 2021 for EU Buyers?

If you buy a Lot in this sale and intend to ship the lot outside the UK, you will need to pay local Import Taxes when you bring your Lot into the country of destination.

Photography: Max Saber Photography

Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY LIVE WEBCAST AUCTION

Tuesday 2nd November 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 **Monday, 11th October – Monday, 1st November**.

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

Bidding Options

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

Post Sale Collection

The office will not be open to the public on sale day for viewing, bidding or collections, lots may be collected from 10am on Wednesday, 3rd November.

Order of Sale

Mercantile (Sail)	1-92A
Mercantile (Steam)	93-151
Naval (Sail)	155-236
Naval (Steam)	240-340
Navigational & Scientific Instruments	341-392



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 & Steam)



1.

A QUANTITY OF MARITIME REFERENCE WORKS

approximately 30 including *Lloyd's Yacht Registers* 1898, 1908 and 1927; *Jane's Fighting Ships* 1906 (reprint), 1939-1942 and 1957-59 inc.; *The Oxford Encyclopedia of Maritime History* vols 1-4; the DNB in two micro-printed volumes with slipcase and magnifying glass; and an assorted quantity of marine sale catalogues for various auction houses and years, list available on request

(a lot)

£100-150

As viewed; sold not subject to return



2

2.

A 1970S SCALE MODEL FOR A DUG-OUT CANOE

the 33in. hull carved from the solid with sliding panels to stern, mounted on blue display base and contained within laminated wooden display case numbered 'H169' — 37½in. (95cm.) wide
£150-250

Provenance: Believed to have been deaccessioned from the Portsmouth Museum.

3.

AFTER SERRES

Limehouse Reach

Hand-coloured etching in *verre églomisé* mount

Unsigned but titled 'Limehouse Reach' (lower centre)

11 x 15in. (28 x 38cm.)

£150-250



3



4 (part)



4 (part)

4. δ

JAMES MCBEY (BRITISH, 1883-1959)

The Thames Barge Race, the start, 1935; The Thames Barge Race, the 'Sara' winning, 1935; Burnham-on-Crouch, 1921

Etching

All signed

Largest 8 x 15in. (20 x 38cm.)

(3)

£300-500

5.

WILLIAM STEPHEN TOMKIN (BRITISH, 1861-1940)

A hay barge approaching the Thames Estuary

Watercolour

Signed and dated 'W.S. Tomkin 1910' (lower right); **together with** W.M. Birchall, watercolour of London barges signed and inscribed *The Fishers/ W.M. Birchall* (lower left), 5 x 7in. (12.5 x 17.5cm.); and a small watercolour of a steam merchantman by Richmond Markes, initialled 'R.M.' (lower left), 5 x 6¼in. (12.5 x 17cm.)

(3)

£150-250



5 (part)



6

6.

WILLIAM CALCOTT KNELL (BRITISH, 1830-1880)

Thames estuary scene at sunset

Signed and dated 'W. Calcott Knell/1864' (lower left)

Oil on canvas

8 x 13½in. (20.5 x 34cm.)

£300-500

7.

H. FULLER (ENGLISH, EARLY 20TH CENTURY)

Beached sailing barges at low tide on the upper Thames

Watercolour

Both signed 'H. Fuller' (lower left)

15 x 19¾in. (38 x 50cm.)

(2)

£200-400



7



7



8

8. 8

JAMES MCBEY (BRITISH, 1883-1959)

Thames barges at Mistley, Essex

Watercolour over pen and ink

Signed, inscribed and dated 'McBey Mistley, 5th September 1922'

9½ x 12in. (24 x 30.5cm.)

£300-500



9

9.

FREDERICK JAMES ALDRIDGE (BRITISH, 1850-1933)

In Seaford Bay - trawlers off Seven Sisters

Watercolour

Signed 'F.J. Aldridge' (lower right)

9½ x 13¾in. (24 x 35cm.)

£150-250



10

10.

ALBERT ERNEST MARKES (BRITISH, 1865-1901)

A Dutch bouyer unloading a catch

Watercolour heightened with bodycolour

Signed 'Albert' (lower left)

11 x 18½in. (28 x 47cm.)

£150-250



11

11.

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Tramp and trawler

Watercolour

Signed 'W.M. Birchall' (lower left) and inscribed with title

5 x 6¾in. (13 x 17cm.)

£100-150



12 (part)

12.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

The wind falls light

Etching

Signed in pencil

5½ x 7in. (14 x 17.5cm.); **together with** another two by the same hand *Cuckold's Point & Limehouse: The Lower Pool* etching proof and *Mooring the barge*, signed in pencil

(3)

£400-600

13.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Showery Day, Greenwich Reach; Square-rigged ships anchored off Dartmouth

Monochrome watercolour on card

The first signed 'William Wyllie' (lower left) and inscribed with title

First: 8¾ x 13in. (22 x 33cm.); Second 7½ x 13½in. (19 x 34cm.)

(2)

£200-300



13 (part)

14.

ENGLISH PRIMITIVE SCHOOL, CIRCA 1890

The sprit sail barge 'Annie'

Oil on card

21½ x 31½in. (54.5 x 80cm.)

£200-400



14



15

15.
THOMAS MARIE MADAWASKA HEMY (BRITISH, 1852-1937)
Fishing boats, Peel Harbour, Isle of Man
 Watercolour
 Signed and dated 'Thomas M. Hemy 1876' (lower left)
 20½ x 29½in. (52 x 75cm.)
 £1,000-1,500



16

16.
A HALF-BLOCK MODEL, PROBABLY FOR A FISHING LUGGER, CIRCA 1880
 carved from 1in. laminated pine painted in green and black,
 mounted on a wooden backing board — 11 x 35in. (28 x 89cm.)
 £300-400



17

17. 8
TOM WHITEHEAD (BRITISH, 1886-1959)
Brixham Harbour
 Watercolour
 Signed and dated 'Tom Whitehead, 1924'
 13½ x 19½in. (34.5 x 49.5cm.)
 £200-400



18 (part)

18.
ATTRIBUTED TO GEORGE STANFIELD WALTERS (BRITISH, 1838-1924)
A square rigger being tugged up the Thames
 Watercolour with scratching out
 12¾ x 9in. (32.5 x 23cm.); **together with** three others comprising
 estuary scene by R. Malcolm Lloyd; Brixham Harbour by J.H. Uphill
 and an abandoned hulk by Albert Strange
 (4)
 £200-400

19.
ENGLISH PIERHEAD SCHOOL, 19TH CENTURY
'Lizzie Ellen' of Cardigan
 Watercolour and gouache
 Inscribed with title (lower middle)
 13 x 18¾in. (33 x 47.5cm.)
 £200-300



19



20

20.
JAMES ORROCK (BRITISH, 1829-1913)
Hay barge off Maldon
 Watercolour heightened with bodycolour
 Signed and dated 'J. Orrock 1904' and inscribed 'Maldon' (lower left)
 11½ x 23¾in. (29 x 60cm.)
 £200-300

21. δ
BERNARD FINNEGAN GRIBBLE (BRITISH, 1873-1962)
A topsail schooner in the Carrick Roads, Cornwall
 Oil on canvas
 Signed 'B Gribble' (lower left)
 14½ x 20½in. (37 x 52cm.)
 £300-500



21



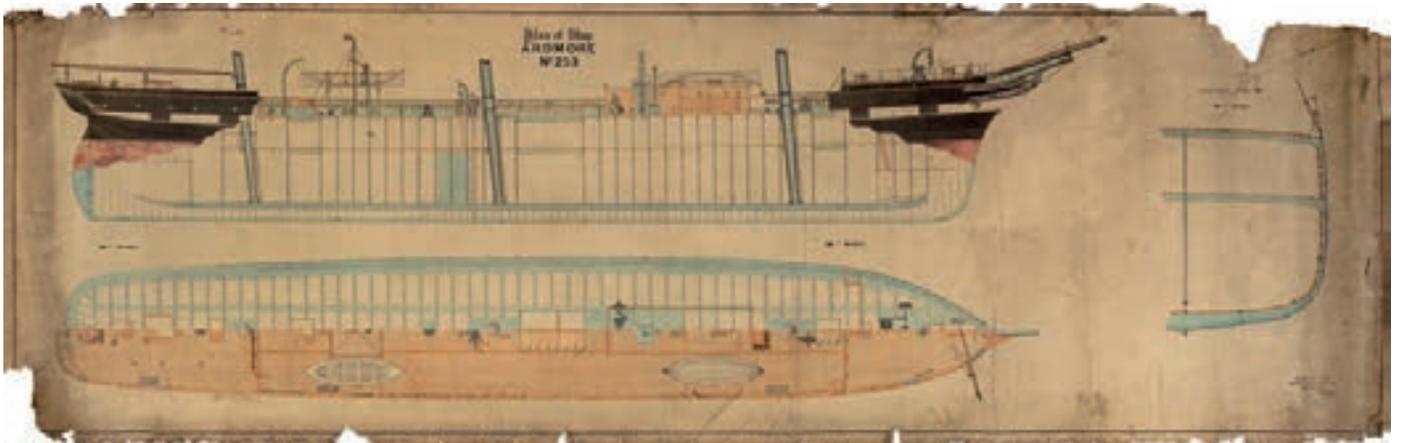
22

22.
CIRCLE OF WILLIAM CALLOW (BRITISH, 1812-1908)
Fishing boats at a harbour entrance
 Oil on canvas
 11½ x 19½in. (29 x 49.5cm.)
 £150-250



23

23.
CHARLES EDWARD DIXON (BRITISH, 1872–1934)
A windbagger in rough seas
 Watercolour heightened with body colour
 Signed and dated 'Charles Dixon 1924' (lower left)
 18 x 15in. (46 x 38cm.)
 £800-1,200



24

24.
'DECK PLAN OF SHIP No. 253': A ¼IN:1FT SCALE PROFILE WATERCOLOUR LINE DRAWING FOR THE ARMORE, BY BARCLAY, CURLE & CO., 1875
 conjoined sheets, inscribed to top as per title, midship section at ½in.:1ft, lines, plating numbers, finely detailed figurehead, broadside, stern and keel profiles within inked border (*rolled; right edge ragged*) — 26 x 80in. (66 x 203.5cm.)
 £400-600

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.



25

25.
A WELL-PRESENTED SAILOR-MADE WATERLINE MODEL OF THE SOLWAY FIRTH LIGHTSHIP *SELKER*, CIRCA 1890
 the 11in. hull carved from the solid, finished in red with vessel's name in white, scored wooden deck with simple fittings including tiller, ventilators, fitted boats in wire davits, deckhouse, winch etc., the red painted mast with lamp, standing and running rigging and Trinity House flag, mounted on a painted polychrome painted sea in glazed case, overall measurements — 19 x 22 x 13in. (48.5 x 56 x 33cm.)
 £300-400



26

26.
ENGLISH PRIMITIVE SCHOOL, LATE 19TH CENTURY
The barque 'Trafalgar' passing a light ship
 Oil on card
 14 x 18in. (35.5 x 46cm.)
 £150-250



27

27.
A 7IN. RADIUS VERNIER SEXTANT BY P. CAMERON, GLASGOW, CIRCA 1870
 brass ladder frame signed as per title with inset silvered scale divided to 140°, vernier with magnifier, braced index arm, seven shades, two mirrors, ebony handle, contained within fitted keystone box with three sighting tubes, pencil inscription inside lid reading *Capn Cunningham late Maggie Douglas now Eve* — 13in. (33cm.) wide; **together with** a quantity of research about the *Maggie Douglas*
 £300-500



28

28.
A FINE AND LARGE BRASS OIL LAMP FROM TRINITY HOUSE LIGHT VESSEL 94 BY ROB. MOORE & NEILL, GLASGOW, CARDIFF & LONDON, CIRCA 1939
 the domed top with carry handle and maker's plate signed as per title, a further plate inscribed *L.V.94*, clear bevelled glass front and side panels, the right with hinged access to double burner assembly with oil reservoir, with polished crinkle-lined reflector — 17 x 12in. (43 x 30.5cm.)
 £300-500

Built in 1939 by Phillip & Son, Dartmouth, L.V. 94 is a static (without engine) Trinity House Light Vessel which served at Morecambe Bay until 1993 when it was purchased on behalf of the Warship Preservation Society and is currently laid up at Torpoint, Cornwall.



29 (part)

29.
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)
An incoming voyager; A Toiler of the Deep
 Watercolour and gouache
 Both signed and dated 'W.M. Birchall 1926' (lower left)
 7½ x 5in. (19 x 12.5cm.)
 (2, a pair)
 £150-250

31.
**A BUILDER'S HALF-BLOCK MODEL FOR THE SCHOONER
 BARNARD CASTLE, 1838**

the 30in. hull carved from 1in. laminated yellow pine, with stained deck mounted on wooden display board with specification plate, overall measurements – 11 x 44in. (28 x 111.5cm.)
 £600-800

Provenance: Monkwearmouth Historical Society, deaccessioned 2017

32.
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)
Down channel with a good breeze; At the mouth of the Thames, war time
 Watercolour
 Both signed 'W.M. Birchall' (lower left); dated 1922, 1918; together with artist's titles
 Larger: 10 x 13¾in. (25.5 x 35cm.)
 (2)
 £400-600



30 (part)

30.
HORACE X. BROWNE, BRITISH 19TH/20TH CENTURY
A full-rigged merchantman underway
 Watercolour and gouache
 Signed and dated 'Horace X. Browne / 10/96' (lower right)
 19½ x 13½in. (49.5 x 34.5cm.); **together with** another of a cutter yacht entitled *Winfred Leading*, signed 'J.H. West' (lower right), 11¼ x 8½in. (30 x 21.5cm.)
 (2)
 £150-250



32



31



33 (part)

33.
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)
The Highway of the Nations; Early morn - on the Dogger Bank
 Watercolour and gouache
 Signed 'W.M. Birchall 1922' and titled (lower left)
 10 x 14in. (25.3 x 35.5cm.)
 (2, a pair)
 £300-500



34

34.
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)
An incoming voyager
 Watercolour and gouache
 Signed and dated 'An incoming voyager/W.M. Birchall - 1926'
 (lower left)
 14 x 20½in. (35.5 x 52cm.)
 £400-600



32

35.
A BUILDER'S HALF-BLOCK MODEL FOR THE SCHOONER HALLS, 1830

the 22in. hull carved and laminated, finished in dark red below the waterline with ebonised topsides with simulated gun ports and stained deck, mounted on display board with specification plate, overall measurements — 8 x 32in. (20.5 x 81.5cm.)

£400-600

Provenance: Monkwearmouth Historical Society, deaccessioned 2017



35

36. Ø

A 19TH CENTURY AMERICAN SAILORWORK WHALEBONE WALKING STICK

the whalebone tapering shaft with spiral and crosshatch carving to scrimshaw decorated walrus tusk handle monogrammed *WO* and *1866 LDN*, the top with bust-length portrait inscribed *Liberty*, the sides with eagle's head profile — 35in. (89cm.) long

£300-500

37. Ø

A 19TH CENTURY SAILORWORK WHALEBONE WALKING STICK

the plain tapering shaft with spiral and barley twist carving, marine ivory handle with vesta strike to top — 34½in. (87.5cm.) long

£150-250

38. Ø

A 19TH CENTURY SAILORWORK WHALEBONE SWAGGER STICK

the tapering whalebone shaft with five contrasting worked sections, terminating in a Turk's head knot handle — 25½in. (65cm.) long

£200-300

39. Ø

A 19TH CENTURY MARINE IVORY AND SAMPLE WOOD WALKING STICK

the tapering shaft built up in contrasting segments to turned marine ivory knob handle — 39in. (99cm.) long

£200-300

40.

A SAILOR'S 'GOING ASHORE' STICK, CIRCA 1900

the plain tapering wooden shaft and handle carved as the head of a bearded Jack Tar — 36in. (91.5cm.) overall

£100-150

41. Ø

A 19TH CENTURY SAILORWORK WHALEBONE WALKING STICK

the plain tapering shaft with carved upper work and faceted marine ivory handle — 36½in. (93cm.) long

£200-300

42. Ø

A 19TH CENTURY SAILORWORK WHALEBONE WALKING STICK

the plain tapering shaft to marine ivory handle carved with the head of Bacchus, the hair comprising grapes and vine leaves — 30½in. (77.5cm.) long

£150-250

43. 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

44. 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

£300-500





46

45. Ø

A FINE 19TH CENTURY NARWHAL TUSK

with pleasant mellow hue, intact tip and mild emerging corkscrew taper without warp, now with brass mounting rod secured with resin within root — 87½in. (222cm.) excluding mounting rod

£8,000-12,000

46. 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

(2)

£3,000-5,000

Provenance: Private collection, UK



46 (reverse)

47. Ø

A FINE AND UNUSUAL SECTION OF SCRIMSHAW DECORATED NARWHAL TUSK, CIRCA 1880

the top cut away and polished and depicting a busy whaling scene with icebergs including a whaler being shattered by a whale, inscribed *Bark Wanderer of New Bedford* — 15in. (38cm.) long; 1233g

£4,000-6,000

Provenance: Understood to have come from the private collection of a whaling family on the Orkney Islands.

Launched from the shipyard of J.H. Holmes and Sons on April 16, 1878 for owners Gifford and Cummings of New Bedford, the bark *Wanderer* was one of the the last whaling ships built in New Bedford and was registered at 140 feet with a crew of 30 men. Over 20 years she made 11 profitable cruises, however her most successful voyage was during WWI. Following four years at sea, the *Wanderer* returned to New Bedford in 1917 with a cargo of 6,200 barrels of oil possibly the largest number of barrels of oil in whaling history. The end was, however, in sight and she witnessed the decline of the whaling industry as alternative cheaper sources of fuel came to market. By the time she was wrecked off Cuttyhunk Island in 1924, she was barely able to operate in profit as the price of whale oil had dropped to a mere 30 cents a gallon.



48

48. Ø

A SCRIMSHAW DECORATED WHALEBONE FID, CIRCA 1860

incised over one side with a six-man whaler concluding a kill, with harpooned whale alongside, in green ink sea — 12in. (30.5cm.) high

£600-800



47

45



49

49.
A 19TH CENTURY SAILOR'S SHELLWORK VALENTINE
 with central heart motif worked in shells and geometric patterns, in octagonal glazed case with suspension loop — 12in. (30.5cm.) wide
 £1,500-2,000



50

50.
A 19TH CENTURY SAILOR'S SHELLWORK VALENTINE
 with central rose motif worked in shells and geometric patterns, in octagonal glazed case with suspension loop — 9½in. (24cm.) wide
 £700-900

51. 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)
 £1,000-1,500



51 (detail)



51



52

52. 8

JOHN STEVEN DEWS (BRITISH, B. 1949)

'Spindrift' at Foo Chow, 1868; 'Lahloo' at Gravesend, 1870

Pencil

Signed 'J. Steven Dewes' (lower left) and inscribed with titles (lower right)

8 x 12in. (20 x 30.5cm.)

(2, a pair)

£300-500



53

54

55

53. Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER LADLE

the bowl carved with star motif and inscribed to front *BARK FOX* and carved in relief *NB 1852*, with marine ivory mounted handle – 12¾in. (32cm.) long

£200-300

54. Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER LADLE

the polished bowl with marine ivory mounted handle with octagonal section – 14½in. (37cm.) long

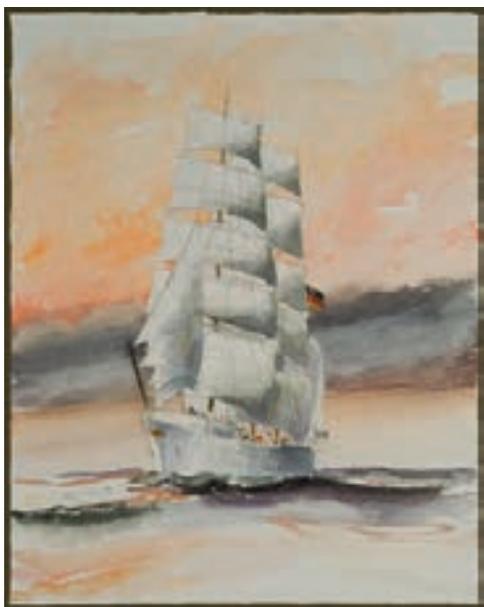
£200-300

55. Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER LADLE

the bowl carved with leaf design, heart-shaped marine ivory handle mount and acorn finial — 14in. (35.5cm.) long

£200-300



56 (part)

56. δ

JOHN BENTHAM DINSDALE (BRITISH, 1927-2008)

A part set of watercolours: Tall Ships Race 1986, three (of ten) watercolours depicting 'The Eagle' (two); 'Dar Pomorza' (four) and 'Gorch Fock' (six)

Watercolour

Each with typed and signed artist's label to reverse

16 x 12¾in. (40.5 x 32.5cm.)

(3)

£150-250

58. Ø

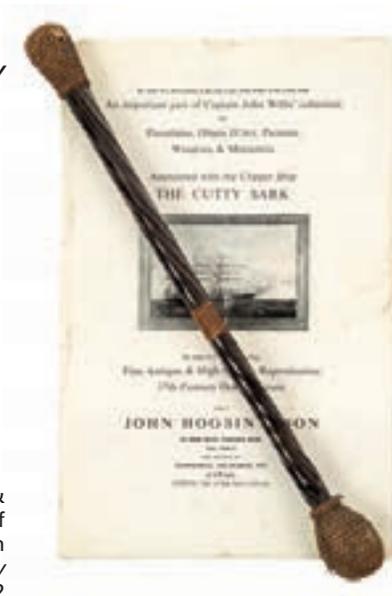
A BALEEN BOSUN'S STARTER FROM THE CUTTY SARK

constructed from twisted sections of baleen bound in twine in the middle, with knotwork covered lead-weighted ends — 16in. (40.5cm.); **together with** a Captain John Willis catalogue, 1972; three associated books/booklets about the *Cutty Sark* and a brass door knocker modelled as the ship

(6)

£300-500

Provenance: John Hogbin & Son (Tenterden) sale of effects of Captain John Willis, Master of the *Cutty Sark*, 15th March, 1972 lot 82 (£10.00)



57 (part)

57.

ATTRIBUTED TO JACK SPURLING (BRITISH, 1871-1933)

A clipper in a gentle swell

Watercolour

11½ x 15½in. (29.5 x 39.5cm.); **together with** another watercolour of a windjammer on a port reach, signed and dated 'S. Drigin / 57.' (lower right) — 14½ x 20¼in. (37 x 51.5cm.)

(2)

£300-500



59

59.

REX PHILLIPS (BRITISH, B. 1931)

The Great Tea Race – 'Ariel' & 'Taeping' racing for home off start point – September 1866

Oil on canvas

Signed 'Rex Phillips' (lower right) and countersigned and inscribed with title to reverse

23½ x 35¼in. (60 x 89.5cm.)

£250-350



60 (part)

60.
W.A. EARP (BRITISH, 1867-1927)
'Piaka'; 'Invercargill'
 Watercolour and gouache
 Signed 'W.A. Earp' (lower right)
 6 x 8in. (15 x 20cm.)
 (2, a pair)
 £200-400



62

62.
A SMALL SUNDERLAND RUMMER, CIRCA 1820
 depicting the bridge and inscribed *Sunderland Bridge A.W. Thomas* on circular foot — 5in. (12.5cm.) high
 £150-250



61

61.
AN OVERSIZED BRISTOL BLUE TRANSFER-PRINT ROLLING PIN OR NAILSEA SALT, CIRCA 1860
 cobalt blue glass inscribed *Forget Me Not*, three ships with titles and a sailor's prayer / sentimental verse — 30½in. (77.5cm.) long;
together with a further two examples
 (3)
 £200-300



63



64 (part)

63.
A SHIP'S BELL FROM THE FOUR-MASTED BARQUE CORUNNA, 1893
 cast in brass with black-filled lettering with name and date to front, complete with clapper — 6in. (15.5cm.); mounted in lyre-shaped stand for deck attachment
 £200-300
Corunna was a large (2,256 ton) four-masted barque built by Henderson's of Meadowside (Glasgow); Re-named *Epoca* in 1917, she was sunk by explosives set by U-93 thirty nautical miles SW of the Gironde carrying steel, oil and general cargo from New York to Bordeaux.

64.
A SHIP'S BELL FROM THE CARGO SHIP JASON, 1870
 cast in brass with black-filled lettering with name and date to front — 6in. (15.5cm.) high; mounted in lyre-shaped stand, with clapper;
together with a treen whistle from the vessel
 (2)
 £150-250



65 (part)

65.
ATTRIBUTED TO WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)
A set of four: two seascapes with shipping; harbour scene at sunset, and beach fishing boats
 Watercolour
 Three dated '06'
 Each 3 x 5¼in. (7.5 x 13.5cm.); **together with** a set of five watercolours comprising four beach scenes and a seascape by another hand
 (9)
 £300-500



66

66.
SIDNEY YATES JOHNSON (BRITISH, 1890-1926)
Shipping off the Needles, Isle of Wight
 Oil on canvas
 Signed and dated 'S.Y. Johnson/1905' (lower right)
 11¼ x 23in. (28.5 x 58.5cm.)
 £200-400



67

67.
AN ATTRACTIVE PAIR OF GIMBALLED SHIP'S SALOON LAMPS, CIRCA 1870
 glass ballast with facet-cut oil reserves above, with wick assembly stamped *British Starhinge Burner*, glass shades and brass gimbal mounting — 12 x 7½in. (30.5 x 19cm.) high
 (2, a pair)
 £300-500



68

68.
A RAISED SILKWORK PICTURE OF THE BARQUE COOLEEN, BELFAST BY THOMAS WILLIS, NEW YORK
 in contrasting felt, named hull with stitched figurehead and stern detailing, raised silk sails lined with pencil with rigging and embroidered flags, depicted on a calm blue sea with pilot cutter no.14 attending and steam launch off her bow, entitled *Cooleen, Belfast / B. Crimp Master*, contained in original maple wood frame — 25½ x 35½in. (65 x 90cm.)
 £400-600



69.
G.* S.*****
Southwold lighthouse
 Oil on canvas
 Signed with initials 'G.S.' (lower left)
 17½ x 11½in. (44.5 x 29cm.)
 £100-150

69



70.
RALPH REUBEN STUBBS (ENGLISH, CIRCA 1820-1880)
Shipping in distress off a rocky headland
 Oil on canvas
 Signed and dated 'R. Stubbs 1856' (lower right)
 24¼ x 37½in. (61.5 x 95cm.)
 £400-600

70



72

71

71.
A ROCKET BOX, UNDERSTOOD TO BE FROM PENLEE LIFEBOAT STATION, CIRCA 1890

constructed in yellow pine of conical form the lid with copper hinges and hasp edged in leather, the interior lined with hemp, brass drop handles to sides — 22in. (56cm.) high; **together with** associated breeches buoy equipment comprising a hinged carry block with brass rollers, a hawser cutter, a Schermuly line launching pistol and a hawser tally board in four languages, together with some historical data

(5)
 £600-800

72.
A RARE LATE 19TH CENTURY LIFESAVING BREECHES BUOY BLOCK

heavily constructed in wood with brass sheaths and rollers; metal-lined connecting rope with wooden toggle — 12½in. (32cm.) overall

£200-300



73 (detail)

73.
A LIFEBOAT STATION BAROMETER BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1880

with enamelled scales and top plate signed *Admiral Fitzroy's Storm Barometer*, signed over the scales *Negretti & Zambra Instrument Makers to Her Majesty, 1 Hatton Gardens, 122 Regents Street & 59 Cornhill, London*, with matched left and right scales divided 28-32 inscribed under '10am yesterday' '10am today' left/right with adjustable indicators, oak case with thermometer tube and covered reservoir — 39½in. (100.5cm.) high

£1,000-1,500



73



74 (part)

74.

A RARE RNLBI COLLECTING POUCH FOR GURNARD'S HEAD, CORNWALL, CIRCA 1885

in thick stitched leather with brass plate to front stamped *RNLBI GURNARD'S HEAD*, the neck with adjustable closing strap secured with a brass lock — 11in. (28cm.) high; **together with** some research including cc letter from RNL

(a lot)

£200-300

The original form of RNLBI collecting boxes was a blue-painted cast iron pillar-box type firmly secured to the ground. A remote series of three were located at Logan Rock, Land's End and Gurnard's Head in the 1880s and were emptied weekly by the treasurer using this lockable collecting bag. Fixed cast iron collecting boxes were abandoned after about thirty years as they were vulnerable to attack.



75

75.

MILLSON HUNT (BRITISH, ACT. 1875-1900)

On the Cornish coast, the wreck of 'Marie'

Oil on canvas

Signed 'Millson Hunt' (lower right); inscribed and counter-signed with title to reverse

29½ x 49½in. (75 x 125.5cm.)

£400-600



76

76.

AN RNLBI ANEROID BAROMETER BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1900

the 4½in. enamelled dial inscribed *Fisherman's Aneroid Barometer / As issued by the Royal National Lifeboat Institute / No. 17059 / Negretti & Zambra London*, contained within oxidised brass bulkhead case — 6in. (15cm.) diam

£150-250

77.

A 'BARNETT' MODEL MOTOR LIFEBOAT BY BASSETT-LOWKE, CIRCA 1938

the carved wooden hull with lined decks, folding mast and removable mid-section to original electric motor, complete with original transit case, initialled DML — 26½in. (67.5cm.)

The original cost of this model from the 1938 catalogue was £7.7s

£600-800

Provenance: From the estate of Mr. D.M. Lumsden and thence by direct descent.

The original cost of this model from the 1938 catalogue was £7.7s



77



78

78.

THEODORE HINES (BRITISH, FL. 1876-1899)

At Clevedon Lock on the Thames

Oil on canvas

Signed 'Theo Hines' (lower right) and signed and inscribed to reverse

19¼ x 29¾in. (49 x 75.5cm.)

£400-600



79 (part)

79. 6

SIR FRANK BRANGWYN (BRITISH, 1867-1956)

Burnham on Crouch

Pen, ink and watercolour

Signed and inscribed 'Frank Brangwyn Burnham on Crouch' (lower right)

8¼ x 13¼in. (21 x 33.5cm.); **together with** another signed pen and ink drawing by Frank Brangwyn *The Pot Hunter*, illustrated in Herbert E. Julyan's 'Sixty Years of Yachts'

(2)

£300-500

Provenance: Phillips, London, 12th October 1987, lot 100



80

80.

R. MACAULEY (BRITISH, 20TH CENTURY)

Yachts racing off Cowes Castle; Yachts racing off Ryde, Isle of Wight

Watercolour

Both signed 'R. Macauley' (lower right)

9½ x 7¾in. (24 x 19cm.)

(2, a pair)

£250-350

81.

ATTRIBUTED TO ARTHUR WELLINGTON FOWLES (BRITISH, 1815-1883)

A yacht race in the Solent, circa 1850

Oil on canvas

8½ x 14¾in. (21.5 x 37.5cm.)

£400-600



81



82 (part)

82.6

FRANK HENRY MASON (BRITISH, 1876-1965)

Six-metre yachts racing off the Castle at Cowes

Monochrome watercolour

Signed and dated 'Frank H. Mason '28' (lower right)

15½ x 21¼in. (39 x 54cm.); **together with** a signed etching by the same hand *Parting with the tug*, 1920

(2)

£300-500

Provenance: Illustrated in *The Book of British Ships*



83 (part)

83.

AN ATTRACTIVE LATE 19TH CENTURY POND YACHT HULL

the wooden hull with lead keel, black topsides with yellow lining, scored deck with mast holes, open hatch, finely carved companionway cover, brass helm, winch, Venetian red bulwarks and polychrome figurehead — 11 x 49 x 12in. (28 x 124 x 30.5cm.); **together with** an associated stand

(2)

£250-350



84 (part)

84.

A SET OF PHOTOGRAPHS OF *SHAMROCK III*, POSSIBLY BY BOLLE OF NEW YORK

depicting bow, stern, port and starboard in dry dock, framed as a set with titles

17 x 42in. (43 x 107cm.): **together with** an aquatint of the Royal Northern Yacht Club regatta engraved by E. Duncan

(2)

£150-250



85

85.

AN IMPRESSIVE SEPIA TONE PHOTOGRAPHIC PRINT BY BEKEN OF COWES OF THE RACING YACHT *MOHAWK* RACING AT THE 1888 SOUTHAMPTON YACHT CLUB REGATTA, PROBABLY 20TH CENTURY

depicted flying spinnakers on port reach – 46 x 34¼in. (117 x 88cm.); in wooden frame with label to reverse

£400-600



86 (part)

86.

ENGLISH PRIMITIVE SCHOOL, 20TH CENTURY

Sir Thomas Lipton's 'Shamrock'

Oil on panel

15¾ x 19¾in. (40 x 50cm.); **together with** two 19thC yachting watercolours

(3)

£200-400



87

87.
A 1:24 SCALE HALF-BLOCK MODEL FOR THE PLANK-ON-EDGE YACHT CUTTER *DORIS*, DESIGNED BY G.L. WATSON, 1885
 modelled by David Spy after the original Watson prize model, with laminated and carved hull finished in cream with ebonised topsides, cutaway bowsprit and mast; mounted on display board, overall — 12½ x 42½in. (32 x 108cm.)
 £600-800

In 1882, the Yacht Racing Association introduced a new rule to arrest 'unhealthy development'. Known as the "Tonnage Rule", the decision backfired somewhat as in the smaller 5 and 2½ Tonner classes it encouraged extremely narrow, deep keeled vessels carrying huge sail areas. G.L. Watson, then at the height of his prowess, designed several '5 tonners' to the new rule, commencing with *Iris* in 1883. In 1885 he was commissioned by R.G. and Bryce Allan, cousins of the Chairman of the Allan Line, to design a new flyer, *Doris*, which was built at the Govan Shipbuilding Company on the Clyde. With only a 5ft 6in. beam on a waterline of just over 38ft, and a draft of 6ft 8in., she proved to be extremely successful, winning the 5 Ton Cup and both Dublin and Royal Northern Regattas in her maiden year. Their rival George Black Thomson bought the 5 Tonner *Olga* to challenge in 1885 and then commissioned *Luath* from the up and coming designer W.E. Paton the following year, but neither could seriously worry *Doris*. Finally, he commissioned Watson to produce a boat to beat his own. The result was *Jess*, of similar form although slightly more beam than her rival. They raced together from 1887 and were evenly matched. In the 5 Ton class, only Paton's *Oona* of 1886 exceeded *Doris's* narrow beam and deep draft, and her loss off Malahide with her designer in the same year prompted a further revision of the Rating Rules which ended the days of "Plank on Edge" racing forever.

The model offered here is copied from the original Watson prize model sold in these Rooms, 7th November 2017, lot 293.



88 (part)

88.
A BRASS AND ENAMEL VESTA OWNED BY THE FOUNDING COMMODORE OF THE ROYAL CRUISING CLUB, CIRCA 1902
 with fine enamelled RCC burgee to front, engraved on the reverse with a crest for Arthur Underhill with motto *VINCIT VERITAS* under — 2in. (5cm.) square; **together with** a run of 30 RCC Journals spanning 1936-1970 bound in blue cloth
 (a lot)
 £250-350



89 (part)

89. δ
LESLIE ARTHUR WILCOX (BRITISH, 1904-1982)
A yachting emergency
 Monochrome watercolour
 Signed 'L.A. Wilcox' (lower right)
 9 x 11in. (22.5 x 28cm.); **together with** *Thames sailing barge* by Douglas Ian Smart, circa 1905; pencil sketch of a Thames barge by Frank H. Mason; a pencil sketch *Hog boat* by Edward William Cooke
 (4)
 £300-500

Provenance: Illustration for 'Yachting World' magazine



90

90. 8
DAVID ROY MACGREGOR (BRITISH, 1925-2003)

Yachts racing in the Solent
 Watercolour heightened with white
 Signed 'R. MacGregor' (lower left)
 10 x 14¼in. (25.5 x 36cm.)
 £100-150

91.
FOUR ENAMEL FLAG AND BURGEE BROOCHES

comprising a base metal hoist with cut glass and brightwork mount indicating 'AVF'; a base metal trio for 'NZX'; a burgee for the Royal London YC and one for the House flag of the Zeeland Steamship Company of Flushing within a green circular enamel field

(4)
 £100-150

92.
A GOLD AND ENAMEL YACHT BRACELET

with six enamel signal flags spelling 'GLENDA', each within a white enamel life buoy, double chain suspension with clasp stamped '9CT' — 8in. (20cm.) long; 8.4g
 £250-350



91

92A



93

92A
A GOLD AND ENAMEL BURGEE PIN FOR THE ROYAL HONG KONG YACHT CLUB

the back stamped 'J.W.B. 375' with Birmingham marks for 1975
 £200-300

93.
A SET OF SIX VICTORIAN SILVER NAPKIN RINGS FROM THE STEAM YACHT LATHARNA

mark of James Jay, London 1897, each plain with ropework borders and engraved with the burgees of the Royal Ulster Yacht Club and Royal Northern Yacht Club above *LATHARNA*, additionally numbered as part of a set, each — 1¼in. (4.5cm.) diam
 £400-600

Latharna was a 170-foot steel screw steam yacht built at Troon in 1897 for **Sir Hugh Smiley, Bt. (1841-1909)**. Renamed *Maroon* in 1902.



92



94

94.

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



95

95. δ

JOHN NASH (BRITISH, 1893-1977)

Laugharne [Langham] Harbour and Castle, Carmarthenshire, circa 1950

Watercolour

Signed in pencil 'John Nash' (lower left)

16¾ x 22in. (42.5 x 56cm.)

£2,000-3,000

Provenance: Buxton Mill Galleries, Norfolk, circa 1950



96

96.

A PLATED DECK LIGHT FROM A STEAM YACHT BY WILLIAM MCGEOCH & CO. LTD, CIRCA 1910

with bevelled glass side and front ports, hinged access to lamp assembly with maker's label signed as per title, domed top inscribed *SALOON ENTRANCE SHADE DECK F*, top suspension loop and bulkhead securing — 14½ x 7in. (37 x 18cm.)

£250-350



97

97.

A SMALL EARLY 19TH CENTURY SILVER-PLATED YACHTING SPEAKING TRUMPET

shaped mouthpiece with moulded bell and red painted interior — 7¼in. (18cm.) high

£100-150



98

98.

A SILVER TRAVELLING NIGHT CLOCK

the 2½in. opalescent glass dial with blued steel hands, fob wind to top to 24hr movement, folding backplate with candle recess, with silver marks for London 1896 — 3½in. (9cm.) high

£200-300



99 (part)

99.

THE BUILDER'S MODEL FOR H.M. KING VICTOR EMMANUEL III OF ITALY'S PRIVATE STEAM YACHT *IELA*, 1914, ORIGINALLY BUILT AS S.Y. *RANNOCH*, 1902, BY RAMAGE & FERGUSON

the 40in. carved and laminated hull with bilge keel, propellers, portholes, carved stern and finely carved female figurehead with trail boards, boarding companionway, lined and lacquered decks with gilt and silvered fittings as appropriate including anchors on davits with studded chain, bell, companionway, anchor winch, deck lights, ventilators, panelled passenger accommodation with grab rail, wood and gilt brass binnacle, stove light, bridge and overbridge, with helm, telegraph and chart table, awning stanchions, stayed funnel with safety valve extension pipe and hooter, wood capped deck rails, six fitted boats swung-out in davits including steam launch, capstan, racks, masts with standing and running rigging and other details, mounted on raised plush-lined plinth on two ebonised supports with original glazed mahogany case on an associated stand with carved scrollwork legs with castors and shaped apron, measurements including stand — 72 x 71 x 20in. (183 x 180 x 51cm.); **together with** a framed set of four black and white photographs of the yacht and some of her interiors

(3)

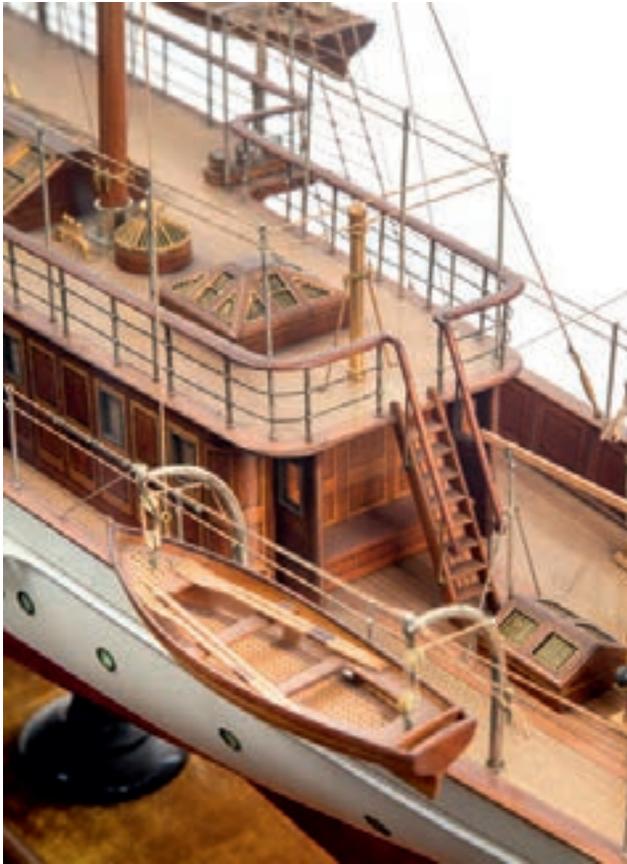
£30,000-40,000



H.M. King Victor Emmanuel III of Italy (1869-1947)



Salon on board 'Iela'



99 (detail)



99 (detail)

An archetypal product of the golden era which spawned her, *lela* was originally named *Rannoch* when she was designed for Mr T.V. Smith of London by Cox & King in 1902. Built at Leith by Ramage & Ferguson, she was registered at 546 tons Thames and measured 184ft in length overall, with a 26-foot beam. Powered by her builders' own 3-cylinder engine, she was rated 100A1 by Lloyd's Register and had the sleek lines which typified her breed. By 1912, she had passed into the ownership of Mr Gerard Craig Sellar of Cromwell Road, London but, at the end of that year, he put her up for sale and she was purchased by H.M. King Victor Emmanuel III of Italy, and thereafter kept in Naples. He already owned a smaller steam yacht, also named *lela* (329 tons) and built in 1891, and initially kept both for his personal use until the Italian state acquired an official yacht, *Savoia II* (ex-*Citta di Palermo*) in 1925. Even though the King used her a great deal, he also made considerable use of his two personal yachts throughout his reign, the older *lela* having been disposed of before the commissioning of *Savoia II*. In 1939 the King sold his beloved *lela* to Mario Pesce, sadly she was bombed and sunk by Allied aircraft on September 9th, 1943 at Secche della Meloria, a tiny island off Livorno.



99 (part) 'lela' at anchor

100.

A FINE STATIC DISPLAY MODEL OF THE P.S. GREAT WESTERN DESIGNED BY I.K. BRUNEL, BY BASSETT-LOWKE LTD, NORTHAMPTON

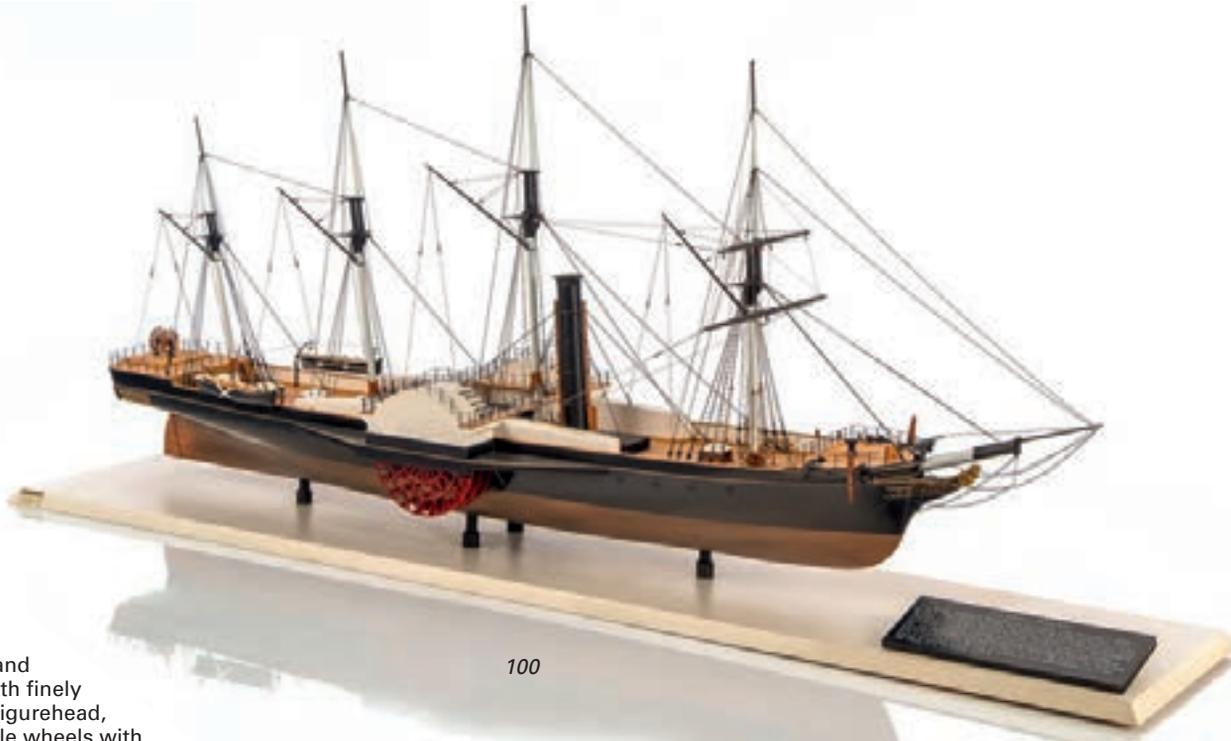
the 40in. carved and laminated hull with finely carved Neptune figurehead, red-painted paddle wheels with boxes over and gilt lined stern lights,

planked wooden decks with capstan, bits, anchors with bound wooden stocks, deck rails, funnels stayed with chains, with safety valve extension pipes, engine room lights, companionway, saloon lights, double helm with turned spokes, four racked masts with yards, blocks and standing and running rigging; mounted on four ebonised metal supports to white display base with model maker's plate and legend, overall measurement — 26 x 56 x 12in. (66 x 142.5 x 30.5cm.)

£4,000-6,000

Provenance: Commissioned from Bassett-Lowke Ltd by George Hammond Marine Ltd, Dover, 1972 for display in a new reception area. This building's recent closure now obliges sale.

In 1835, at the same time as work was beginning on the construction of the Great Western Railway from London to Bristol, Brunel turned his attention to the sea. In his view, a regular steamship service from Bristol to New York was the logical extension to his railway across the breadth of England and the resulting ships ushered in a new era of transatlantic travel. The first of them, *Great Western*, was laid down in Patterson's Yard, Bristol, in July 1836 and launched exactly a year later. Built of wood, she was 236 feet long, registered at 1,340 tons, and her luxurious appointments included 128 first-class berths. Her two-cylinder Maudsley slider-lever engines provided 450hp to her paddles and gave her a cruising speed of 12 knots in calm water. Leaving Bristol on 8 April 1839, she completed her maiden voyage to New York in 15 days and thus began a highly successful career which was to last 18 years. She was more profitable by far than either of Brunel's two other ships, *Great Britain* and *Great Eastern*. She was broken up at Vauxhall, London, in November 1856.



100



101

101.

CHARLES TAYLOR (BRITISH, ACT.1836-1871)

A twin funnelled paddle steamer heading into a squall

Watercolour and gouache
6½ x 20½in. (16.5 x 52cm.)

£150-250



102

102. δ

ADRIAN THOMPSON (BRITISH, B. 1960)

The British Rail P.S. 'Wingfield Castle'

Watercolour heightened with white, painted oval
Signed 'Adrian Thompson' (lower right)

14 x 17½in. (35.5x 44.5cm.)

£100-150



103

103.
A BUILDER'S MODEL FOR THE BRAZILIAN PASSENGER PADDLE STEAMER CAXIAS BUILT BY HEPPLER, SOUTH SHIELDS, 1912
 with 24in. laminated and carved hull finished in pink below the waterline with grey topsides, lined paddle boxes with gilt paddle wheels, white-lined decks with gilt fittings as appropriate, lined passenger accommodation, boxwood hatches, anchor winch, companionway, top deck with promenade with benches and gilt wire railing with lifebuoys, the roof with stayed funnel with logo, whistle, navigation lamps, mast with standing rigging and navigation light, mounted on four turned silvered columns to raised plush-lined display board in glazed mahogany case, overall measurements — 17 x 38½ x 17in. (43 x 98 x 43cm.)
 £3,000-5,000



104

104.
BARRIE A. F. CLARK (BRITISH, B. 1943)
The Great Yarmouth Steam Tug Company P.T. 'Tom Perry'
 Oil on canvas
 Signed and dated 'Barrie A.F. Clark '76' (lower left)
 19 x 29¼in. (48.3 x 74.3cm.)
 £800-1,200

Launched in 1878, the 78-ton wooden steam paddle tug *Tom Perry* was a part of the Nicholson Towing Co., Great Yarmouth. Vulnerable coastal traffic passing the port often needed assistance in rough weather and the tug crews from Great Yarmouth were only too ready to take risks for the salvage awards. In one incident in 1906, nine tugs were involved in the rescue of the *Newburn*. Three companies took part in the rescue, with *Tom Perry* receiving £200 in salvage rewards for her part in the rescue. In 1920, after a collision that resulted in significant damage, the *Tom Perry* was broken up and sold for scrap.



105

105.
A SAILOR'S WATERLINE MODEL OF A PASSENGER PADDLE STEAMER, CIRCA 1890
 the carved 11in. hull finished in polychrome, varnished deck with simple deck fittings, raked funnel with cotton wool 'smoke' raked masts with yards, rigging and Scottish flags, set in a choppy moulded and painted sea with pilot cutter off port bow, ebonised glazed case with finials and porcelain bun feet — 18 x 22 x 11in. (46 x 56 x 28cm.)
 £150-250

Provenance: From the collection of **Frank Carr (1903-1991)**, Director of the National Maritime Museum 1947-1966.



106

106.

CHINESE SCHOOL, CIRCA 1890

S.S. 'Cheang Hye Teng' (ex- 'Atholl') underway

Oil on linen

17 x 22½in. (43 x 57cm.)

£500-700

Built by Stephens of Kelvinhaugh for J. Warrack & Co. in 1870, the *Atholl* registered 1,436 tons, was 245ft long and had a beam of 32ft. In 1888 she was sold to the first of a series of Singaporean and then Malaysian owners all using the name *Cheang Hye Teng*. She was lost in August 1897 in the China Sea carrying coal between Moji and Hong Kong.



107

107.

A HARBOUR MASTER'S VESSEL LOCATION SET, CIRCA 1900

with 14 pairs of ivory vessel shapes with dimensions inset, contained in recessed wooden case with sliding lid – 10½in. (27cm.) wide

£250-350



108

108.

ATTRIBUTED TO JOSEPH WRIGHTSON MCINTYRE (BRITISH, 1841-1897)

A paddle tug labouring to bring a ship to safety, Scarborough Harbour

Oil on panel

Indistinctly initialled (lower right)

4½ x 7¼in. (11.5 x 18.5cm.)

£150-250



109

109.

A 1:64 SCALE STATIC DISPLAY MODEL OF THE PASSENGER-CARGO LINER S.S. ANTONIO LOPEZ BUILT BY DENNY BROS FOR COMPAÑÍA TRANSATLÁNTICA ESPAÑOLA, S.A., 1882

the 60in. carved and laminated hull with lowered companionways, fitted lifeboats swung out in davits, decorative bow and stern, planked decks with painted metal and wood details as appropriate including ventilators, capstan, companionways, panelled deck accommodation with handrails, bridge with helm and telegraph over, stayed funnel with safety valve extension pipe, engine room lights, slatted benches, glazed saloon lights and emergency helm, three raked masts with rigging, mounted to wooden display board with nameplate, overall measurements — 27 x 70in. (68.5 x 178cm.)

£2,500-3,500

Named for the founder and owner of the Spanish Line, *Antonio Lopez* was steel-built with a double bottom and an attractive clipper bow complemented by a barque rig. Costing £102,000, she registered 3,235 tons, was 370ft long with a 42ft beam and had accommodation for 156 1st Class, 72 2nd Class and 27 3rd Class passengers and a further 1,100 for troops or steerage in portable berths, along with a cargo capacity of 97,030 cu ft. Delivered by Denny Bros on 2nd March 1882, she was able to steam at a respectable 14.85kts. She enjoyed a successful career until 1898 when she was caught up in the Spanish-American war. On June 28, 1898 two American cruisers fought with a squadron of Spanish warships consisting of one cruiser, two gunboats and the *Antonio López* which had a cargo of military supplies. She was pursued by U.S.S. *Yosemite* and, under gunfire, ran aground at Ensenada Honda. Most of the valuable cargo was salvaged from the wreck, which now lies in 1700ft of water and is the only Spanish wreck from this conflict in American waters.



110

110.

ANTONIO LUZZO (ITALIAN, 1855-1907)

The S.S. 'Forest Holme'

Watercolour and gouache

Signed, inscribed and dated 'Luzzo Genova 1891' (lower right)

20½ x 31in. (52 x 79cm.)

£400-600

Built by J.L. Thompson for Hine Bros in 1890, *Forest Holme* registered 2,407tons and was 295ft long. Sold to Northumbrian Sg Corp. Ltd in 1913 and renamed *Kardamila*, she was renamed *Begona No.4* in 1916. She was finally *Camphill* in 1917, the year she was torpedoed and sunk on 27th July by *U-46* between Bone and Cork carrying phosphates, although Lloyds still recorded her as *Begona No.4*.



111 (part)

111.

P&O PENCILINGS: TEN COLOURED LANTERN SLIDES

each numbered and inscribed *P&O Pencillings* — 3¼ x 3¼in. (8.5 x 8.5cm.); **together with** an original numbered key explanation; Furniss, H. *P&O Sketches in pen and ink*, first edition circa 1898, 202pp with index bound with green and gilt decorated boards — 8½ x 12¼in. (21.5 x 31cm.)

(12)

£250-350



112 (detail)



112 (detail)

112.

A FINE BUILDER'S MODEL FOR THE S.S. LANGLEERIDGE, BUILT FOR MEDOMSLEY STEAM SG CO. LTD BY SMITH DOCK COMPANY LTD, SOUTH BANK ON TEES, 1924

the 64in. laminated and carved hull with lowered companionway, plimsoll marks to rudder and bow, with lined grey decks with gilt metal fittings as appropriate, white-lined covered hatches, masts rigged with derricks and radio aerial, awning ridges, the bridge with fitted overbridge, wireless connection, stayed funnels with company emblem, double emergency helm to stern with chain and other details, mounted on four silvered supports to raised display base with ivory builder's plate within original glazed display case with a contemporary table stand, overall measurements including stand — 60 x 84 x 24in. (152.5 x 213.5 x 61cm.)

£6,000-8,000

Provenance: Deaccessioned from the Russell-Cotes Museum, Bournemouth, 2021.

Originally named *Alistruther* she was renamed *Langleeridge* in 1929 for the same owner. Registering 350ft with a 50ft beam she displaced 3811 tons with her engines developing 12 knots. On May 8th 1935, on a voyage from Louisbourg, Nova Scotia to Montreal with a cargo of coal, she struck Bill Rock and sank 1½ miles NW from Guyon Island.

113.

W.R.S. STOTT (BRITISH, ACT. 1897-1934)

S.S. 'Turakina', S.S. 'Beaverford'

Watercolour and gouache

Signed and dated 'S. Stott 1944' (lower left); original mount inscribed *This Picture has been specially painted and presented to THE BRITISH SHIP ADOPTION SOCIETY To commemorate two of the adopted ships which went down gallantly fighting against tremendous odds. S.S. 'Turakina' Lost 20th August 1940; S.S. 'Beaverford' Lost 5th November 1940*

20½ x 28½in. (52 x 72.5cm.)

£500-800

Provenance: The Marine Society & Sea Cadets

Turakina was an 8,500 ton refrigerated cargo ship en route from Australia with frozen meat when, on August 20th, she was intercepted by the German raider *Orion* in the Tasman Sea. Her single 4.7in. stern gun was no match for the six 5.9, one 3in. six AA and 6TT. She put up a spirited fight but within 20 minutes half *Turakina's* crew of 56 were killed or wounded and she was heavily on fire. *Orion* approached to within one mile and discharged two torpedoes, both of which hit and sent *Turakina* to the bottom within two minutes, along with Captain Laird and 33 officers and men, 21 survivors were picked up by the enemy; The 10,000 ton Canadian Pacific liner *Beaverford* was crossing the Atlantic in a homeward-bound convoy when it was attacked by the German pocket battleship *Admiral Scheer* on 5th November 1940. The auxiliary cruiser *Jervis Bay* engaged the raider to buy time for the convoy to scatter and indeed, most of the 37 ships escaped, however, *Beaverford* was overhauled and sunk with 77 crew including her Captain, E. Pettigrew, among them.



113



114

114.

A 7¼IN. RADIUS PRESENTATION VERNIER SEXTANT BY FRODSHAM & KEENE, LIVERPOOL, CIRCA 1892

the polished brass ladder frame signed as per title and numbered 4840, with inset silvered scale divided to 140°, vernier with clamp, magnifier, mirrors, shades and wooden handle, contained within fitted box with four sighting tubes and presentation plate to lid:

From Trinity House to Reginald Vincent Peel, H.M.S. Conway, July 1892 – 11in. (28cm.) wide

£400-600

Reginald V. Peel R.N.R (1875-1964). was a Trinity House Queen's Medallist aboard the training ship *Conway*, winning this sextant in 1892. He joined Cunard in 1900 but was detached to serve in the Navy for the duration of hostilities in 1914. Resuming with Cunard, he commanded many vessels, most notably the *Mauretania*, *Aquitania* and *Queen Mary*. After the merger with White Star Line, he also served aboard *Olympic* and *Majestic* rising to the rank of Commodore.



115

115.

THE SHIP'S BELL FROM THE MARINE SOCIETY TRAINING SHIP EARL OF ROMNEY (1985) EX-H.M.S. ECHO (1958)

cast in brass, the crown stamped *Lea Otley No.31*, black-filled name to front, complete with clapper, mounted on a brass bracket, the bell — 10½in. (26.5cm.) high

£300-500

Provenance: The Marine Society & Sea Cadets

A 120-ton survey and research vessel, *Echo* was built at S.J. White's yard on the Isle of Wight; sold from service in 1985 she was one of two then acquired by the Marine Society for use as a cadet training ship until 1995.



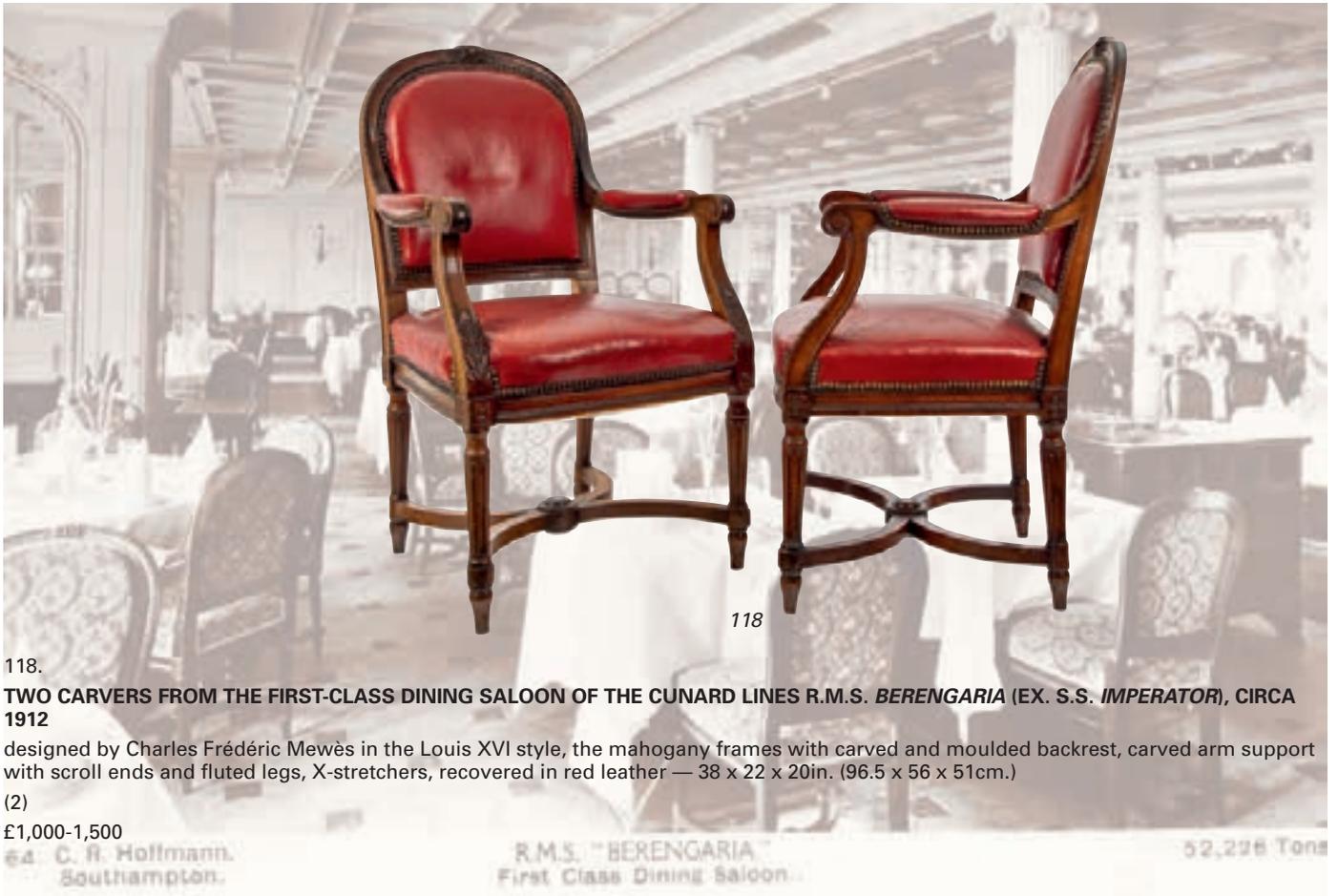
116

116. ♂
FRANK HENRY MASON (BRITISH, 1875-1965)
Cunard R.M.S. 'Mauretania'
 Lithograph
 Signed in facsimile 'Frank H. Mason' (lower left)
 18½ x 27in. (47 x 68.5cm.)
 £250-350



117

117.
A CUNARD LINE FIRST CLASS WOOLLEN DECK BLANKET, CIRCA 1936
 of navy blue and scarlet, embroidered with banner for Cunard Line and numbered 209 — 66 x 56in. (168 x 142cm.)
 £200-300



118

118.
TWO CARVERS FROM THE FIRST-CLASS DINING SALOON OF THE CUNARD LINES R.M.S. BERENGARIA (EX. S.S. IMPERATOR), CIRCA 1912
 designed by Charles Frédéric Mewès in the Louis XVI style, the mahogany frames with carved and moulded backrest, carved arm support with scroll ends and fluted legs, X-stretchers, recovered in red leather — 38 x 22 x 20in. (96.5 x 56 x 51cm.)
 (2)
 £1,000-1,500

64. C. R. Hoffmann.
 Southampton.

R.M.S. "BERENGARIA"
 First Class Dining Saloon.

52,226 Tons



119

119.

A FINE 1:32 SCALE WATERLINE MODEL OF R.M.S. OLYMPIC AS BUILT IN 1911

modelled by Charles Longbotham, the laminated and carved hull plated with ebonised plates above the waterline, with portholes, white superstructure with lined paper decks with detailed fittings, finished in ebony and tan and including 26 covered lifeboats in davits, stayed funnels, compass platform, deck rails, racked masts with rigging, crow's nest, etc., mounted on a mottled blue plexiglass sea within Perspex case with maker's label, overall – 9 x 31½ x 5½in. (23 x 80 x 14cm.)

£1,500-2,500

Provenance: Charles Longbotham and thence by descent.

Charles Longbotham (1917-1999) enjoyed several careers and latterly was a prolific marine artist who exhibited at the Royal Academy and Royal Society of Marine Artists. In WW2 he served in the RNVN as a navigation officer and after demob, worked briefly for the famous model making firm of Bassett-Lowke in Northampton. Striking out as an independent model maker from studios in Ealing, London, he produced some 700 models over fifteen years, both architectural and marine, and also designed the then-revolutionary funnel arrangement for Cunard's *QE2* - and then produced two large models of the liner for the Company's London offices. He left modelling to concentrate of painting in 1969 with the example in this lot being produced for his private interest in 1972 and which has remained with the family ever since.



120

120.

TWO FIRST CLASS WHITE STAR LINE COFFEE CANS AND SAUCERS, CIRCA 1912

with maker's marks for Stonier & Co., Liverpool, registered design no. 117214/324028; **together with** a third saucer with chip (5)

£300-500



121

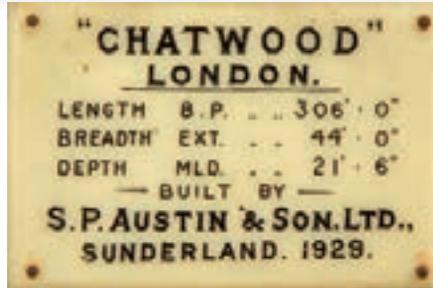
121.

A LARGE STENTOR MEGAPHONE LOUD HAILER BY THE MERRIMAN BROS MANUFACTURERS, EAST BOSTON, MASS, EARLY 20TH CENTURY

constructed in coated cardboard with riveted seam and metal mouthpiece, rim and handle — 39in. (99cm. high)

£100-150

Examples from this company have been photographed on the seabed next to the R.M.S. *Titanic* and another example is known to have been issued to her sister ship *Olympic*.



122.
A FINE BUILDER'S MIRROR-BACK MODEL FOR THE S.S. *CHATWOOD* BUILT FOR WM FRANCE, FENWICK & CO. LTD BY S.P. AUSTIN & SON LTD, SUNDERLAND, 1929

the laminated and carved hull finished in pink below the waterline and ebonised above with Plimsoll marks inscribed *Chatwood* over, white line decks and hatch covers, with gold plated fittings as appropriate, cutaway funnel and masts, mounted on original front-silvered mirror, with ivory builder's plate on wooden section top-middle, contained within original glazed case with top glass and end panels and finial, overall measurements — 14 x 39½ x 6in. (35.5 x 101.5 x 15cm.) **together with** a contemporary 10 x 14in. black and white photograph of the vessel underway

(2)
 £4,000-6,000

Chatwood (3950 tons) was en route between the Tyne and London with a cargo of coal when she struck a mine off the East Dudgeon Buoy (North Norfolk) on 23rd April 1942 and sank, her crew of 24 including three gunners were all saved.



122 (part)



122 (detail)



123

123.

A LATE 19TH CENTURY HALF-BLOCK MODEL FOR AN AUXILIARY SAILING SHIP

carved from $\frac{3}{4}$ in. laminated yellow pine, with ebonised topsides, cutaway bowsprit and prop shaft — $8\frac{1}{4}$ x $29\frac{1}{2}$ in. (21 x 75cm.)
£300-400



124.

THE ENGINE ROOM PLATE FROM THE REFRIGERATED P&O PASSENGER-CARGO SHIP S.S. RANCHI, 1925

inscribed with inset lettering *Ranchi / R. & W. Hawthorn, Leslie & Co. Ld. / Shipbuilders & Engineers, Newcastle on Tyne*, the rim drilled with additional securing holes — 13 x $17\frac{1}{2}$ in. (33 x 44.5cm.)
£400-600

124

125. Ø

A 19TH CENTURY FIJIAN TABUA

the tip and root drilled to receive a silver suspension chain, the front with pinned white metal plate inscribed *Lieut. S.F. Dudley Smith from the Fijian Company FDF 12/5/34* — $7\frac{1}{2}$ in. (19cm.); 444g
£600-800



126.

A MIRROR BACK BUILDER'S STYLE MODEL FOR THE KETCH UNITY

the 17in. hull carved from laminated wood with ebonised topsides, varnished deck with simple fittings including companionway, ventilator, capstan and winch, cutaway masts, mounted on a mirror within glazed display case with angled end mirrors – $12\frac{1}{2}$ x 32in. (31.5 x 81cm.)
£300-500

125



126



127

127.
**A SALOON CHAIR FROM A BRITISH INDIA
 STEAM NAVIGATION CO. VESSEL, CIRCA
 1890**

heavily constructed in mahogany with transfer inset to back depicting Britannia seated next to the British Lion, removable leather seat pad supported on cast iron dolphin supports – 33 x 22½in. (84 x 57cm.)
 £250-350

128.
**A KELVIN PATTERN YACHT
 BINNACLE COMPASS**

the 5in. compass card signed for *E. Esdaile & Sons, Sydney, NSW*, contained in liquid-filled bowl, gimbal-mounted in wooden brass binnacle, the plate inscribed *KH* to front, the hood with oil lamp and glazed port, navigation spheres, Flinders bar and deck securing – 40in. (101cm.) high
 £400-600



128

129.
**AN UNUSUAL DOUBLE-BRIDGE
 TELEGRAPH BY CHADBURN CO. LTD,
 CIRCA 1920**

with 8in. silvered plates with black and red filled instructions and maker's label, with central handle operating gong mounted on tapering brass pedestal — 44½in. (113cm.) high overall including handle
 £800-1,200

129



130

130.
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
 (3)

£150-250



131

131.
A WHITE STAR LINE MATCH CADDY

engraved to the front with White Star burgee to match holder attached to tray inscribed *White Star Line* with Elkington Plate marks for 1929; **together with** a silver napkin ring with enamel burgee for John Holt & Co. Ltd with Sheffield marks for 1928/9 and a sterling bottle opener for Maersk Lines
 (3)

£150-250

132. ♂

ROBERT G. LLOYD (BRITISH, B. 1969)

The Blue Funnel (Alfred Holt) Line M.V. 'Calchas' on sea trials in Belfast Lough in 1947

Oil on panel

Signed and dated 'Robert G. Lloyd 2003' (lower right)

19¾ x 30in. (50 x 76cm.)

£350-450



132



133

134 (part)

133

133.

A PAIR OF BULKHEAD ENGINE ROOM OIL LAMPS, CIRCA 1914

with clear glass panels with hinged access to right to burner with key adjustment, chimneys with wooden drop handles, one stamped for makers Griffiths & Sons 1914 — 16in. (40.5cm.) high

(2)

£300-500

134.

A STORM LANTERN BY BULPITT & SONS, BIRMINGHAM, CIRCA 1900

front glazed with key adjustment via safety door on left to lamp assembly inscribed with maker's name, polished reflector and handle — 13in. (33cm.) high; **together with** a galvanized metal signal lamp by Meteorite finished in black with polished brass fittings numbered 34168

(2)

£250-350



135

135. ♂

JAMES MCBEY, (BRITISH, 1883-1959)

A portrait of an engineering officer of the Merchant Navy

Oil on canvas

Signed and dated 'McBey 1956' (lower right)

19½ x 16½in. (49.5 x 42cm.)

£250-350



136

136.

A BOARDROOM MODEL BY BASSETT-LOWKE LTD, NORTHAMPTON FOR THE DIESEL STONE-CARRYING HOPPER BARGE *MERSEY* No. 42, BUILT FOR MERSEY DOCKS & HARBOUR BOARD BY LOBNITZ & CO. LTD, RENFREW, 1957

the 38in. laminated and carved hull with substantial wales, lined white decks with silvered and painted fittings as appropriate, ebonised hoppers with chain release mechanism, glazed bridge with binnacle over, fitted lifeboats in davits, masts rigged with lanyards and lamps, mounted on three tall bronzed tapering supports within glazed wooden display case with fore and aft specification plates and modeller's label, on original wooden table, overall measurements including table – 65½ x 55 x 20in. (166.5 x 140 x 51cm.)

£3,000-5,000

Registered at 637tons, *Mersey 42* was 167ft long with a 36½ft beam; Sold in 1972 to Woodfords of London and renamed *Mersey Beaucoup*, she worked principally in the Solent before being sold in 1976 to Turkish owners and renamed *Kumbasan*, and was broken up at Panama in 1983.



136 (detail)



137

137.
COPPER AND BRASS NAVIGATION LAMPS

comprising an anchor lamp; 'not under command' and a masthead lamp, the first two complete with burners – largest 21in. (53cm.) high

(3)
£400-600



138

138. δ
FRANK HENRY MASON (BRITISH, 1875-1965)

The F.T. Everard cargo ship 'Stability' unloading at Crown Wharf, Deptford

Oil on canvas
Signed 'Frank H. Mason' (lower left)
19½ x 29½in. (49.5 x 75cm.)
£250-350



139

140

139.
THE SHIP'S BELL FROM THE SHELL TANKER M.V. EBALINA, 1980

cast in brass with black-filled lettering to front, moulded rim and shoulder, complete with clapper attached with a later shackle — 12in. (30.5cm.) high

£150-250

140.
THE SHIP'S BELL FROM THE CARGO M.V. HUSARÖ, 1961

cast in bell metal with black-filled lettering to front, complete with clapper — 8in. (20.5cm.) high

£100-150



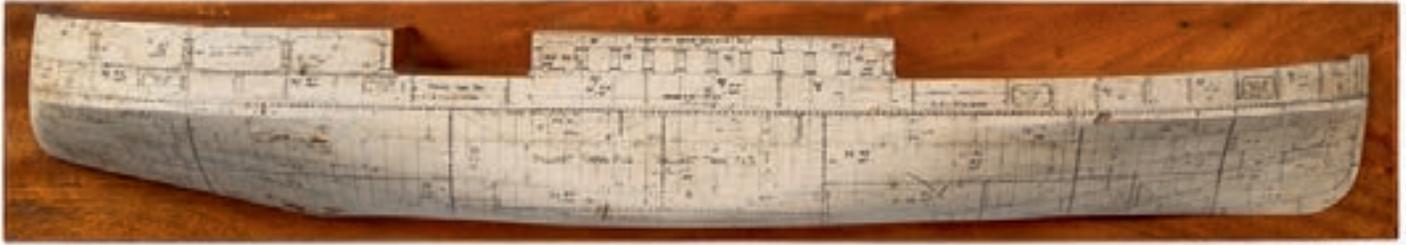
141 (part)

141.
AN OIL-FILLED DRILL BIT, CIRCA 1985

heavily constructed in steel with cutting head and threaded socket inscribed *P117431S* — 11in. (28cm.) high; **together with** a ship (junk) in a demijohn bottle made by a diving associate in Abu Dhabi

(2)
£250-350

Provenance: Found on the sea bed off Umm Shaif Field, Abu Dhabi, circa 1985



142 (part)

142.

A BUILDER'S HALF-BLOCK PLATING MODEL FOR THE MERSEY FERRY *MOUNTWOOD*, BUILT BY PHILIPS OF DARTMOUTH FOR THE MERSEYSIDE PASSENGER TPT EXECUTIVE, 1959

the 38in. hull carved from laminated pine, painted white with technical manuscript and specification overall, mounted on display board – 7 x 40in. (18.5 x 101.5cm.); **together with** two engine room log books from the S.S. *Zealandia*, 1932-33

(3)

£500-800

143.

REED'S FLAGS & FUNNELS

published by Thomas Reed & Co. Ltd, 22 plates for 648 companies with index, owner's inscription on fly dated 27-7-14, bound in gilt embossed red boards – 6 x 9in. (15 x 23cm.); **together with** *Flags & Funnels* wall chart issued by the Liverpool Journal of Commerce folded into a book-form with owner's inscription dated 1933 and a copy of Hunt's Universal Yacht List, 1881

(3)

£200-300

144.

FLAGS OF THE BRITISH MERCANTILE MARINE

published by The Journal of Commerce and Shipping Telegraph, Liverpool, late 19thC and illustrating coloured representations for principal steamers, funnel and flag colours, **together with** flags for the international code, sailing vessels, government and international mercantile flags – 22 x 32in. (56 x 81cm.), linen-backed and contained within card binding with gilt title, embossed flags of merchant shipping by the Journal of Commerce — closed 8 x 4½in. (20 x 11.5cm.)

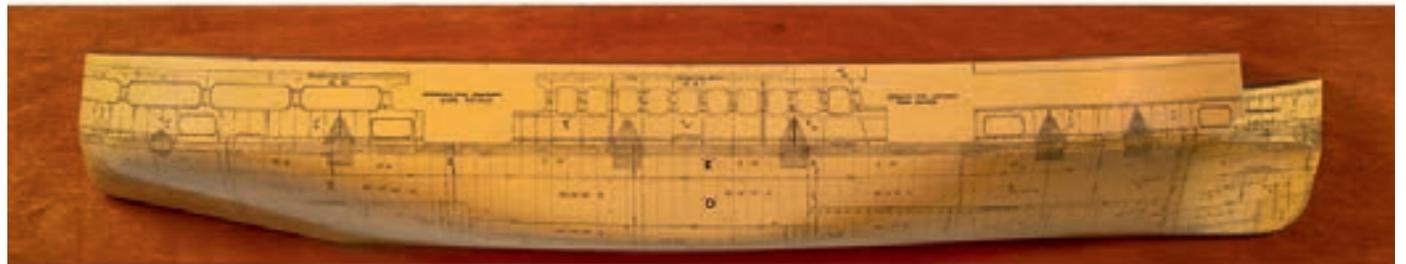
£150-250

145.

A BUILDER'S HALF-BLOCK PLATING MODEL FOR THE MERSEY FERRY *OVERCHURCH*, BUILT BY CAMMELL LAIRD FOR THE BIRKENHEAD CORPORATION, 1962

the 38in. hull carved from laminated pine, originally painted white with technical manuscript and specification overall, mounted on display board – 8 x 43½in. (18 x 110.5cm.)

£500-800



145

146.

A PORT & STARBOARD BOW LAMP BY SIMPSON, LAWRENCE & CO., GLASGOW, CIRCA 1890

constructed in brass with maker's and 'Port' and 'Starboard' labels over tinted bull's-eye lenses with cowling, triple burner within and drop handle – 9½ x 12in. (24 x 30.5cm.)

£250-350



146

147

148

147.

A COPPER AND BRASS LAUNCH LAMP, CIRCA 1890

the clear glass front panel flanked by red and green filters with oil burner assembly within; brass plate applied to top inscribed *Improved Combination Launch Lamp ACDL*; drop handle and bulkhead securing — 13in. (33cm.) high (without handle)

£200-300

148.

A PORT & STARBOARD BOW LAMP, CIRCA 1890

constructed in copper and brass with trade label inscribed *Seahorse GB* over tinted bull's-eye lenses with cowling, burner assembly within and loop handle to top – 9½ x 12in. (24 x 30.5cm.)

£250-350

149.

A RARE SAFETY/BLACKOUT LANTERN BY ELI GRIFFITHS, CIRCA 1880

heavily constructed in brass with hinged upper and lower handles, thick glass shade with threaded chimney and sliding cowl — 14in. (36cm.) high

£400-600



149



149 (detail)

150.

A SIGNAL LAMP BY GRIFFITH & SONS, BIRMINGHAM, CIRCA 1953

constructed in copper and brass with Fresnel type glass to front, maker's label signed as per title and numbered *3448*, hinged cone top to interior with sprung press-button shutter assembly and oil lamp on securing slide, copper back and top folding handles — 17in. (43cm.) high

£300-500

Provenance: Understood to have been used on the Dundee Harbour Trustees tug *Castlecraig*, 1953-1986.

151.

A TRINITY HOUSE PATTERN SIGNAL LAMP, CIRCA 1890

constructed in brass with bull's eye lens, side shutter, fixed rear and top handle with turned wooden grip, hinged to reveal burner with reflector and shutter assembly — 14in. (35.5cm.) high

£200-300



150

134 (part)

151

Naval (Sail)





155

155.

A 1:32 SCALE MID-18TH CENTURY DOCKYARD MODEL OF A YACHT, PROBABLY OLD PORTSMOUTH, FOR THE USE OF SENIOR DOCKYARD OFFICERS

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, decks finished with lined paper and with fittings including winch with ratchet and belfry over, open hatches, covered companionway, poop deck with bench seat, capstan and tiller, bulkhead between decks aft of foredeck pierced for door and four-paned windows, cradle-mounted on wooden display base within a glazed wooden case with textured baseboard; cased measurements — 16 x 28½ x 11¼in. (40.5 x 72.5 x 30cm.)

£3,000-5,000

Provenance: Understood to have been deaccessioned from the archives of a Hampshire Local Authority circa 2005.

Although the arms of Portsmouth at the stern are a later embellishment, it is interesting to note that in most reference books only the dimensions given for *Old Portsmouth* (1741-72) match those of this model. The style of the model – individual hull planking fixed with small trenails to a wooden core – and the form of the vessel represented here compare very favourably to the model yacht *Chatham*, also 1741 and to the same scale 1:32 – possibly by the same hand – retained at the National Collection Greenwich SLR0460.

Portsmouth, launched 1703 renamed *Old Portsmouth* in 1741 with the building of a larger yacht (to be named *Portsmouth*); *Old Portsmouth* was then turned over in 1772 to the Governor of the Isle of Wight and renamed *Medina*, serving for a further fifty years before being broken up in 1832 after 129 years of service. It's possible that this model represents one of the refits post-1741 or 1772.



155



156

156.

A FINE 1:48 SCALE MODEL OF H.M.S. PANDORA, 1779

the 28in. planked and pinned hull copper sheathed below the waterline, ebonised wale, with finely carved figurehead of Pandora holding her box, open gun ports with brass guns in carriages, sweep ports, chainplates with deadeyes, planked decks with fittings including carronades on sides, swivel guns, metal anchors with bound wooden stocks, belaying rails with pins, stovepipe, belfry with brass bell, wale deck with gratings, shot racks, companionway, bilge pump, capstan, double helm, bound cutaway masts and other details, mounted to turned ebonised supports to simple stand, overall measurements — 13 x 32in. (33 x 81.5cm.)

£7,000-9,000

Pandora, launched in 1779, had been 'laid up in ordinary' from 1783 when she was fitted out, placed under the command of Captain Edward Edwards and dispatched by the Admiralty in August 1790 to apprehend mutineers following the mutiny aboard H.M.S. *Bounty* at Tonga, 28th April 1789. At Tahiti 14 mutineers were captured and manacled within 'Pandora's Box' - a specially-built roundhouse prison on the quarterdeck. Whilst searching for the remaining mutineers, *Pandora* ran aground on the Great Barrier Reef, 28th August 1791, foundering the next morning. Thirty-one crew and four mutineers were drowned apparently because their manacles could not be released. The wreck was discovered in 1977 and is considered one of the best-preserved wreck sites in Australian waters, partly because no contemporary attempt was made to salvage her.



157.

'A PROSPECT OF HER MAJESTIES ROYAL NAVY LYING AT THE SEVERAL MOORINGS AT CHATHAM' [CIRCA 1714]

Engraving on conjoined sheets

17½ x 25in. (44.5 x 63.5cm.)

£300-500

157



158

158.
A VERY FINE 1:36 SCALE ADMIRALTY BOARD STYLE MODEL FOR THE SIXTH-RATE 20-GUN SPHINX-CLASS FRIGATE *SPHINX* [1775]
 modelled in alder and fruitwood, the framed hull planked and pinned, with ebony main wale, gun ports with cast brass guns in trucks, finely carved figurehead with carved decoration along bulwarks and stern, glazed stern with scrollwork, caryatids and dolphins, oxidised brass stern lamp, the deck with details including bits with belaying pins, gratings, stovepipe, belfry with bell, well deck with fitted pinnace over with bottom boards, seats, gratings etc., bound cutaway masts, capstan, double helm with 12 turned spokes, compass box, swivel guns etc., mounted on ebonised cradle stand to wooden display base, overall measurements — 14 x 48in. (35.5 x 122cm.)
 £10,000-15,000

The name-ship for a class of ten, *Sphinx* was ordered from Portsmouth Dock Yard in 1773 and completed just in time to attend to the revolt in the American colonies. Sailing to North America with Admiral Parker's squadron in March 1776, she took the American privateers *Eagle* and *Rover* in November and December 1777. Two years later in November 1779 she was briefly captured herself by the French 32-gun *L'Amphitrite* off Martinique however she was recaptured in December by the *Proserpine*. Thereafter she served various commanders without much incident and was laid up in ordinary at Portsmouth in 1799 until sold for breaking in 1811.

159.
NEAPOLITAN SCHOOL, 19TH CENTURY
A British warship and other shipping off Stromboli
 Watercolour and gouache in verre églomisé mount inscribed *Strongoli* [sic]
 6 x 8in. (15 x 20.5cm.)
 £100-150



159



160.

δ

TIM THOMPSON, BRITISH (B. 1951)

The frigate action between H.M.S 'Crescent' and 'La Reunion', 1793

Oil on canvas

Signed 'Tim Thompson' (lower left)

26½ x 38½in. (67.5 x 97.5cm.)

£3,000-5,000

During the early stages of the French Revolutionary War, the French Navy focused heavily on raiding and disrupting British commerce and shipping. One of the most successful raiders was *La Reunion*. To counter these attacks, the Admiralty despatched a number of warships to the French coast, including the 36-gun frigate *Crescent* under Captain James Saumarez. After observation it was clear that *La Reunion* followed a pattern and would make short cruises, leaving Cherbourg in the early evening and returning in the next morning. Following this pattern, the British were able to attack and in October 1793, *Crescent* engaged with *La Reunion* off Cherbourg. The action was brief and resulted in a resounding British victory with the trifling casualty of one man wounded on board by the recoil of a gun compared with the enemy who lost about 126 killed and wounded. One other ship was visible throughout the engagement, the 28-gun British frigate *Circe* (Captain Joseph Sydney Yorke), which lay becalmed approximately nine nautical miles distant - this could possibly be the vessel depicted in the lower right of the painting.



161.

**AN 18TH CENTURY STYLE ADMIRALTY LION
PATTERN FIGUREHEAD, MODERN**

carved from laminated wood, depicted on a
bow section, finished in polychrome and
angled iron mounting bracket — 44in. (112cm.)
high (without bracket)

£600-800

161



162

162.
ENGLISH SCHOOL, EARLY 19TH CENTURY
A portrait of a captain of three years' seniority in undress uniform holding a telescope
Oil on panel
Inscribed behind head 'A.L. Chest'
8½ x 7½in. (21.5 x 19.5cm)
£600-800



163

163.
ENGLISH SCHOOL, EARLY 19TH CENTURY
A portrait of a young midshipman
Oil on canvas
8¾ x 8in. (22 x 20.5cm.)
£600-800



164

164.
FOLLOWER OF THOMAS BUTTERSWORTH (BRITISH, 1768-1842)
Studies for a brig and a schooner
Oil on canvas
11 x 17¾in. (28 x 45cm.)
(2)
£600-800





165

165.

CHARLES EDWARD DIXON (BRITISH, 1872–1934)

British Fleet, 1805, The 'Victory'

Watercolour

Signed and dated 'Charles Dixon '28' (lower left); artist's title to reverse

14½ x 20¼in. (37 x 53cm.)

£800-1,200

Provenance: Christie's South Kensington, 5th October 1989, lot 54

166.

AN OVAL DESSERT DISH FROM LORD NELSON'S 'ARMORIAL' SERVICE, CIRCA 1802

unmarked, shaped sides with gilt-edge, oak leaf and acorn border flanking inscriptions reading *Nelson / San Josef* and *Nelson / 14th February*, gilt and polychrome coat of arms to centre — 8 x 10¼in. (20 x 27.5cm.)

£6,000-8,000



166



167

167.

A RESTORED EARLY 19TH CENTURY WOODEN MODEL OF A 40-GUN FIFTH RATE

the carved and painted hull papered below the waterline and painted to simulate copper sheathing, open gun ports with polished guns, rolled paper 'hammocks', simple figurehead, planked decks, masts and rigging, mounted on a board pinned within a wooden glazed case — 14 x 16in. (36 x 40.5cm.) model: — 17 x 22 x 11½in. (43 x 56 x 29cm.)

£400-600



168

168.

AN EARLY 19TH CENTURY SEA SERVICE FLINTLOCK PISTOL

with 10in. barrel, plain lock mechanism and regulation brass fittings and ramrod — 18¾in. (48cm.) overall

£500-700



169

169. Ø

A FIVE-BALL OR BEAD PATTERN HANGER FOR THE ROYAL NAVY, CIRCA 1790

with 31in. curved steel blade etched with 'GR' cypher and swags of arms, a straight stirrup hilt, with five-guard with fouled anchor device; fluted ivory, rectangular section grip with fouled anchor and crown and brass cushion pommel — 36½in. (92.5cm.) long overall

£600-800

Ref. May & Annis, *Swords for Sea Service*, 1970, vol I, pg 23.



170

170.

A NAPOLEONIC PRISONER OF WAR STYLE LAUNCHING MODEL FOR THE 74-GUN SHIP *ORION*

the 12in. hull planked and pinned on the starboard side and open-framed to the port side, with ebonised main wales, brass guns with red-painted port lids, finely carved warrior-form figurehead, stern and quarter galleries, the deck with fittings including carved belfry with bell, wale deck gratings, bitts, companionway, deck lights, etc., with three bound cutaway masts with launching masts behind each sporting launching flags as appropriate, mounted on a bound sliding truck on angled ramp with simulated bone bricks and corner finials, contained within a glazed wooden case with bone finials, overall measurements — 11 x 18½ x 9½in. (28 x 47 x 24cm.)

£4,000-6,000

A 'Canada' Class 74-gun ship launched at Deptford in 1787, *Orion* quickly became one of the most distinguished ships of the age of fighting sail and was at most of the principal actions of the Napoleonic Wars: The Glorious First of June (Duckworth); Groix; Cape St. Vincent and The Nile (Saumarez); and Trafalgar (Codrington) along with several other smaller actions and prizes ensured both her popularity and immortality in naval lore. By 1814 with the war all but won, she was worn out and sold for breaking.

171.

No Lot



170 (detail)



172

172.
AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR BONE SPINNING JENNY AND WOODEN BOX

with single character 'Jenny' seated on a red painted chair on platform over bone mechanism and contained within probably original box with manuscript provenance label and later note inscribed 'made by Lefevre', box — 5in. (12.5cm.) high
 £600-800



173

173.
A FINE EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR BONE SPINNING JENNY

the upper platform comprising two 'Jenny' characters spinning and drumming, and a small windmill, the lower platform supporting bone gearing with crank handle, now secured within ebonised display case with loose viewing glass — 8½ x 6in. (21.5 x 15cm.)
 £1,200-1,500



174

174.
AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR BONE MODEL OF A CUPBOARD

the shelves replete with painted bone models of vases, cups and plates, each decorated in polychrome — 3¼ x 2½in. (8 x 6.5cm.)
 £200-400



175

175.
AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR STRAW-WORK JEWELLERY CASKET

worked overall with coloured straw, the lid depicting a French naval vessel sailing off a castle, the interior with mirror in lid and tray with central covered compartment — 8½in. (21.5cm.) wide
 £200-300



176

176.
AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR BONE TOBACCO COMPENDIUM

with pierced and carved side plates for folding accoutrements including snuff spoon, tamper, reamer and cutter — 3¼in. (8.5cm.) high
 £200-300



177

177.

ANGLO-INDIAN SCHOOL, LATE 18TH CENTURY

Portrait of an East India Company captain, circa 1780

Oil on canvas with gilt highlights

Oval

17½ x 14in. (44.5 x 35.5cm.)

£2,000-3,000



178 (part)

178.

A FLINTLOCK 'DUCK'S FOOT' PISTOL

the late 18th century wire-inlaid square walnut grip signed *Bunney London* with inset silvered plate inscribed *Capt. Edw. Rotherham*, flintlock action to breech punched with proof marks and four numbered turn-off cannon barrels — 13in. (33cm.) long overall, contained within an associated brass-bound wooden case of c1790 with fitted plush-lined interior containing bullet mould, bullets, late 19thC paper-covered globe inkwell, and an unidentified optical device

(a lot)

£2,000-3,000



179

179.

A SILHOUETTE OF CAPTAIN HARDY, CIRCA 1890

on glass with gilt uniform lining, bears inscription *Lea Portsmouth* by shoulder/chest, and further inscribed *Capt. Thos. Hardy/H.M.S. Victory/1805*, verre églomisé mount — 6 x 4½in. (15 x 11.5cm.); wooden frame

£250-350



180

180.

A CAT-O'-NINE-TAILS

with green baized wooden handle retaining nine knotted cords — 52in. (132cm.) overall

£200-400





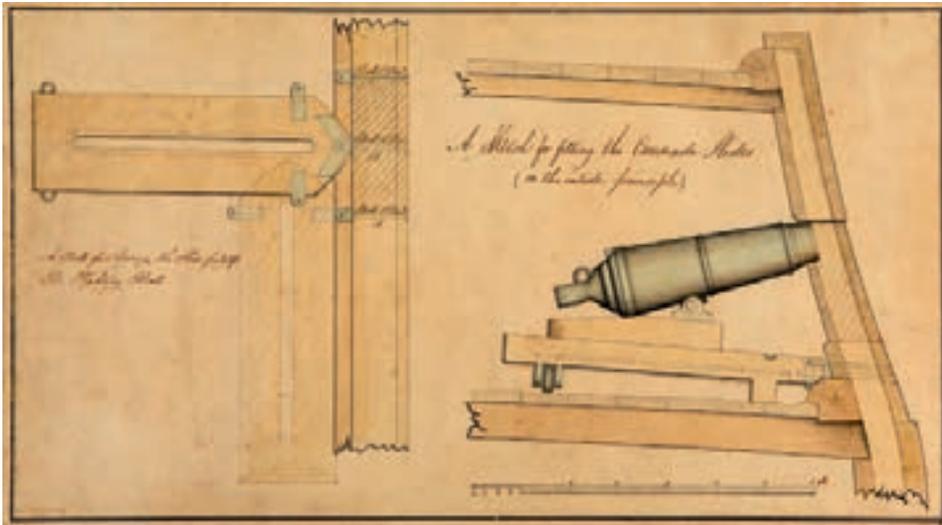
181.

A FINE AND EXCEPTIONALLY LARGE, EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER OF WAR BONE MODEL FOR A FIRST-RATE SHIP OF THE LINE

the 20in. planked and pinned hull with horn main and secondary wales, three gun decks with protruding guns, finely carved full-length warrior-form figurehead, with carved headrails and boomkins, extremely fine stern with balconies and quarter galleries, carved in full, planked deck with details including bitts, belaying rails with pins, capstan gratings, copper stove pipes, hammock racks, well deck with balustrade and belfry, deck lights, companionway, saloon lights, chicken coop, metal anchors with bound bone stocks and other details; with three bound masts with standing and running rigging with bone blocks and tackle, mounted on marquetry display base with compass rose and bone and wood balustrade, loosely contained within brass bound glazed case, overall measurements — 34¼ x 39 x 16½in. (87 x 99 x 42cm.)

£40,000-60,000

Provenance: Believed sold at Phillips, London, 12th July 1988, lot 197



182

182.

A TECHNICAL PROFILE PLAN FOR A CARRONADE, 1851

pen and ink on watermarked paper for 1853, an annotated sketch for fitting the carronade's slides (on the inside principal) with secondary drawing to show stowage, signed 'S. Andrews 1851' in pen (lower left) — 10½ x 19½in. (26.5 x 49.5cm.)

£200-400



183

183.

A PAIR OF MODEL ROYAL NAVY CARRONADES AS USED IN SERVICE CIRCA 1800

with 9in. cast iron two-stage tapering barrels, with cascabel and threaded height adjustment, hinge-mounted to wooden sliding platform to swivelling wooded mount with wooden trucks — 6 x 12in. (15 x 30.5cm.) overall

(2, a pair)

£400-600



184

184.
ATTRIBUTED TO JOHN WARD OF HULL (BRITISH, 19TH CENTURY)
H.M.S. 'Asia' entering Spithead, 1834
 Watercolour
 11½ x 17¼in. (29 x 44cm.)
 £250-350



185 (part)

185.
ENGLISH OFFICER SCHOOL, 1836
H.M.S. 'Hercules' and H.M.S. 'Asia' off Dover, June 12th 1836
 Watercolour
 Inscribed and dated as per title
 4¾ x 7in. (12 x 18cm.); **together with** another of a Royal Navy three-decker with other shipping
 (2)
 £200-300



186

186.
WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)
'Victory' off Portsmouth
 Etching
 Signed in pencil 'W.L. Wyllie' (lower left)
 8 x 10in. (20 x 25.5cm.)
 £100-150



187

187.
IRWIN JOHN DAVID BEVAN (BRITISH, 1852-1940)
H.M.S. 'Victory' serving as port ship at Portsmouth, circa 1920
 Watercolour
 Signed 'Irwin Bevan' (lower left)
 6½ x 12¾in. (16.5 x 32cm.)
 £250-350



188. Ø

A NAPOLEONIC FRENCH PRISONER OF WAR STYLE BONE AND TORTOISESHELL MODEL FOR A 40-GUN FIFTH-RATE FRIGATE

the 20in. hull planked and pinned in tortoiseshell (*chelondiiæ spp*) with ebonised main wale, bone gundeck and tortoiseshell topsides, with finely carved bone warrior figurehead, stern and quarter galleries, the bone decks with details including bits, capstan, belfry, water casks, copper stove pipes, wale deck with balustrade and gratings, hammock racks, cleats, helm, deck lights, chicken coop etc., bound masts with standing and running rigging with fitted ship's boats with tortoiseshell wales, the yards with stunsail booms, yard blocks and other details, mounted on a stepped inlaid tortoiseshell and bone display base with compass rose at centre and turned bone feet, overall measurements – 24 x 31 x 10in. (61 x 86.5 x 25.5cm.)

£8,000-12,000

CITES Certificate No. 597806/01

Whilst rare, tortoiseshell was occasionally used by French prisoners and a smaller 7 x 9½in. example is retained as model no.19 in the National Trust's collection at Arlington Court, Devon.



189

189.

A FINE 'BUGBEAR' COCONUT CARVED SHELL POSSIBLY COMMEMORATING THE LOUISIANA PURCHASE OF 1803

carved in relief with bust-length portraits of Napoleon and a native American with feathered headdress, and a warrior on horseback, black glass 'eyes' and stoppered 'mouth' flanked with lugs for securing chains – 6in. (15cm.) high

£600-800



190



191

190.
A BONE INLAID SAILOR WORK WOODEN SNUFF BOX, CIRCA 1840
 carved in the form of a man-o'-war with contrasting gun ports, coppered fore and aft deck, with central lid inlaid and inscribed *PHO NZ 1840* — 4in. (10cm.)
 £300-500

191. Ø
AN INLAID WOODEN SNUFF BOX IN THE FORM OF A SHIP, CIRCA 1870
 carved in oak as a ram-bowed battleship with bone and ebony contrasting rim, the lid inset with photograph of a sailor's sweetheart — 4¼in. (11cm.)
 £300-500



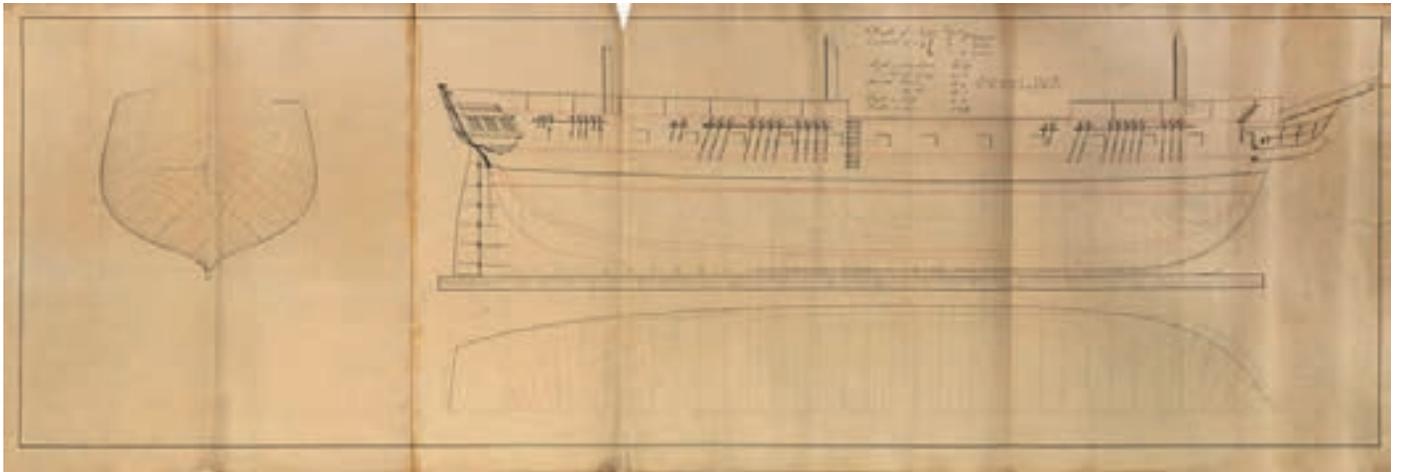
192 (part)

192. Ø
A LIGNUM VITÆ FID
 of typical form — 13in (33cm.); **together with** another similar — 10in. (25.5cm.); a treen seam rubber with knotwork handle, a pine belaying pin inscribed with wreck inscription for the *Jeune Benoni, Nantes, wrecked St Catherine's, Isle of Wight, 1891* — 15½in. (39.5cm.) long; a baalen parasol frame, a sailor's palm; a tarred Turk's head rope; three naval photograph albums, circa 1920s and an improved chondrometer in box
 (a lot)
 £300-500



193

193.
R. LOWRY LOMAX (BRITISH, LATE 19TH/EARLY 20TH CENTURY)
Portsmouth Harbour
 Watercolour
 Signed and dated 'R Lowry Lomax 1883' (lower left)
 7½ x 16in. (19 x 40.5cm.)
 £100-150



194 (part)

194.
AN ADMIRALTY SHEER DRAFT PLAN FOR A 48-GUN FRIGATE, CIRCA 1825

drawn over three conjoined sheets of thick wove paper, the profile with tinted stern section and manuscript specifications over well deck; with vertical cross-section and stern views – 25 x 73in. (63.5 x 185.5cm.); **together with** a section drawing showing the former method of securing the Beams to the sides and working of the interior planking; and a further technical elevation drawing

(3)

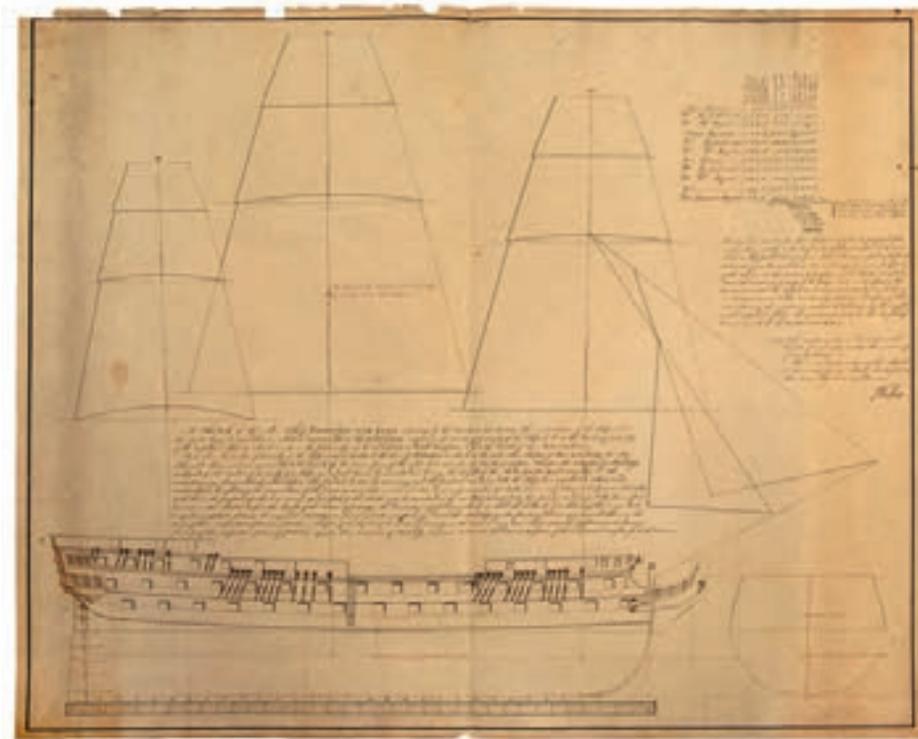
£600-800

195.
A SAILING DIAGNOSTIC SAILING PLAN FOR H.M.S. VINDICTIVE, CIRCA 1810

with scaled profile of full hull with sailing plan over, and manuscript specification signed *J. Weeks* on single sheet of woven paper watermarked and dated for James Whatman, Turkey Mill, Kent 1809, titled overleaf *sketch of H.M.S. Vindictive of 74 guns – 28½ x 35½in.* (72.5 x 90cm.); **together with** plans and dimensions for finding the centre of gravity and metacentre for *Vindictive* on a single sheet of wove paper with watermark for J Whatman, 1804

(2)

£600-800



195 (part)

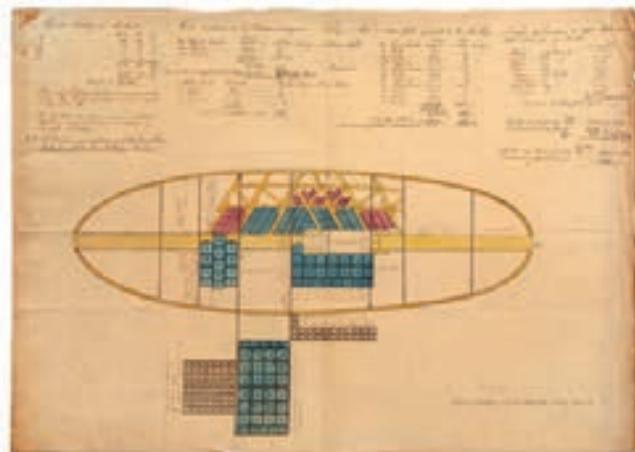
196.

A BALLAST AND STOWAGE PLAN FOR H.M.S. ALFRED AS REDUCED TO A 50-GUN CIRCA 1823

the vertical sectional plan of the hold tinted in three colours and annotated within and above with calculations of the stowage of ballast; the magazine; water (new vs old) and provisions in the after-hold for 500 men for four months, signed lower right *Stephen Jenkins Master H.M. Ship Prince Regent*, on wove paper for J. Whatman, 1823 – 19 x 27in. (48 x 68.5cm.); **together with** red ink comparison profile plans for the stowage provisions for same class with notes; on conjoined sheets of wove paper, watermarked for J. Whatman, 1822 – 16 x 49½in. (40.5 x 126cm.); a technical sectional drawing of a tiller arrangement autographed *R. Black 1828*; an autographed memorandum with drawing pertaining to a refit by R. Blake discussing a model, on laid paper for 1825, and a technical profile plan for a 24-lbs gun carriage on tissue paper

(5)

£800-1,000



196 (part)

197.

A MODEL OF A 17TH CENTURY STYLE NAVAL GUN BY REILLY, LONDON, CIRCA 1850

with 15in. barrel cast with rococo decoration, ¾in. bore and touch hole, dolphins, long cascabel and trunnions, mounted on a stepped naval carriage with wooden trucks and brass trunnion hasps stamped *REILLY LONDON* – 8 x 15in. (20.5 x 38cm.)

£500-800

Similar to examples recovered from the wreck of the *Vasa*, 1628.



197

198

198.

A BRASS MODEL OF A NAVAL GUN, POSSIBLY 19TH CENTURY

with five-stage tapering barrel with chiselled GR cipher by trunnions, 3/16in. bored barrel with touch hole; mounted on oxidised brass land pattern carriage with brass trucks – 8½in. (21cm.) long overall

£200-300

199.

A RARE VICTORIAN BRASS-BOUND OAK HARNES CASK FOR THE ROYAL NAVY

coopered in stained oak of conical form with brass banding and hinged lid with decorative hasp – 28in. (71cm.) high; 24in. (61cm.) diam

£800-1,200



199



200

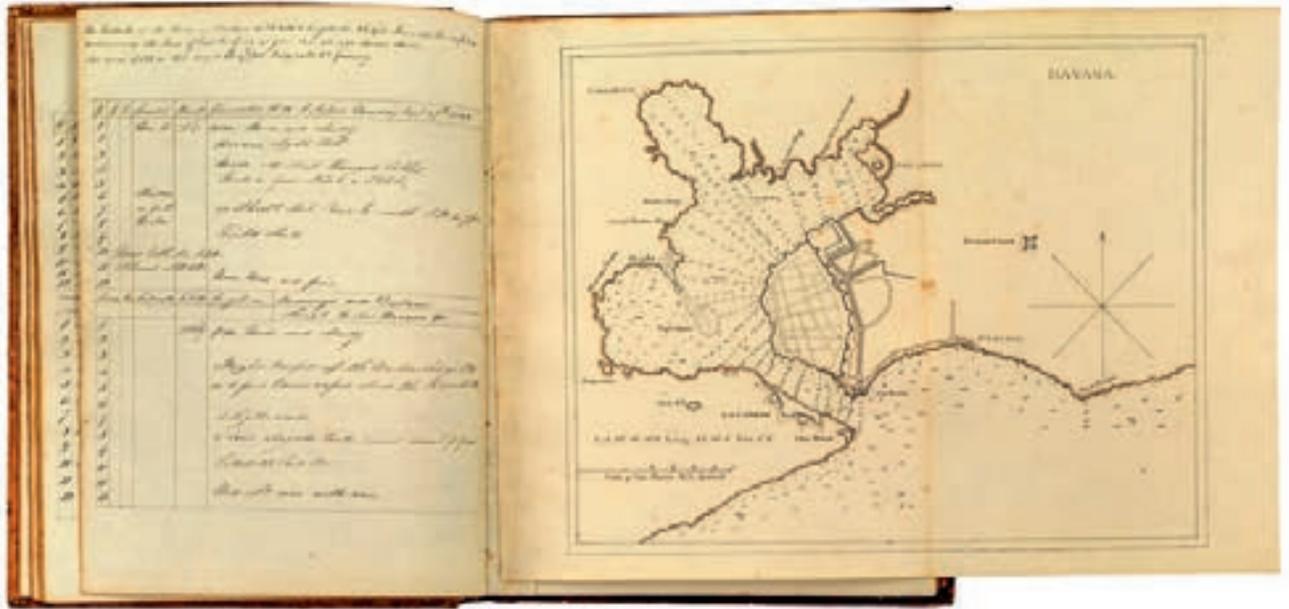
200.

A WELL PRESENTED AND DETAILED 1:36 SCALE MODEL OF H.M.S. *BEAGLE* CELEBRATED FOR CHARLES DARWIN'S VOYAGE OF DISCOVERY, 1831-1836

the 36in. planked and pinned hull ebonised above the waterline, the white gun strake with gun ports with split lids, finely carved beagle hound figurehead, boomkins, planked decks with details including anchors with bound wooden stocks, belaying rails with pins, turntable carronade on foredeck, main deck with winches, fitted ship's boats, gratings, naval guns in carriages, deck lights, covered companionway with panelling and benches, ship's helm with turned wooden spokes, binnacle compasses, bound first stage masts with standing rigging and ebonised braced supports and top trees, mounted on candle stand to display base, overall measurements — 26 x 45 x 14in. (66 x 114 x 35.5cm.)

£6,000-8,000

One of 115 'Cherokee' Class 10-gun brigs, *Beagle* had already been converted to a barque rig for her first voyage of exploration between 1826-30 during which her Captain, Pringle Stokes, under stress, committed suicide and command was assumed by Lt. Robert Fitzroy. Fitzroy was the natural choice of Commander in 1831 when the Admiralty resumed the work of the first expedition, this time accompanied by an obscure botany student called Charles Darwin whose professor considered him not a *finished naturalist, but amply qualified for collecting, observing and noting anything new to be noted in Natural History...* As much a scientific testbed as a voyage of discovery, the *Beagle* was also furnished with twenty-two chronometers and carried eight compasses. It was during this voyage that Darwin collated the data that would eventually become his revolutionary book *On the Origin of Species* in 1859. *Beagle* performed one more voyage (surveying Western Australia) before she was sold from the Navy in 1845 and was probably broken up around 1870.



201

201.
A LOGBOOK FOR H.M.S. ACTIVE BY JOHN JAMES ALLEN, RN, 12 NOVEMBER 1822 TO AUGUST 1824

signed on the title page, 164ff., three pen and wash drawings, one folding, seven maps all but one folding and 13 pen and wash illustrations in the text, contemporary vellum, the cover titled in pen *John James Allen RN* and with a pen and ink drawing of *H.M.S. Active*, two sketches of officers and two figures duelling, together with another drawing of *Active* on the back cover, rather discoloured, 4to, containing two fine drawings of Havana and Veracruz

£400-600

202.
A SCRIMSHAW DECORATED NAUTILUS SHELL

incised with three warships at anchor, with cartouche inscribed *Samuel Chance 1848* with rope design to spiral ridge — 5in. (12.5cm.) wide

£200-300

203.
A 19TH CENTURY CAMPAIGN MIRROR

the plate loosely contained within mahogany case with location 'ratchet' and enclosed by two hinged doors when not in use — 15½ x 21in. (39 x 53cm.)

£80-120



202



203



204

204.
A RARE BLUE AND WHITE NAVAL MESS PLATE, CIRCA 1840
 the front with cartouche depictions of vessels and inscribed *Royal Navy Mess No. 1* within patriot foliage swags, the reverse with maker's marks for *Fletcher and Miller, Butcher Street, Portsea* — 10in. (25.5cm.) diam
 £300-400



205

205.
A BLUE AND WHITE ROYAL NAVY MESS PLATE
unsigned, with crown and crossed flags motif numbered 3 to centre, 'bun' profile of Victoria in cartouche to rim with naval scenes — 9¾in. (25cm.) diam; **together with** another similar (*cracked*)
 (2)
 £250-350

206.
BLUE AND WHITE ROYAL NAVY MESS WARE
 comprising three crown pattern plates for messes 7, 9 (Victoria's head) and 37 (Edward VII's head) — 9½in. (24cm.) diam
 (3)
 £300-500

Provenance: No. 37 is understood to have been recovered from the river Dart circa 1985.



206

207.

WILLIAM DEANE (BRITISH, 19TH CENTURY)

H.M.S. 'Royal Adelaide' at Plymouth

Watercolour

Signed 'W. Deane' and dated '1888' (lower right)

10¼ x 13¾ in. (26 x 35cm.)

£200-300

Provenance: Phillips, London, 12th October 1987, lot 100



207



208

208.

A SAILOR'S WOOLWORK PICTURE OF H.M.S. LIFFEY, CIRCA 1860

depicted in full and inscribed *H.M.S. LIFFEY 51 GUNS* – 10 x 14in. (21.5 x 33.5cm.); contained in heavy oak frame — 21 x 24½in. (53.5 x 62cm.)

£300-400

209.

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

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

Watercolour

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

13 x 19¼ in. (33 x 49cm.)

£150-250



209



210

210.

AN 8IN. RADIUS DOUBLE-FRAMED SEXTANT BY TROUGHTON, CIRCA 1810

the oxidised brass 'T' frame signed on the arc *Troughton London*, with silver scale divided to 110°, vernier with swivel magnifier and reflector, braced index arm, mirrors, seven shades and wooden handle, contained in fitted keystone case with five sighting tubes and three filters, the lid with brass owner's plate with armorial inscribed under *William C. Hotham* — 14½in. (37cm.) diam

£1,000-1,500

Captain William Charles Hotham (1846-1889) served in the Indian Marine. This instrument may have been handed down or purchased second hand as Troughton (as a sole trader) had ceased production by 1826.



211

211.

A CAST IRON VICTORIAN STICK STAND

in the form of a sailor standing atop a capstan, finished in polychrome, loose drip tray— 27 x 17½in. (68.5 x 44.5cm.)

£500-800

212.

A VICTORIAN SILVER MARITIME CUP

marks of Henry Wilkinson, London 1874, the bowl with applied ropework surrounding blank cartouches, further chased with coral and shell decoration, stem designed as a capstan on a triangular-shaped foot set with cannonballs — 7½in. (19cm.) high

£800-1,200

213.

A VICTORIAN SILVER BOATSWAIN'S CALL

marks of Hilliard & Thomason, Birmingham 1860, of typical form with the barrel embossed with crowned anchors, keel with bright-cut engraved foliate decoration — 5in. (13cm) long

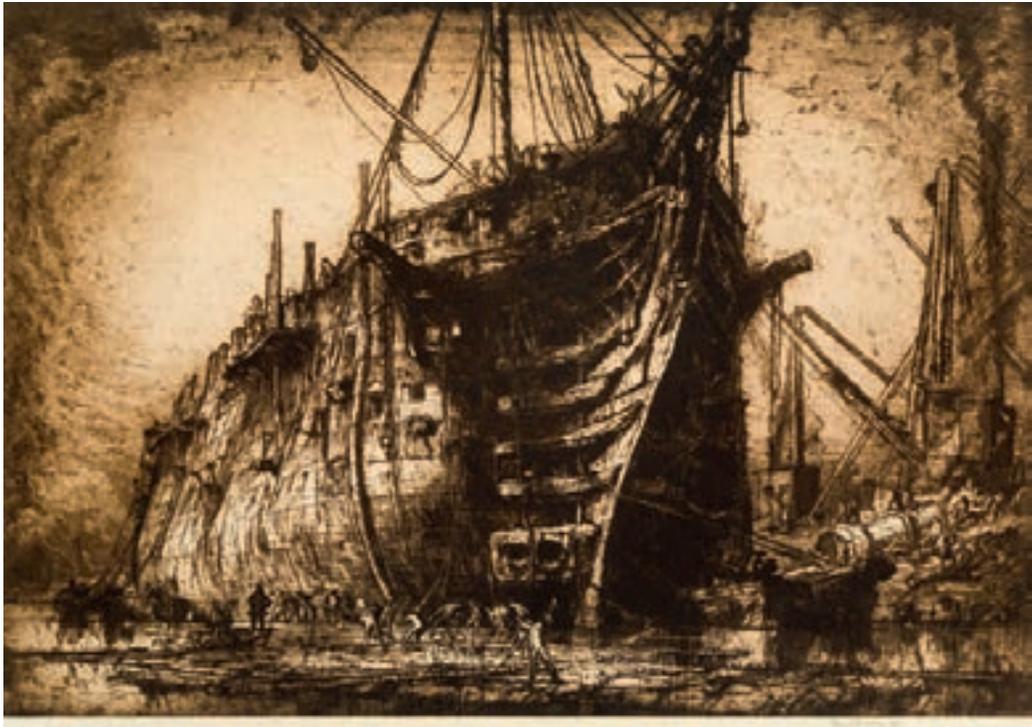
£300-500



212



213



214

214. δ

SIR FRANK BRANGWYN (BRITISH, 1867-1956)

The last of H.M.S. 'Britannia'

Etching, signed in pencil

Pl. 22½ x 32¼in. (57 x 82cm.)

£200-300

215.

A CAPSTAN INKWELL MADE FROM THE TREEN OF H.M.S. BRITANNIA

with dedication plate — 4in. (10cm.) high; **together with** a quantity of other *Britannia* treen comprising a desk standish, candlestick, footstool, photograph album circa 1900, a cadet uniform and a quantity of associated books and collectables

(a lot)

£300-400



215 (part)



216

216.

LOUIS NEVILLE (BRITISH, ACT.1887-1914)

A view of Rochester Castle from the river with Thames barges; A cadet training ship, warship and steam yacht at Dartmouth

Watercolour

Both signed and dated 'Louis Neville 1904/1914' (lower right) and inscribed 'Rochester'; 'Dartmouth' (lower left)

6¼ x 11in. (16 x 28cm.); 6¼ x 13½in. (16 x 34cm.)

(2)

£200-300

217.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

A cadet training hulk at anchor at Dartmouth

Drypoint etching

Signed 'W.L. Wyllie' (lower left)

Pl. 7¾ x 9¾in. (19.5 x 24.5cm.); **together with** a coloured print after Philip de Loutherbourg, Storm off Margate

(2)

£100-150

218. Ø

19TH CENTURY GUNNERY BLOCKS AND TACKLE RECOVERED FROM THE WRECK OF H.M.S. CONWAY (EX. NILE)

heavily constructed in wood and iron in salvaged condition, with running lignum sheaths — 29in. (74cm.) high; **together with** a pipe ashtray made from *Conway* treen with three clay pipes and a pipe bowl recovered from the wreck and a wooden Eveready torch

(4)

£250-350



217



218 (part)

219.

A BRONZE BREECH-LOADING GUN RECOVERED FROM A SPANISH ARMADA WRECK OFF THE WEST COAST OF IRELAND, CIRCA 1588 OR BEFORE

possibly a *pedero a braga* (stone thrower) with 1½in. bore tapering hexagonal bronze barrel; with trunnions and breech block with canister concreated within — 60in. (152cm.) long
£8,000-10,000

Provenance: Retailled by Holland & Holland to vendor in 1980s.

Conforms closely to an example sold at Christie's South Kensington, 1st November 2001, lot 205. Another example is known to be held at the Charterhouse School Museum.

The Spanish Armada, a vast fleet of 134 ships large and small commanded by the Duke of Medina Sidonia, left Lisbon on its ill-fated expedition to subdue England on 30th May 1588. Immediately heavy weather drove the fleet south and forced it to put into Corunna for repairs and it was not until 29th July that it was first sighted off the Lizard. The opening shots of what was to be a protracted action lasting almost a week were fired off the Eddystone on 31st July and, continuously harried by the English, the Armada finally arrived off Calais on the evening of 6th August. At midnight the following night, the English attacked with fireships causing the Spaniards to cut their cables and flee before the wind. After a major action at Gravelines on 8th August, the Armada's commander realised the great invasion gamble had failed and ordered his fleet to sail north around the British Isles in order to get home to Spain as best it could. To quote the legend decorating the medal commemorating the English victory, "God blew and they were scattered". Atrocious weather finished what the English fleet had begun and, by the time Sidonia's flagship arrived at Santander on 23rd September, exactly half of his ships had been lost along with innumerable Spanish lives, many of them on the inhospitable coasts of Scotland and Ireland.



Ships of the Armada wrecked on the west coast of Ireland



219



220

220.
ENGLISH SCHOOL, 18TH CENTURY

A view of the lost [sic] of the 'Royal George' at Spithead, August ye 29th, 1782

Watercolour on conjoined sheets of laid paper

Inscribed 'Drawn by ye ...kingsand 1786' and further inscribed 'Sacred to the memory of R.A. Kempepfelt' [sic], and key to vessels present

19½ x 40in. (49.5 x 101.5cm.) Contemporary ebonised frame

£3,000-5,000

221.
'TRUE STORIES OF H.M. SHIP ROYAL GEORGE FROM 1746 TO 1841 ...'

Henry Slight for E. Hartnell, Isle of Wight 1941, bound in wood from the wreck, the spine inscribed *Relic of the Royal George* — 3¾in. (9.5cm.) high; **together with** 'A Narrative Loss of the *Royal George 1844*', bound in wood from the wreck (*front cover part missing*); a piece of black oak inscribed *Piece of Royal George Sunk Augt 29 1782 recovd by Coln. C.W. Pasley 1839*

(3)

£150-250

222.
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; 63.69 oz. 1273.81 dwt. (1,981gr.);

£3,000-5,000

Provenance: Certificate of authenticity Bar Cat. No. RK05AS0140.

223.
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; 1985gr

£3,000-5,000

Provenance: Certificate of authenticity Bar Cat. No. RK05AS0141.

222



223

224.

A BOTTLE OF EXPORT WHISKY RECOVERED FROM THE S.S. *POLITICIAN*, WRECKED ISLE OF BARRA 1940, RECOVERED 1966

the clear glass bottle marked for James Martin & Co., Leith, Scotland, now approximately half full complete with embossed foil cap over cork, the bottle inscribed *FEDERAL LAW FORBIDS SALE OR RE-USE OF THIS BOTTLE* — 10½in. (27cm.) high

£1,000-1,500

Provenance: Recovered Reg Vallintine, 1966

Popularly known as the *Polly*, in February 1941 the S.S. *Politician* (Capt. Beaconsfield Worthington) departed Liverpool to assemble in a convoy north of Scotland. She was carrying a mixed cargo of export goods to the U.S. to raise much-needed cash to fund the war effort. Included within her hold were 22,000 cases (264,000 bottles) of assorted Scotch whiskies and eight cases of Jamaican banknotes to the value of £3m. Two days out she ran around in thick fog off the Isle of Eriskay in the Outer Hebrides. Salvage efforts recovered 13,092 cases of whisky, another 2,000 were 'saved' by islanders who hid them in crofts and houses across the island. Several islanders were later prosecuted for theft by the tax authorities, but after the War their story was recounted in *Whisky Galore*, a novel by Scottish author Compton Mackenzie, later made into a film of the same name but released as *Whisky à Go-go* in France and, because American censors would not allow "whisky" in the title, as *Tight Little Island* in the U.S. Approximately 5,000 cases went down with the ship and whilst some may remain, bottles from the wreck have been raised by recreational divers for many years.



224

225

225.

TWO WHISKY BOTTLES RECOVERED FROM THE WRECK OF THE S.S. *POLITICIAN*

both empty and marked for Ballantine's, one retaining cork, both inscribed *FEDERAL LAW FORBIDS SALE OR RE-USE OF THIS BOTTLE* — largest 10in. (25.5cm.) high

(2)

£400-600

Provenance: Recovered Reg Vallintine, 1966



Reg Vallintine holding a bottle of 'Politician' whisky, Feb 1966 Photo Bill Smith



226 (part)



227 (part)

226.

A FINE 12-BOLT DIVING HELMET BY SIEBE GORMAN, CIRCA 1950
 numbered 19682 (matching), tinned overall, the bonnet with counter-numbered faceplate, spitcock, telephone and air inlet with blanking nuts, adjustable exhaust valve, with factory modification for reserve air supply, the corselet with maker's plate numbered brails with bolts and front weight studs – 19in. (48cm.) high; **together with** bolt key and reserve air supply tube

(3)

£2,500-3,500

Provenance: Shoreham Ports Authority

227.

A 12-BOLT DIVING HELMET BY SIEBE GORMAN & CO. LTD, LONDON, CIRCA 1930

numbered 13128 (matching), the bonnet with numbered faceplate, spitcock, air inlet with non-return valve, telephone port with speaker, adjustable exhaust valve; the corselet with maker's plate, front weight studs, and full set of brasses with bolts — 19in. (48cm.) high; **together with** 50ft section of twine-covered communications cable with contact points and chains, bolt key, weight rings and moulded oak display plinth — 34in. (86.5cm.) high

£2,500-3,500

228.

A 12-BOLT DIVING HELMET BY HAI TUN, CHINESE, CIRCA 1989

after Siebe Gorman, with beaten bonnet, faceplate with plastic guard, air inlet with sprung non-return valve, telephone inlet, exhaust valve, corselet with maker's plate with Chinese characters, brasses and bolts and card maker's label dated 1989 – 15½in. (39cm.) high; **together with** bolt key and a pair of lead weights

(3)

£500-700



228 (part)



229 (part)

229.
A TWO-DIVER ADMIRALTY PATTERN DIVING PUMP BY SIEBE GORMAN & CO. LTD, LONDON, CIRCA 1920

stamped on the eccentric crankshaft 7791, red-painted frame with brass cylinder casing and one diver/two diver lever, twin glazed Bourdon pressure gauges counter-signed with hinged drop covers, brass maker's plate and twin air outlets, fore and aft securing rings, with twin 35in. diam. cast iron flywheels inscribed *Siebe Gorman & Co.* with wood-sheathed crank handles and dome-topped lid, overall measurements excluding wheels and handles — 37½ x 22½ x 22in. (95 x 57 x 56cm.); **together with** a 50ft length of air hose with threaded contacts

(2)
 £1,000-1,500

230.
A PAIR OF DIVER'S BOOTS

with lead weighted soles, brass toe caps and leather uppers with straps — 14½in. (37cm.) long

(2)
 £250-350

Provenance: Shoreham Ports Authority

231.
A GOOD PAIR OF DIVING BOOTS, PROBABLY BY SIEBE GORMAN

constructed in heavy duty leather with brass eyelets, wooden liner with thick lead sole and brass toe cap — 14in. (35.5cm.) long; **together with** a 12-bolt rubber and diving suit

(2)
 £350-450



230

231 (part)



233

234 (part)



235 (part)

232.
A 12-BOLT DIVING SUIT BY SIEBE GORMAN LTD
 in canvas and rubber; **together with** a pair of boots (worn)
 £100-150

233.
A SWINDELL PATTERN LIGHTWEIGHT DIVING HELMET, CIRCA 1970
 constructed in ebonised fibreglass with brass fittings, large plexiglass faceplate and toplight, electrical contacts, air inlet/outlets, etc., neck ring with rubberised collar — 14in. (35.5cm.) high
 £500-800

234.
A DIVER'S KNIFE, PROBABLY BY SIEBE GORMAN
 with 8in. steel blade (*rusted*), composition handle and chromed scabbard with leather strap — 14in. (35.5cm.) overall; **together with** an Admiralty pattern diver's torch, stamped *CEAG Ltd* and *AP4456* — 11½in. (29cm.) and a brass rotator from a Walker's log
 (3)
 £200-300

Provenance: Shoreham Ports Authority

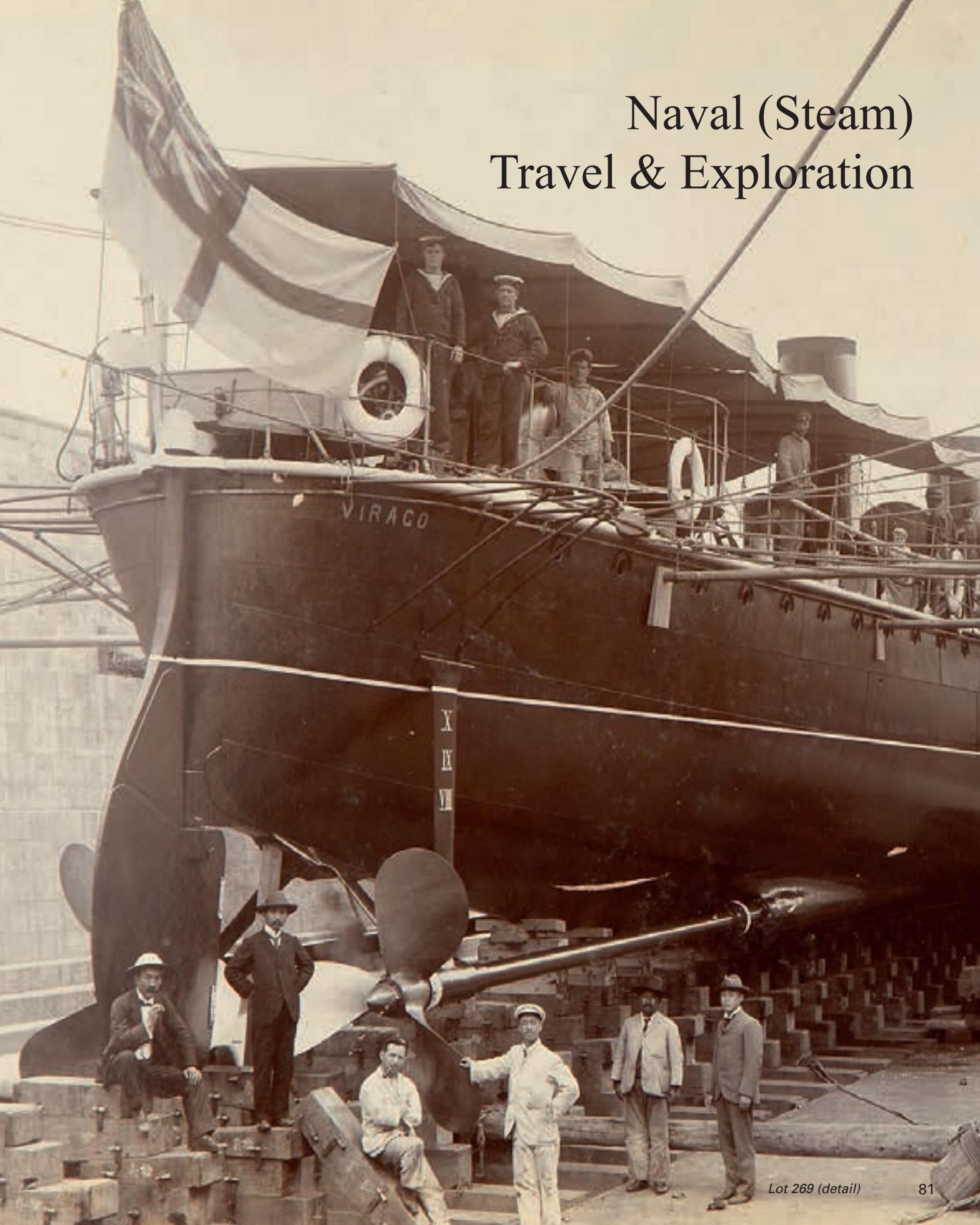
235.
A HEINKE LUNG OUTFIT, CIRCA 1958
 with gas bottles with webbing frame and valves; metal and rubber demand valve mouthpiece with maker's plate inscribed *Heinke Lung Heinke & Co. Ltd, London, SW1* — 26in. (66cm.) high; **together with** associated paperwork from Heinke, now framed and glazed, and a Cousteau 'Aquila' demand valve and tubing, numbered 2625
 (3)
 £100-150

236.
A COMMEMORATIVE DIVING KNIFE BY WENOKA CUTLERY, CIRCA 1983
 the 7in. steel blade numbered 545 with depiction of a diver and inscribed *Diving Knife 1983 Commemorative Issue*, contained within heavy thread tubular counter-marked scabbard, within fitted box with card outer issuing certificate — 17in. (43cm.) wide; **together with** another dated 1981 and numbered 545, the blade inscribed *The Birth of Sport Diving 1942*, with embossed leather scabbard still sealed in the plastic bag and fitted box of issue
 (2)
 £200-400



236

Naval (Steam) Travel & Exploration





240

240.

TWO FLINTLOCK SHIP'S PISTOLS FROM THE 1854-56 WEST AFRICA NIGER EXPEDITION STEAM YACHT *PLEIAD*

the locks signed *E & W. BOND / LONDON*, brass trigger guards inscribed *PLEIAD*, brass-mounted walnut stocks with steel ramrods captured on muzzle stirrups — 15¼in. (38.5cm.) overall

(2)

£2,000-3,000

Provenance: Private Collection, UK.

The National Maritime Museum, Greenwich, have two matched examples from the set, Object IDs AAA2432 & AAA2432.2

William Baikie M.D. (1825-1864) was born in Orkney and studied medicine at Edinburgh University. He joined the Royal Navy in 1848 and soon attracted the notice of Sir Roderick Murchison who secured Baikie the post of surgeon and naturalist to the Niger Expedition in 1854. One of Baikie's most important observations was on the use of quinine to prevent malaria as no one on the expedition contracted the disease. During the expedition, the senior officer, Consul John Beecroft, died and Baikie took command. Ascending the Benue about 250 miles beyond the point reached by former explorers, he returned and reached the mouth of the Niger, after a voyage of 118 days, without the loss of a single man. The expedition was partly funded by Laird of Birkenhead — the 266-ton screw yacht *Pleiad* was designed by William Laird Jr and built by John Laird of Birkenhead to meet whatever unknown challenges cropped up, and was well armed with a single 12pdr gun, four swivel guns, a number of Minie guns together with pistols, shotguns and trade muskets. Baikie also used it for his second expedition of 1857 but it was wrecked in rapids. Baikie determined to carry out the purposes of the Expedition. He first considered establishing a British Consular Agency at Kabba but faced opposition from the local king — possibly because Baikie was against the slave trade, which still provided a generous income for some tribal leaders. Instead, he chose Lokoja as the base of his future operations, it being the site of the model farm established by the Niger Expedition of 1841, and abandoned on the death of most of the white settlers. After Baikie's death, the British government abolished the consulate (1866), but the trading post remained influential. The district where Baikie had worked so successfully was finally secured for the UK through private enterprise some 20 years later and Lokoja became the capital of the Northern Nigeria Protectorate. Baikie wrote up the 1854 Expedition in his *Narrative of an Exploring Voyage up the ... Niger and Isadda* published in 1856.



Pleiad

241.

ROSS, CAPTAIN SIR JAMES CLARK, A VOYAGE OF DISCOVERY AND RESEARCH IN THE SOUTHERN AND ANTARCTIC REGIONS DURING THE YEARS 1839-43

two vol., first edition, eight engraved maps, three folding, eight tinted lithographs, one folding (*short splits to folds*), illustrations in the text, a little foxing and offsetting, original blue cloth, gilt illustrations of H.M.S. *Erebus* on front covers, rebacked, sides a little rubbed, 8vo, London, John Murray, 1847

£700-1,000

242.

KANE, ELISHA KENT, ARCTIC EXPLORATIONS: THE SECOND GRINNELL EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN 1853, '54, '55

two vol., first edition, engraved portraits, additional titles, two folding engraved maps, 18 engraved plates and numerous illustrations in the text, plates a little foxed, contemporary half vellum, title labels on spines, 8vo, Philadelphia, Childs and Peterson, 1856

£400-600

243.

DUFFERIN, LORD, LETTERS FROM HIGH LATITUDES; BEING SOME ACCOUNT OF A VOYAGE ... TO ICELAND, JAN MAYEN & SPITSBERGEN IN 1856

second edition, folding map at end, two folding charts, one coloured blue, plates and illustrations, contemporary cloth, 8vo, London, John Murray, 1857

£150-250



244

244.
ARCTIC DISCOVERIES MEDAL, 1818-55

octagonal silver medal, bust of Queen Victoria left, *rev.* sledging party with ship beyond, with 'Pole Star' suspension as issued (**In Memoriam, Sir W.E. Parry, Arctic Expeditions, 1818-1823**), engraved in plain capitals, a curious and interesting piece
 £500-800

1,486 of these medals were awarded for the various Arctic voyages of exploration from 1818 to 1855, including many to men involved in the ongoing search for the ill-fated Franklin Expedition of 1845-48. Issued unnamed, these medals were sometimes named by their recipients although the inscription on the medal offered here is enigmatic, to say the least. A named medal to Sir William Parry, one of the earliest and most well-known Arctic explorers, is known to exist and the medal in this catalogue may have been engraved as a posthumous tribute to Parry who died in 1855, the year it was issued.

245.
MINIATURE POLAR MEDALS OF THE 1876 AND 1904 ISSUES

three dress miniatures of the 1876 silver medal and the 1904 issue (2 – Edward VII, silver, clasp, Antarctic 1907-09, and George VI, bronze, no clasp), all in good condition and all scarce
 (3)

£100-150

The clasp for Antarctic 1907-09 represented service in Shackleton's famous 'Furthest South Expedition' in the *Nimrod*.



245

246.
LT. WYATT RAWSON'S HUNTING KNIFE FROM THE 1875 DISCOVERY EXPEDITION

the 7½in. steel blade with maker's marks for Underwood London etched *WYATT RAWSON / H.M.S DISCOVERY / 1875*, folding into a cross-hatched wooden sheath with closing lock and contained in leather scabbard of issue (*lacking top securing spring*) — 13in. (33cm.) open; **together with** a copy of Admiral Sir Harry Rawson's biography by Lt Geoffrey Rawson, RIN, 1914; a vesta inscribed to J.F. Rawson RNAS 1917-1919; and a qty of research for Wyatt Rawson.

(a lot)

£1,500-2,000

Cmdr. Wyatt Rawson (1853-1882) entered the Royal Navy in 1866, later serving during the Ashanti War between 1873 and 1874, for which he was promoted lieutenant in March 1874. He was appointed third lieutenant in H.M.S. *Discovery* on the British Arctic Expedition, 1875-1876 (led by George Nares), sent by the Admiralty to attempt to reach the North Pole by way of Smith Sound and to explore the coasts of Greenland and adjacent lands. Following his transfer to H.M.S. *Alert* in August 1875, Rawson undertook a sledge journey with sub-lieutenant George Egerton in March 1876, during which they saved the life of Danish dog-driver Niels Petersen. In one of the exploits described in the Proceedings of the Royal Geographical Society for 1882, it was on this sledge trip that he "**attacked and killed a musk ox without a gun, and armed only with a stick and knife which he fastened to the end of it; ever on the look out to procure fresh meat for the sick**".



246 (detail)



246 (part)



247

242

248

241

249

247.

'THE NORTHWEST PASSAGE, BEING THE RECORD OF A JOURNEY OF EXPLORATION OF THE SHIP *GJOA* 1903-07'

by Roald Amundsen, two vol., first English edition, photogravure frontispieces, that of vol. I a portrait of the author, folding map in a pocket at end of both vol., plates, original blue cloth gilt, t.e.g., partly unopened, large 8vo, London, Archibald Constable, 1908

(2)

£500-800

248.

'EDWARD WILSON OF THE ANTARCTIC'

by George Seaver published by John Murray, London, 1933, two copies, colour frontispiece, with an introduction by Apsley Cherry-Garrard (author of 'The Worst Journey in the World'), plain plates, original blue cloth

(2)

£100-150

249.

'WITH THE *AURORA* IN THE ANTARCTIC, 1911-1914'

by John King Davis, first edition, maps, plans and plates, illustrations in the text, original cloth gilt, illustration of the *Aurora* on front cover, large 8vo, London, Andrew Melrose Ltd, [1919]; HURLEY, CAPTAIN FRANK, *ARGONAUTS OF THE SOUTH BEING A NARRATIVE OF VOYAGINGS AND POLAR SEAS AND ADVENTURES WITH SIR DOUGLAS MAWSON AND SIR ERNEST SHACKLETON*, two folding maps, plates, original cloth, large 8vo, New York, G.P. Putnam's Sons, 1925; and two others

(4)

£200-300

250.

WHALING PHOTOGRAPHS

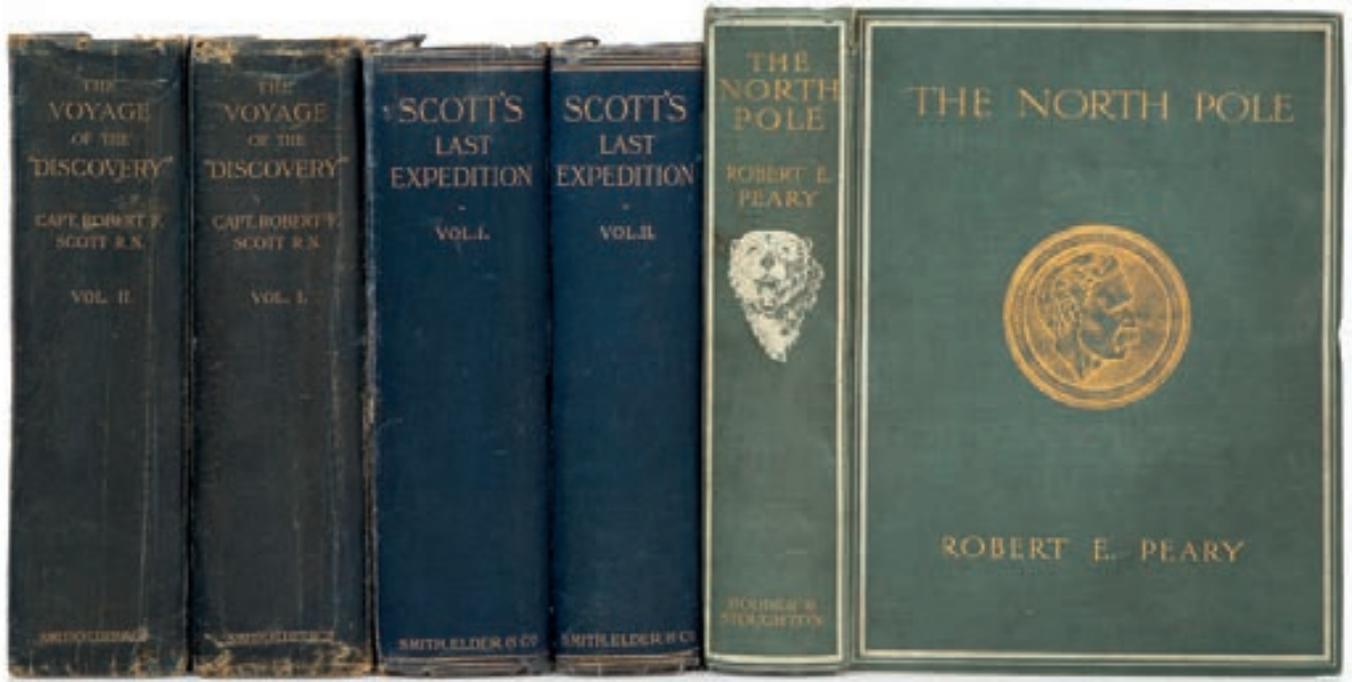
an interesting set of 7½ x 9½in. modern reproductions with views, some after Sandon Perkins's voyage aboard the *Morning*, aboard ship and of whalers; **together with** a few earlier examples, mounted and framed with titles — 13½ x 14¾in. (34 x 37.5cm.)

(11)

£200-300



250 (part) Sandon Perkins aboard the S.Y. 'Morning'



251

252

253

251.

'THE VOYAGE OF THE DISCOVERY'

by Captain Robert Falcon Scott, two vol, first edition, photogravure frontispiece, that in vol. II a portrait of Scott, folding map in a pocket at end of vol. I (*lacking in vol. II*), numerous plates (many detached), some foxing and spotting, original blue cloth, gilt decoration on front covers, very rubbed, inner hinges broken, 8vo, London, Smith, Elder & Co., 1905; and a copy of vol. II with the map in the pocket at end

(2)

£250-400

Sold not subject to return

252.

'SCOTT'S LAST EXPEDITION'

by Capt R.F. Scott & Dr. E.A. Wilson, two vol, first edition, photogravure portrait frontispiece, large folding map at end of vol. I, numerous plates including six photogravure sketches by Wilson, a few folding plans and maps, original blue cloth, uncut, hinges a little rubbed, large 8vo, London, Smith, Elder & Co., 1913

(2)

£500-800

Vol. I contains Scott's journals and vol. II 'Being the Reports of the Journeys & the Scientific Work undertaken by Dr E.A. Wilson and the Surviving Members of the Expedition'. The preface is by Sir Clements R. Markham.

253.

'THE NORTH POLE'

by Robert E. Peary, first edition, photogravure portrait of the author, large folding colour map at end and 116 plates, original pictorial cloth, central gilt medallion portrait of Peary, 4to, London, Hodder and Stoughton, 1910

£300-500

With an extremely congratulatory introduction by President Theodore Roosevelt.

254.

'SAGA OF THE DISCOVERY'

by Louis Bernacchi, first edition, plates, signed and dated on the title-page, original cloth, 8to, London, Blackie & Son, 1938; Joyce, R.E.M., The South Polar Trail, first edition, plates, inscribed by Joyce to Miss A.M. Swallow, 12.9.29, on the half-title, original cloth, 8vo, London, Duckworth, 1929; and two others a polar exploration.

(4)

£120-180

255.

'SCOTT'S LAST EXPEDITION'

by Capt. R.F. Scott & Dr. E.A. Wilson, two vol., plates, original cloth, spine of vol. I slightly stained, 8vo, London, John Murray, 1927

(2)

£40-60



256 (part); A view looking towards the bow of 'Discovery'

256.

DISCOVERY

a collection of ten photographs showing the *Discovery* from various angles and including one of the Commander, John K. Davis, with his autograph; **together with** a collection of ephemera, concerning Mrs Fillingham née Swallow, and her husband, W. Fillingham, with a certificate of appointment to be an A.T.C. Instructor signed by the Air Chief Marshal, with many letters and (Antarctic) Christmas cards from Rupert G. England to Mrs Fillingham, dated August 1931, and many photographs, some of Pitcairn Island

(a lot)

£200-300

257.

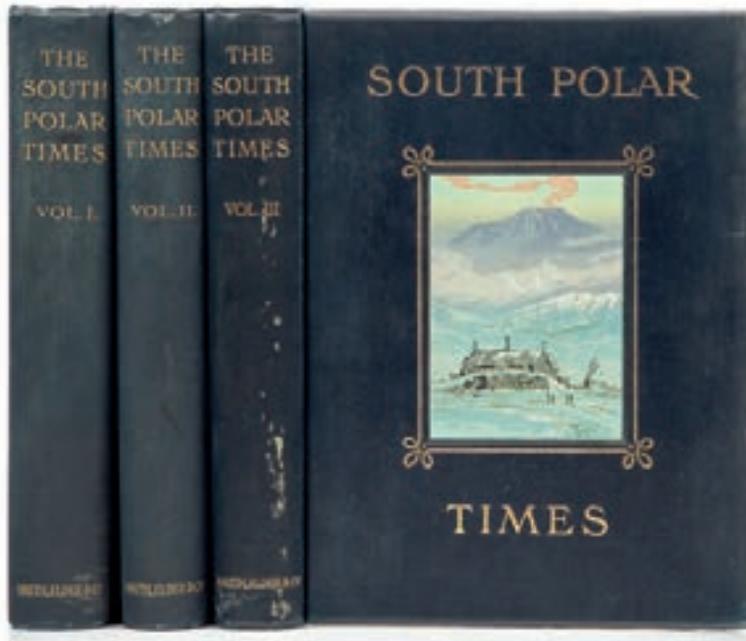
'THE SOUTH POLAR TIMES', EDITED BY SIR ERNEST SHACKLETON AND LOUIS BERNACCHI

with a preface by Captain Robert Scott, six parts in three vols., vol. I and II copies no. 32 of 250 copies and vol. III no. 14 of 350 copies, six aquatint frontispieces, coloured title in vol. I, numerous plates, plans and maps, many in colour, by E.A. Wilson, copious illustrations in the text, many in colour, original pictorial blue cloth, colour illustration of the *Discovery* on front covers, gilt edges, 4to, London, Smith, Elder & Co., 1907-14

(3)

£2,000-3,000

Sold not subject to return owing to the looseness of the contents



257

258.

'THE HEART OF THE ANTARCTIC BEING THE STORY OF THE BRITISH ANTARCTIC EXPEDITION 1907-1909'

by Ernest Shackleton, two vols., first edition, photogravure frontispiece, that of vol. I a portrait of Shackleton, numerous plain plates, a few in colour, occasional very light foxing, original blue cloth, silver illustrations on front covers, vol. I rather stained, dust-jackets, t.e.g., others uncut, 4to, London, William Heinemann, 1909 (2)

£1,000-1,500

Copies with the dust-jackets are scarce.

259.

'THE HEART OF THE ANTARCTIC'

two vol., another copy, frontispieces and plates, occasional light foxing, original pictorial blue cloth, vol. II, stained t.e.g., others uncut, 4to, *ibid.*, 1909

(2)

£700-1,000

260.

'SOUTH: THE STORY OF SHACKLETON'S LAST EXPEDITION, 1914-1917'

Ernest Shackleton, colour frontispiece, plain plates, original pictorial cloth, 8vo, London, W. Heinemann, 1927; Nansen, Fridtjof, *The First Crossing of Greenland*, tr. H.M. Gepp, plates and illustrations, contemporary blue calf gilt, spine rather worn, lacks label, 8vo, London, Longmans & Co., 1906; and a late edition of *Scott's Last Expedition*

(3)

£100-150



259

258

261.

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 with side light, the rear panel adapted for electric lamp, single shade slide and wooden drop-handle to top – 13in. (33cm.) high

£1,200-1,800

A similar instrument was used by Shackleton aboard the *James Caird* for his famous voyage from Elephant Island to South Georgia in 1916.



261



258 (detail)

262.

WILLIAM MACKENZIE THOMSON (BRITISH, ACT.1870-1892)

H.M.S. 'Myrmidon'

Watercolour

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

8¾ x 13½in. (22 x 34cm.); **together with** a paddlesteamer towing a small steamship off a coast, monogrammed and dated 'F.H.W. 1877' (lower left)

(2)

£200-400

A 350-ton destroyer built by Palmers Yard, Jarrow in 1900, by WWI *Myrmidon* was already on the verge of obsolescence. Joining the Dover Patrol on the outbreak of war, she was sunk on 26th March 1917 6nm off Dungeness in a collision with the merchantman S.S. *Hamborn*. Her sixty-three crew were rescued by H.M.S. *Mermaid* and the S.S. *Tambour* with the loss of one life.



262 (part)

263.

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.)

£400-600

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.

264.

SLAVE TRADE: 'INSTRUCTIONS FOR THE GUIDANCE OF THE CAPTAINS AND COMMANDING OFFICERS OF HER MAJESTY'S SHIPS OF WAR EMPLOYED IN THE SUPPRESSION OF THE SLAVE TRADE'

printed by Harrison & Sons, London for HMSO, 1892, two vols bound in contemporary blue half calf — 9 x 6½in. (23 x 16.5cm.)

(2)

£1,500-2,000

Volume I prints the various Acts of Parliament dealing fully with the Suppression of the Slave Trade, in 1825, 1843, 1873 (bis), 1876, 1879 and 1880 and the description of the General Act of the Brussels Conference (1888-1890) signed by 17 crowned heads including the Ottoman Emperor and the Sultan of Zanzibar and the states of some African and Arab countries. Volume II publishes treaties with 15 states 'other than those whose instructions admit of domestic slavery, who are not parties to the Brussels Act', including Haiti, Liberia and Madagascar.

265.

A RARE AND INTERESTING GROUP OF PHOTOGRAPHS FROM H.M.S. ACTIVE, 1887-88

comprising seven 10 x 8in. sepia tone images with interesting views including the upper deck prepared for action during manoeuvres, three rare views of preparations for ship-board theatricals, an officer group, the ship dressed overall at Spithead, and a view of Canterbury, New Zealand in the 1850s, each pasted to card album leaves with titles

(7)

£600-800



265 (part)

The upper deck of H.M.S. 'Active' preparing for action during the naval manoeuvres, 1888

266.

**A FINELY DETAILED
1:100 SCALE STATIC
DISPLAY MODEL OF
THE MONARCH-CLASS
COASTAL DEFENCE
SHIP *WIEN* BUILT FOR
THE AUSTRO-
HUNGARIAN NAVY,
1898**

modelled by N. Hawkins, with 36in. laminated and carved hull, with sponson booms, scuppers, companionway, covered and open portholes, twin props with brass propellers and rudders, varnished wood deck complete with polished metal and painted details as appropriate and including ventilators, anchors with chains, fitted boats swung out in davits, main and secondary armament, ventilators with red painted interiors, lifebuoys, funnel with safety valve extension pipe, searchlights, capstans, companionways and other details, loosely mounted in brass dolphin supports to felt-lined display base with glazed wooden cover, overall measurement — 23½ x 52 x 16½in. (60 x 132 x 42cm.)

£4,000-6,000



One of a class of three 5,700 ton 'Monarch' Class coastal defence ships, *Wien* was built by Stabilimento Tecnico Triestino between 1893-1897, was armed with two 9.4in. Krupp guns supported by 23 further guns of assorted calibres and manned by a crew of 423 officers and men. Her first task on commissioning was to take part in Queen Victoria's International Fleet Review off Spithead to commemorate her Diamond Jubilee before hurrying off to blockade Crete during Greco-Turkish War that year. After a series of training cruises, she was laid up in 1906 with only the occasional ceremonial duty to fulfil. Briefly recommissioned during the Second Balkan War, she was put back to ordinary again by March 1913. When WWI broke out she was attached to the 5th Division and sent to defend the naval base at Cattaro, but could not elevate her guns sufficiently. Remaining there anyway as a deterrent, she was eventually sent in 1917 to serve as a guard ship at Trieste. Whilst there she went and bombarded Italian gun emplacements at Cortellazzo with some success. Determined to avenge this, the Italians mounted a torpedo attack and successfully sank *Wien* on 10th December 1917 with the loss of 45 men.

267. δ

NEVILLE SOTHEBY PITCHER (BRITISH, 1889-1959)

Fog – A Collision in the Channel

Watercolour and gouache

Signed 'Neville Pitcher' and dated '1904' (lower right)

6½ x 9½in. (16.5 x 24cm.)

£150-250



267

268. δ

NORMAN WILKINSON (BRITISH, 1878-1971)

An Early Type of Seagoing Turret Ship, 'H.M.S. 'Thunderer', 1863

Watercolour heightened with bodycolour

Signed 'Norman Wilkinson' (lower right)

12½ x 20¼in. (31.5 x 51.5cm.)

£300-500

Provenance: Original artwork for illustration on p258 of 'The Royal Navy' by N. Wilkinson; H. L. Swinburne, 1907.



268

269.

A NAVAL PHOTOGRAPH ALBUM 1898-1903

130 assorted photographs including eleven photographs of Kobe and other places in Japan, five of Vancouver, 22 of Hawaii, ten of California, one of the executions at Candia (Crete) in 1898 and seven of ship's entertainments (Robin Hood and his Merrie Men, and others), views of wrecks, fleets at anchor, deck views, a triple panorama of Vancouver, shoreside excursions, torpedo boats at Malta, mostly annotated and mounted, of various sizes ranging from full-page to six to a page, the first three pages with amusing cuttings and adverts, cloth binding (*rather worn*) — 12 x 9½in. (30.5 x 24cm.)

£200-300



269 (part)

270.

A RARE SAILOR'S STRAW SENNET HAT FROM H.M.S. *RENOWN*, CIRCA 1890

trimmed with cap tally inscribed with ship's name, trimmed in navy blue textile with white cloth lining — 13in. (33cm.) wide; **together with** a naval seaman's linen tunic and collar stencilled 'B. Hagen' and a round of ship's hardtack

(4)

£200-400

271.

'REAL SAILOR SONGS'

edited by John Ashton with presentation mss inscription to fly, title in red and black, with front index to sections including *Sea Fights, Press Gang, Disaster, Ashore, Love* and others, most leaves adhering to thick brown paper guards, occasional light offset and spotting, original half vellum, gilt arms of the Duke of Edinburgh, Admiral, on front cover, rather discoloured, folio, 97pp, London, Leadenhall Press, 1891

£120-180



270 (part)

272.

A COMMEMORATIVE ROUND OF HARDTACK, CIRCA 1901

the hardtack stamped 'DY' together with a broad arrow mark and framed within a glazed carved oak frame inscribed *LEST WE FORGET 1877 — 1901* — 10¼in. (26cm.) diam

£80-120

Possibly this is a reference to reforms introduced by Sir John ('Jackie') Fisher when freshly baked daily bread replaced the long tradition of these rock-hard weevil-infested stale biscuits which for centuries had been a mainstay of naval dining.



272

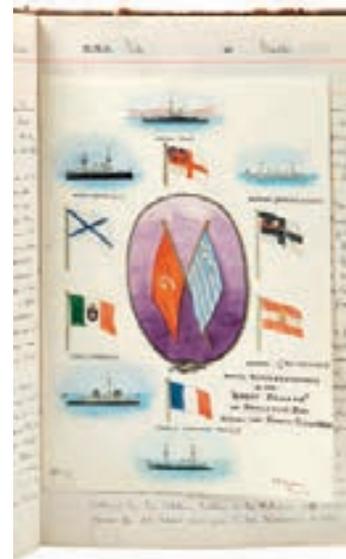
273.

A LATE 19TH CENTURY MIDSHIPMAN'S LOGBOOKS FROM H.M.S. NILE, ETC.

kept by Fabian Chapman between 25 September 1894 - 31 January 1897, 189ff., 31 watercolour drawings, 25 of a technical nature, all but seven coloured, 17 partly coloured maps and plans, original half roan, rubbed, folio — 12½ x 8in. (31.5 x 20cm.) During this period the *Nile* sailed exclusively in the Mediterranean or British waters; the descriptions of the ship's activities are standard for a vessel of this period; **together with** another kept between 1 February -15 July 1898 onboard H.M.Ships *Nile*, *Lark*, *Cruiser*, *Trafalgar* and *Volage*, 85ff., 19 drawings, seven of a technical nature, all but one coloured, 16 partly coloured maps, original reverse half calf, rubbed, folio — 12½ x 8in. (32 x 20cm.), the first half of the journal takes part in the Mediterranean, mostly in Greece, where Chapman gives us snippets of news about the Greco-Turkish war in Crete between February and May. After a voyage to Spithead the *Volage* sailed to Barbados, Trinidad, Grenada, St Lucia, Antigua, St Kitts returning to home waters via Bermuda; **together with** an odd volume and his service-pattern telescope

(4)

£200-300



273 (part)

274.

A NAVAL WATERCOLOUR ALBUM CIRCA 1899

kept by Fabian Chapman and comprising a collection of 15 hand-coloured marine watercolours of, *inter alia*, H.M.Ships *Banshee*, *Nile*, *Arethusa* and *New Orleans*, one containing 68 actual photographs, mounted, and the other of 84 photographs, all of various sizes; also a photograph of Chapman's tomb (he died aged only 23)

£150-200

275.

COPY LETTER BOOK

containing numerous copies of letters from the Admiralty to various correspondents in Chatham, 41pp, including a copious index at the end, 21 November 1861 to 24 August 1862, original reverse calf, worn, spine missing

£300-500

There are many letters concerning the building of the *Achilles* (finished 1863) and several other ships including the *Galatea*, *Rattlesnake*, *Raccoon* and *Reindeer*. There are also many letters concerning iron, its use and applicability, and a host of other subjects



276 (part)

276.

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Fighter and Fisher; Destroyers

Watercolour and gouache

Signed and inscribed with titles 'W.M. Birchall 1930' (lower left)

7¼ x 10½in. (18.4 x 26.7cm.)

(2, a pair)

£250-350

277. δ

FRANK WATSON WOOD (BRITISH, 1862-1953)

A service set of three watercolours comprising a Victoria-class battleship flying the flag of a vice admiral in Victorian livery; a Victoria-class battleship in Mediterranean livery; and a torpedo-boat destroyer

Watercolour heightened with body colour

Each signed and dated 'F. Wood 1904' (lower right)

Approx. 4 x 6in. (10 x 15cm.) each

(3)

£200-300



277 (part)



278 (part)

278.

AN INTERESTING COLLECTION OF 3IN. NAVAL MAGIC LANTERN SLIDES, CIRCA 1890 AND LATER

comprising 16 coloured slides of the Royal Navy in the late 19thC; and approximately 60 black and white of life aboard (rum ration, routines) and activity including torpedo attacks and spotter planes, some aircraft recognition plates, each numbered and with mss title, contained in wooden box with plate for Broadhurst Clarkson and metal securing straps — 12in. (30.5cm.) wide

£150-250

279.

ENGLISH SCHOOL, 19TH CENTURY

H.M. Torpedo boat 57

Watercolour heightened with white

12 x 17½in. (30.5 x 44cm.); **together with** a chromolithograph print after F.F. English of an American battleship, circa 1890

(2)

£150-250



279 (part)

280.

A 1¼IN. OFFICER OF THE WATCH TYPE TELESCOPE BY BUSCH OPTICAL CO. FOR GIEVE MATTHEWS & SEAGROVE LTD, CIRCA 1900

the nickel-plated draw tube signed as per title, the main tube with plaited blue and white contrasting sail cloth with knotwork terminals and owner's inscription *J. Mornement R.N.*, splash cuff with lens cap — 17¼in. (44cm.) closed

£150-250

281.

AN UNOFFICIAL PATTERN BOAT BADGE FROM THE DESTROYER H.M.S. AMBUSCADE, 1913

cast in brass with relief depiction of a flintlock pistol, with ebonised field and rope shield border, the reverse inscribed *AMBUSCADE* with a mounting plate attached — 5½in. (14cm.) high

£100-150

A 935 ton 'Acasta' Class destroyer launched at John Browns Yard in 1913, *Ambuscade* served at the Battle of Jutland with the 4th Destroyer Flotilla supporting the Grand Fleet in which she took part in several attacks with the escaping German Fleet; latterly on the Dover Patrol, she was broken up in 1921.

282.

A FINE KNOTWORK PICTURE FRAME

completed in two-tone twine and containing a modern graphic of H.M.S. *Warspite*, inscribed to the reverse *B.G.Catbush I.G.K.T. 1982 / Ex-Warspite Boy 3507 1939* — 18 x 17in. (46 x 43cm.); **together with** two pictures and a facsimile chart in glazed frames

(4)

£150-250



281



282 (part)



284



284 (detail)

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)

£150-250



283

284.

AN HISTORICALLY INTERESTING BOOKCASE BUILT FOR THE ADMIRAL'S CABIN OF H.M.S. VINDICTIVE, 1899 AND TRANSFERRED TO THE BATTLESHIP CONQUEROR 1912

constructed in mahogany in two sections, the upper bookcase with bevelled glass doors, adjustable shelving, and break arch pediment with *Vindictive's* crest, secured to base with drawers inscribed on the underside *Admirals Bookcase 500*, cupboards with tray slides, the back inscribed in chalk *Admirals Cabin*, overall measurements – 88 x 53 x 20½in. (223.5 x 134.5 x 52cm.)

£800-1,200

Provenance: Percy Duncan, Shipwright, Chatham Dock Yard, from Upnor Shipbreaking Co., 1923, and thence by descent.

An 'Arrogant' Class cruiser commissioned in 1900, by 1912 she was already out of date and assigned as tender to H.M.S. *Vernon* and it seems that some of her interior components were not wasted. The 22,200-ton super-Dreadnought *Conqueror* was nearing completion at Wm Beardmore's yard, Dalmuir, still not named formally, her yard number '500' was used for her components and what was a Captain's bookcase aboard *Vindictive* was promoted to an Admiral's aboard *Conqueror*, interestingly no attempt seems to have been made to update the attractive break-arch pediment which still sports the unofficial badge for *Vindictive*. *Conqueror* formed part of the Grand Fleet based at Scapa Flow and took part at the Battle of Jutland, after the War she was sold for breaking under terms of the Washington Treaty. *Vindictive* enjoyed her greatest moment of fame in the Zeebrugge Raid, and shortly after sunk as a blockship in the 2nd Ostend Raid - her bow is still preserved in Ostend as a memorial.



285.
AN UNOFFICIAL PATTERN SECONDARY ARMAMENT GUN TAMPION FROM THE BATTLESHIP H.M.S. *PRINCE OF WALES*, 1902
 mounted on wooden display base, base – 7½in. (19cm.) wide
 £250-350

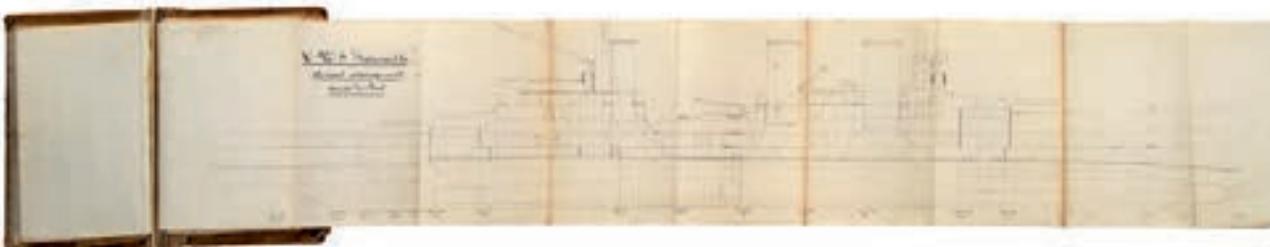
286.
AN UNOFFICIAL PATTERN GUN TAMPION CASTING FROM THE BATTLESHIP H.M.S. *IRON DUKE*, 1912
 unmounted — 12in. (30.5cm.) wide
 £150-250

287.
AN UNOFFICIAL PATTERN GUN TAMPION FROM THE BATTLESHIP H.M.A.S. *AUSTRALIA*, 1911
 mounted on wooden display base, base – 12in. (30.5cm.) wide
 £250-350

288.
AN UNOFFICIAL PATTERN GUN TAMPION FROM THE SEAPLANE CARRIER H.M.S. *ARK ROYAL*, 1914
 mounted on wooden display base, base – 16in. (40.5cm.) high
 £150-250

289.
AN UNOFFICIAL PATTERN GUN TAMPION FROM THE BATTLESHIP H.M.S. *AGAMEMNON*, 1906
 mounted on ebonised wooden display base, base – 19in. (48cm.) wide
 £150-250

290.
AN UNOFFICIAL PATTERN GUN TAMPION FROM THE BATTLESHIP CRUISER H.M.A.S. *CANBERRA*, 1927
 mounted on wooden display base, base – 12in. (30.5cm.) wide
 £250-350



291



292

291.

H.M.S. INVINCIBLE: GENERAL ARRANGEMENTS, 1906

manuscript on linen, large folding title with yard stamp for 'Sir W.G. Armstrong, Whitworth & Co. Ltd' dated 16.3.06 and comprising 16 large 1/16in: 1Ft scale folding profile plans, signature at beginning and end of *Eng. Lieut. Frank Goodwin of the 'Invincible'*, bound with contemporary sheep (head and foot of spine worn) — 8 x 5¼in. (20.3 x 13.5cm.)

£400-600

Admiral Fisher's concept of the battle cruiser was brought to fruition by the completion of H.M.S. *Invincible* in March of 1908. Laid down with her sister ships *Inflexible* and *Indomitable* in 1906, *Invincible* was the first to enter service. Each 530 feet long, displacing 17,250 tons, these were the initial trio of battle cruisers equivalent to the *Dreadnought*, though the *Invincible* class was built for speed. A logical successor to the previous classes of armoured cruisers, these new cruisers had all-round improvements in speed, gun power and range, with no sacrifice in protection. Judged harshly later on, the only drawback was the cost to build, which was nearly 50 per cent more than the *Dreadnought* class. Able to reach 25 knots, these cruisers were impressively armed with eight 12in. guns. Sent to seek and destroy von Spee's squadron, *Invincible* and *Inflexible* met the opposing forces off the Falklands on 8 December 1914, when the German armoured cruisers *Scharnhorst* and *Gneisenau* were sunk. *Invincible* then joined the Grand Fleet in March 1915 and was made flagship to the 3rd Battle Cruiser Squadron in May. At Jutland, Rear-Admiral Hood led his ships into action just before 6.30 p.m. on 31 May and *Invincible* was hit several times in a few minutes. One shell hit the 'Q' turret causing the magazine to explode, which broke the ship in two. She sank immediately and only five of the ship's company of 1,031 survived.

292. δ

MUIRHEAD BONE (BRITISH, 1876-1953)

Onboard the battlecruiser H.M.S. 'Lion'

Lithograph

Signed in pencil 'Muirhead Bone' (lower right)

Pl. 24 x 17in. (61 x 43cm.)

£200-300



293

293. δ

GERALD M. BURN (BRITISH, B. 1939)

Admiralty Trawlers 'Iris' and 'Daffodil' on patrol

Watercolour

Signed 'Gerald M. Burn' (lower right); names inscribed (lower left)

8½ x 15½in. (21.5 x 39.3cm.)

£100-150

294.

A MALTESE SILKWORK COMMEMORATING H.M. DRIFTER SUSSEX COUNTY, 1918

worked on black cloth, with profile of the armed drifter flying signal flags, within a garland of flowers with national flags to corners and inscribed *Present to my wife, Malta, 1918 H.M.D. Sussex-County*

£150-250

Was hired in 1914 and later purchased. Sold in 1921 under the same name.



294

295.

A MANUSCRIPT NAVAL SHIPBUILDER'S APPRENTICE NOTE AND TECHNICAL DRAWING BOOK, CIRCA 1918

compiled by C.E. Clews, 4th Year Shipwright Apprentice and comprising 90 pages of notes with numerous diagrams for all aspects of battleship shipbuilding, with cross-section views and highlighted components etc., bound within quarter calf marbled boards with owner's label pasted to cover — 8½ x 12in. (21.5 x 30.5cm.)

£200-300

296.

WILLIAM MINSHALL BIRCHALL, (BRITISH, 1884-1941)

'Passing Ships'; 'Passing the Needles I. of W. 1918'

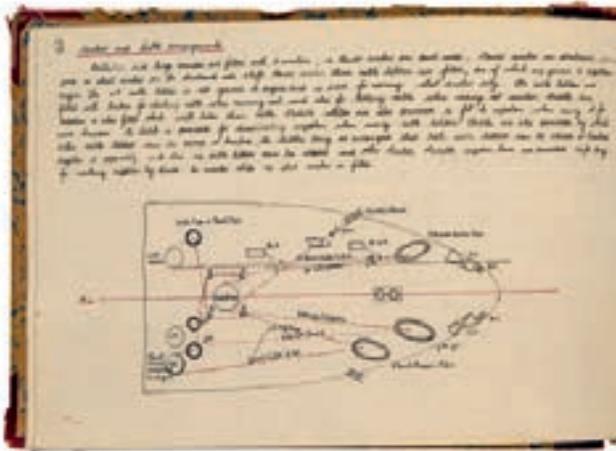
Watercolour and gouache

Signed and dated 'W.M.Birchall, 1918' (lower left) and inscribed with titles

5½ x 14¼in. (14 x 36cm.); **together with** another by the same hand 'Hospital Ship *Anglia* 1918', 5½ x 8½in. (14 x 21.5cm)

(3)

£300-500



295 (detail)



296 (part)



297

297.
AN EMERGENCY BRIDGE 'HEAD' FROM THE ROYAL NAVY, CIRCA 1915
 constructed in copper and brass and stamped to front *Bulpitt & Sons, Birmingham, 1915*, hinged seat and carry handle - 7 x 12 x 12in. (18 x 30.5 x 30.5cm.)
 £100-150



298

298.
FOUR JACK-STAFF CROWNS
 two polychromed in alloy; and two in moulded resin, all with internal securing points, the largest — 7in. (18cm.) high (4)
 £80-120

299.
A BELL FROM THE BRITISH ARMY MINELAYER S.S SIR WILLIAM JERVOIS, 1900
 cast in bell metal and inscribed to front *Sir William Jervois W D* with broad arrow mark; **together with** suspension and clapper — 8in. (20.5cm.) high
 £300-500



299



300

300.
A COCKED HAT, EPAULETTES FOR A LIEUTENANT OF THE ROYAL NAVY, 1935
 by Gieves Ltd, London, with bullion loop and tassels, contained in tôleware box with dress frogging and belting, the top inscribed *H.D. Ellis R.N.* — 19in. (48cm.) wide
 £300-500

301.
AN 1827 PATTERN OFFICER'S SWORD FOR THE ROYAL NAVY, CIRCA 1920
 the 31in .etched steel blade with crown for George V, shagreen hilt with regulation brass half-basket hilt; **together with** brass mounted scabbard of issue — 37¼in. (96cm) overall
 £300-500



301

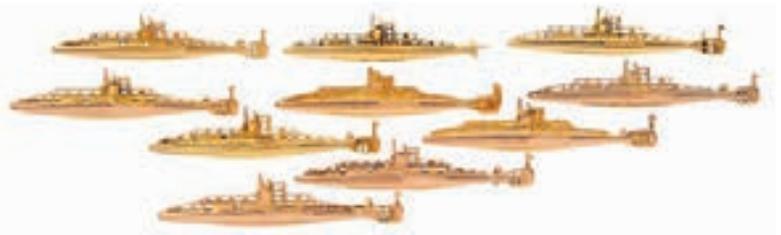


302

302.
**AN 18CT GOLD ROYAL NAVY
 'DESTROYER' BROOCH, 1912**

maker's mark of George Loveridge for Page of Plymouth, Birmingham 1912, designed as a WWI destroyer at sea, mounted as a brooch — 1¾in. (4.5cm.) long; **together with** a gold stickpin of c1910 modelled as H.M.S. *Dreadnought*; and a two-colour gold 'battleship' brooch

(3)
 £700-900



303

303.
**A FLOTILLA OF TEN GOLD WWI
 SUBMARINE SERVICE BADGES**

comprising ten miniature C-class submarine models mounted as unofficial Submarine Service insignia including four examples in 9ct yellow and rose gold; three in 15ct yellow and rose gold and three in 18ct yellow and rose gold; all with design registration number 643143 for 1914; four further signed for Page, Jewellers of Plymouth, each — 2in. (5cm.) long

(10)
 £1,200-1,500

304.
**A RELIC FROM BRASS RECOVERED FROM
 THE WRECK OF S.M.S. U.C.-44, CIRCA 1917**

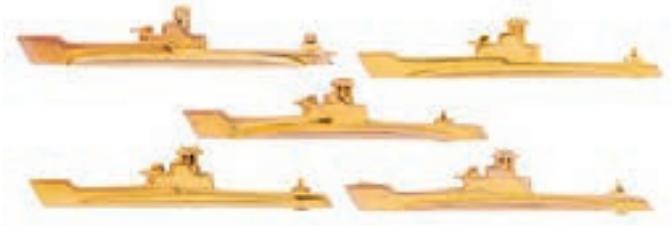
modelled as a waterline conning tower of the submarine and inscribed over both sides: *U.C. 44 Salved off Dunmore 30.9.17 / Cast Starb'd Propeller* — 4 x 8in. (10 x 20cm.)

£200-300

U.C.-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 Royal Navy's code transmitted when a minefield had been cleared, arranged for the next minefield to be declared but not swept, thus, when *U.C.-44* returned to re-seed a field off Southern Ireland, it ran into mines laid by *U.C.-42* in June that year. Only Kapitänleutnant Tebbenjohanns escaped from the conning tower without apparatus.



304



305

305.
A FLOTILLA OF FIVE GOLD POST-WAR SUBMARINE SERVICE BADGES

maker's marks for John William Barrett of Birmingham, comprising five 9ct yellow gold miniature submarine models mounted as unofficial Submarine Service insignia, each — 2in. (5cm.) wide

(5)
 £500-800



306

307.
AN HISTORICALLY INTERESTING PIPE RACK MADE FROM COMPONENTS FROM THE WWI SUBMARINE S.M. U-124, 1918

constructed from circuit board with electrical instruction plates in German and recesses for seven pipes with brass plate inscribed *From German Submarine U-124* — 9¾ x 7¼in. (25 x 18.5cm.)

£150-250

306.
A 9CT GOLD POST-WAR NUCLEAR ATTACK SUBMARINE SERVICE BADGE

maker's mark of John William Barrett, Birmingham, 1977, designed as the *Dreadnought* nuclear attack submarine — 2¼in. (5.5cm.) long; **together with** an 18ct gold torpedo brooch by Page of Plymouth, 1914 — 2in. (5cm.) long

(2)
 £500-800

308.
A DOOR CREST FROM THE WESTERN APPROACHES TACTICAL UNIT "TACTICIAN", 1942

depicted as a chequerboard inscribed 'Check-Mate' within a garter further inscribed *Tactician* surmounted with a naval crown — 9in. (23cm.) high

£300-500

The W.A.T.U. existed between January 1942 and July 1945 expressly to develop and disseminate new tactics to counter German submarine attacks on trans-Atlantic shipping convoys. Led by **Captain Gilbert Roberts (1900-1986)**, it was located behind the town hall in Liverpool.



307



308



309

309.
**AN ENGINEER'S MODEL FOR THE FAMED H.M.SUBMARINE
 TALLY-HO, CIRCA 1943**

heavily cast in solid brass and complete with conning tower with snorkel and periscope, main and secondary armament, fore and aft diving planes, torpedo tubes, ballast tanks, twin propeller shaft and rudder, mounted to twin brass supports to circuit board base with plate — 5½ x 18in. (14 x 46cm.)

£2,000-3,000

A 'T'-Class submarine built by Vickers Armstrong as P-317 and renamed by Winston Churchill who decreed submarines should also be named *Tally-Ho* proved to be one of the most successful hunters of the War. Operating from her base at Trincomalee from commissioning in March 1943 to January 1945 she sank 21 assorted vessels, including the large Japanese light cruiser *Kuma*, the German submarine UIT-23, as well as saving downed allied airmen and dropping special forces in quiet coves. She evaded sinking or capture and was broken up in 1967.

310.

**A PRESENTATION CIGARETTE CASE AND TANKARD TO A SAILOR
 FROM H.M.S. ESCORT FOR THE RESCUE OF SURVIVORS OF T.S.S.
 ATHENIA, TORPEDOED 3RD SEPTEMBER, 1939**

presented to Able Seaman J.E. Chamberlain, the silver cigarette case inscribed *J. Chamberlain / H.M.S. Escort / From / Athenia Survivors / 4.9.39*, the tankard inscribed *Presented by the Directors / Donaldson Atlantic Line Ltd / owners T.S.S. Athenia / Sunk by Enemy Submarine / 3rd September 1939*; **together with** a cap tally from H.M.S. *Escort*, Chamberlain's war service medals and a quantity of ephemera pertaining to the loss of the T.S.S. *Athenia* and the life of Joseph Edward Chamberlain, including a handwritten copy letter from the Donaldson Line commemorating his service

(a lot)

£300-500

Registering 13,465 tons, *Athenia* was built for the Anchor-Donaldson (Donaldson Atlantic after 1935) Line by Fairfield SB in 1923. She was the first British ship sunk by U-boat in WW2 - Britain declared War on Germany at 11.15 on 3rd September, shortly after this *Athenia* steamed from Glasgow bound for Montreal with 1,100 passengers aboard, including 300 Americans and was spotted that afternoon by U-30 about 250 miles northwest of Inishtrahull, Northern Ireland. German U-boats were supposed to be operating under prize regulations that required them to stop and search potential targets, Lt Fritz-Julius Lemp decided *Athenia* was an armed merchant cruiser and fired two torpedoes without warning with the loss of 112 passengers and crew, including 28 Americans. The Germans denied they were responsible and claimed the British had sunk the ship for propaganda purposes with the truth finally being admitted by Grand Admiral Dönitz at the Nuremberg Trials.



310 (part)



311

311.

A 100 WATT U-BOAT ELECTRICAL SIGNAL LAMP BY JIRASEK FABRIK, PRAGUE, CIRCA 1940

constructed in grey painted alloy with maker's plate encoded *bmh* and numbered *54036*, telescopic sight, switch, cowl shutter switch to right-hand side, inset switch to reverse inscribed *Gestreut* ("scattered") *Gesammelt* ("collected"); left mounted handle with on/off switch, remnant electrical cabling to base, glazed front with guards — 13in. (33cm.) wide

£400-600

312.

A DOUBLE NAVIGATION LIGHT, GERMAN 1945

constructed in brass with Fresnel type lenses, stamped to the top *HOPPMANN & MULSOW, HAMBURG 1945* and numbered *73036*, with rubber lined hatch to top, electrical points and triple shaped securing lugs — 17½in. (44.5cm.) high

£200-300



312

313.

A PAIR OF 7 X 50 FIXED FOCUS U-BOAT BINOCULARS REFURBISHED FOR USE BY THE ROYAL NAVY, CIRCA 1940

stamped on the backplate *b/c* for Zeiss and numbered *69867*, the tubes refinished in black leatherette covering — 7¾in. (20cm.) high

£600-800



313



314

314.
**A 1:192 SCALE WATERLINE
 MODEL OF ALGERINE-CLASS
 MINESWEEPER H.M.S. PELORUS,
 AS DEPICTED IN 1943**

modelled by M. Reading with bespoke pre-form hull finished in dazzle, with detailed painted metal and card fittings as appropriate, including lined paper decks, open bridge with binnacle compass, telegraph, gratings etc.; tripod mast with communication lanyards and aerials, stayed funnel with white ensign behind, rangefinder direct firing nest, main and secondary armament, the stern with davits; mounted on a painted green moulded seascape with specification plate in wooden display base with plexiglass cover, overall measurements — 9 x 25 x 9in. (23 x 63.5 x 23cm.)

£600-800

Built by Lobnitz and displacing 1030 tons, H.M.S. *Pelorus* became the flotilla leader of the 7th Minesweeper Flotilla responsible for clearing mines off the east coast of England. In June 1944, the flotilla was assigned to sweep one of the beaches during the Normandy landings until she struck a mine the following month. After her repairs were completed, *Pelorus* was reassigned to the English Channel and the 6th Minesweeping Flotilla. The flotilla was transferred to the Indian Ocean in 1945 and spent some time escorting convoys. In July they participated in Operation Collie (a bombardment of Japanese positions in the Nicobar Islands), and then swept the Strait of Malacca and the approaches to Singapore in August. After the war, she was sold to the South African Navy and renamed H.M.S.A.S. *Pietermaritzburg*.



315

315.
WALTER HOLMES (BRITISH, B. 1936)
*An 'Algerine' Class minesweeper of the Royal Navy preparing to
 deploy paravanes*
 Oil on canvas
 Signed 'W. Holmes' (lower left)
 19½ x 29½in (49.5 x 75cm.)
 £250-350



316

316.
**AN HISTORICALLY INTERESTING SET OF 1:1250 SCALE
 AMERICAN WW2 RECOGNITION MODELS**

comprising 21 waterline models in painted alloy by South Salem Studios, mostly contained in original named and dated boxes with original packing, and including four battleships, nine cruisers, six aircraft carriers, six destroyers and a frigate for Axis and Allied powers; **together with** two pictorial recognition manuals inscribed *Restricted War Dept Recognition Manual* and inscribed with owner's name W.F. Clough, contained in grey painted tin (*later*) — 17¾in. (45cm.) wide

£800-1,200

Provenance: W.F. Clough and thence by descent

317. δ
GEORGE HORACE DAVIS (BRITISH, 1881-1960)

Kriegsmarine recognition profiles, three-quarter bow views and aerial views

En grisaille heightened with white

Signed and dated 'G.H. Davis 1940' (lower right)

16½ x 28¾in. (42 x 73cm.)

£400-600



317



318

318.
A WHITE 'BATTLE' ENSIGN FLOWN BY H.M.S. EXETER DURING THE ACTION AGAINST S.M.S. ADMIRAL GRAF SPEE AT THE BATTLE OF THE RIVER PLATE, 13TH DECEMBER, 1939

of regulation pattern, constructed in stitched bunting with canvas sleeve threaded with rope lanyard (*scattered holes and staining throughout*) — 73 x 147in. (185 x 373cm.); **together with** a quantity of ephemera including a letter on *Exeter* stationery from Captain F.S. Bell; and a manuscript memoir by Lanning which mentions the presentation of the ensign in 1940

(a lot)

£2,000-3,000



Still from the film 'Battle of the River Plate'

Provenance: Joseph P. Lanning (1898-1989), Harbour Master, Port Stanley (1939) and thence by descent.

A Falkland Islander by birth, by 1939 Joseph Lanning held several positions within the community including that of a part-time harbour master and a police constable. He also happened to be Master of the 'official' steam trawler *Port Richard* and consequently was heavily involved when Commodore Harwood's badly damaged flagship limped into Port Stanley shortly after their dramatic action with *Admiral Graf Spee*. After escorting *Exeter* to a safe mooring, the *Port Richard* was pressed into service as tender (*Exeter's* boats having all succumbed in action) and having to cope with her crew of 660 of which 63 had been killed and a further 23 seriously wounded. *Exeter* herself was little more than a floating ruin and required emergency repairs sufficient to get her back to the UK for a full refit. A short while later, H.M.S. *Ajax* arrived to refuel and also have her wounded attended to and so Lanning now had responsibility for yet another ship full of exhausted and wounded men. In a memoir composed in retirement, he noted, somewhat ruefully, that after his supreme efforts *All I got was a White Ensign she had flown in battle*, although the captain of *Exeter* and the Falkland Island's governor also wrote personal notes of effusive thanks. The *Port Richard* was transferred to the Royal Navy as H.M. Trawler *Afterglow*, with Lanning retained as skipper, but she was damaged in the Reef Channel and laid up in Port Stanley before being driven ashore and wrecked in a gale. Later in life, Lanning moved to the UK and proudly retained *Exeter's* ensign and the union flag from *Afterglow* as souvenirs.



319.

A UNION FLAG PROBABLY FROM THE FALKLAND ISLANDS ADMIRALTY TRAWLER H.M.T. AFTERGLOW (EX-S.T. PORT RICHARD), CIRCA 1944

constructed in stitched bunting panels, canvas sleeve with rope lanyard and wooden toggle — 48 x 102in..

Although not specifically mentioned in Lanning's memoirs, the two flags have always been associated and it seems highly likely that Lanning kept this flag as a souvenir of his only wartime command, after the loss of *Afterglow* in a storm in 1944. Her wreck was still relatively intact in the early 1980s but has now largely disappeared.

£200-400

Provenance: Joseph P. Lanning (1898-1989), Harbour Master and Captain of H.M.T. *Afterglow* (1941-1944) and thence by descent.

320.

20TH CENTURY PRIMITIVE SCHOOL

The Admiralty steam tug 'Desire'

Watercolour and gouache

11 x 21in. (28 x 53.5cm.); **together with** three watercolours by Warren Lodge (act. 1970) depicting ships in dock

(4)

£200-300



320 (part)

The Battle of the River Plate

When WWII broke out on 3rd September, 1939, the 'pocket battleship' *Graf Spee* was already in the South Atlantic although, despite Germany's invasion of Poland on 1st September, Hitler was initially convinced that Great Britain and France would negotiate for an early peace. To this end, he kept German warships away from the commercial shipping lanes as he awaited developments and *Graf Spee* stood off the South American coast in company with her supply ship *Altmark* for almost three weeks before finally receiving orders to assume the offensive. On 20th September, Langsdorff sank his first victim, the Booth Line's steamer *Clement*, 60 miles off Pernambuco, and in just over two months, he sank a further nine British merchantmen. His dislike of unnecessary bloodshed, however, coupled with the extraordinarily humane treatment of his prisoners whom he put aboard *Altmark*, earned him the grudging respect of even those captains whose ships he had sunk beneath them although it was not until *Altmark*

herself was captured off Norway the following February that the full story emerged. The Admiralty meanwhile, realising that Langsdorff had to be stopped as much to allay public concern at home as to prevent further shipping losses, mounted an urgent operation to hunt and destroy *Graf Spee* as rapidly as possible. Commodore Henry Harwood, senior Royal Navy officer in the area, was given command and his flotilla - designated Force 'G' - consisted of the heavy cruiser H.M.S. *Exeter* and two light cruisers, *Ajax* and *Achilles*, the latter seconded from the Royal New Zealand Navy. In theory at least, Force 'G' was easily capable of dealing with a single enemy heavy cruiser; in practice, however, the considerable strengths of the so-called 'pocket battleship' were such that Harwood knew he faced a formidable task even allowing for the fact that he would first have to locate *Graf Spee* and corner her somewhere in the vastness of the South Atlantic.

Intuition suggested the wide estuary of the River Plate, a vital crossroads for many South American trade routes, and Harwood's fitness for command soon proved itself when Force 'G' sighted the smoke of an unknown vessel on the horizon early on the morning of 13th December. *Exeter* approached to investigate and instantaneously with Harwood's confirmation that the stranger was indeed *Graf Spee*, Langsdorff had spotted his pursuers, rung up 'battle stations' and was steaming into action at full speed. Harwood wisely divided his force so as to minimise the effects of the enemy's main armament but not before all three of his ships had become targets. Langsdorff opened fire at approximately 6.20am. and concentrated his port salvoes on *Exeter* whilst his starboard guns dealt with *Ajax* and *Achilles*. *Exeter* bore the brunt of accurate German gunnery and by 7 o'clock she had received between 40 and 50 hits and lost two turrets. Half an hour later, her last turret was silenced and she was forced to withdraw from the action, severely damaged and with heavy casualties including 53 dead. The light cruisers fought on obstinately, despite the overwhelming odds, and even though they too were damaged - especially *Ajax* - their dogged tenacity probably saved *Exeter* and decided the outcome of the battle. Unknown to them, Langsdorff had become concerned that he was vulnerable to a combined torpedo attack and that fear, coupled with the realisation that *Graf Spee* had actually been hit 20 times by British shells, provoked a surprising reaction and he broke off the engagement to run for shelter in the Plate Estuary 300 miles to the west.

Racing past and ignoring a homeward-bound British merchantman the *Shakespeare*, *Graf Spee* made the neutral port of Montevideo after a 12-hour dash pursued by *Ajax* and *Achilles*. Britain immediately requested the Uruguayan authorities to expel *Graf Spee* within 24 hours or intern her under the provisions of International Law, thereby initiating a frenzied burst of diplomatic activity worthy of the most popular fiction. Despite the best efforts of both Langsdorff and the German Ambassador, the permitted stay was only extended to 72 hours and Langsdorff, surrounded by rumours of approaching British reinforcements, was faced with a bitter choice. As the 8.00pm. deadline neared on 17th December, Langsdorff took his second fateful decision and having released the few British prisoners still aboard his ship, and bidding farewell to those who had given him sanctuary in Montevideo, ordered *Graf Spee* to make ready to sail. Clearing her moorings at 6.15pm., she made for the open sea followed by the German steamer *Tacoma*. With her battle ensigns flying, she stopped engines at the three-mile limit and there, in full view of *Ajax* and *Achilles*, she suddenly and unexpectedly blew up and destroyed herself with pre-set explosives. Her crew were taken aboard *Tacoma* which proceeded to Buenos Aires where, on 20th December, Captain Langsdorff took his own life rather than face the ignominy of surrender and internment.



H.M.S. 'Rodney' from the stern

321.

A BINNACLE AND ASSOCIATED COMPASSES FROM H.M.S RODNEY, CIRCA 1925

the liquid-filled compass bowl sitting unmounted within mahogany and brass binnacle with brass hood later inscribed *H.M.S. Rodney 1927* to front, the hood with lamp housing, glazed and foul weather port lids and mirror box assembly with magnifier over; the trunk fitted with inclinometer with naval crown, *Maker's Hughes & Son Ltd, Patt. 196 Binnacle No. 1566H London*; two magnet chambers with numbered magnet locations; brass rings with soft iron magnetic balls; Flinders bar and deck securing — 56in. (142cm.) high; **together with** a spare pattern 22 liquid compass in storage box from *Rodney*

(2)

£1,000-1,500

H.M.S. *Rodney* was the second of the two "Nelson" class battleships ordered under the 1922 building programme, both of which were laid down on 28th December that year. The order for *Rodney* went to Cammell Laird at Birkenhead and she was launched there on 17th December 1925. displacing 33,950 tons (38,000 fully loaded), she measured 710 feet in length with a 106-foot beam and had impressive armour protection ranging up to 16in. in thickness. She and her sister were the only British battleships to mount 16in. guns and, in addition to nine of these grouped in threes on her main turrets, she also mounted 12-6in. guns, an array of anti-aircraft weapons and 2-24½in. torpedo tubes submerged forward. Completed in August 1927 at a final cost of £7.6 million, she served first in the Atlantic fleet (1928-32) and thereafter in the home fleet from 1932-41. In April 1940, whilst acting as flagship to Admiral Forbes, she suffered bomb damage during the operations off Norway but was soon repaired and back in service in time to take part in the hunt for the *Bismarck* in May 1941. Ordered to leave the convoy she was escorting and join the chase for the German raider, her engineers achieved speeds thought to be impossible given some earlier problems with both her engines and boilers, and it was *Rodney* who scored the first hit on *Bismarck* with her third salvo. After *Bismarck* had been sunk, *Rodney* then returned to convoy escort work until laid up for a major refit (December 1941 - May 1942) after which she was in action supporting the North African Landings in November 1942. In June 1944 she participated in Operation Neptune, the naval contribution to the D-Day Landings and later, on 12th August, she knocked out an unseen German battery on Alderney with a celebrated 16in. salvo fired over a hill. By the end of the War she had steamed 156,000 miles since her 1942 refit and was long overdue for another; post-war financial stringency dictated economy, however, and it was eventually decided to scrap her in February 1948.



321



322 (part; detail)

H.M.S. 'Terrible' May 24th 1900 Hong Kong The last Queen's birthday

322.

H.M.S. TERRIBLE: A RARE NAVAL PHOTOGRAPH ALBUM, CIRCA 1900

a collection of 74 actual mounted and annotated photographs taken between 1899-1902 by H.T. Dorling on 48 sheets with many rare shipboard views, target practice, views off Hong Kong and the guns used to relieve the Siege of Ladysmith, the ship dressed overall to commemorate the 'Last Queen's Birthday', contemporary Japanese lacquer binding, with two features in high relief (*lacks a small piece on front cover*) 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.



323

323.

A WELL-PRESENTED AND DETAILED 1:192 SCALE WATERLINE MODEL OF THE LIGHT CRUISER H.M.S. CLEOPATRA, AS DEPICTED IN 1940

modelled by E. Dyke, the 30in. laminated and carved hull plated in card with shaded reduction, detailed deck fittings as appropriate and including the open bridge with officers and crew, tripod masts with comms services and lanyard, funnels with pipework and wire tops, fitted boats in davits, searchlights and other fine detailing, main and secondary armaments and superstructure as appropriate; depicted underway on a calm sea display base, with Plexiglass cover, measurements overall — 9½ x 38 x 10½in. (24 x 96.5 x 27cm.)

£800-1,000

324.

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 numbered compartments in pigeon-holed wooden case — 36 x 12in. (91.5 x 30.5cm.)

£300-500

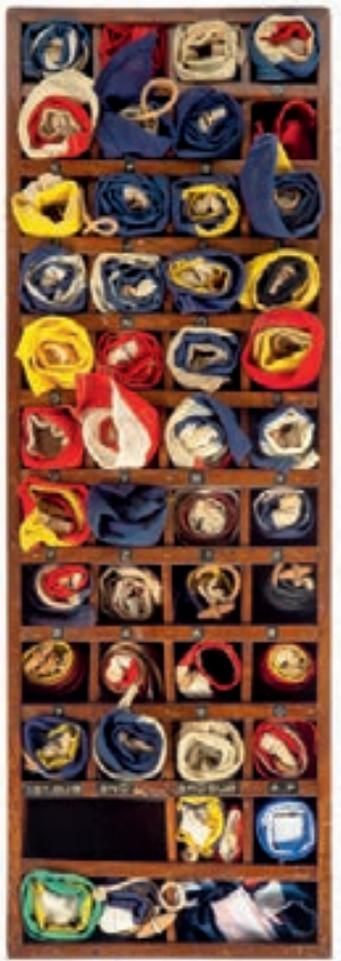
325.

A FINE PAIR OF RECONDITIONED ROYAL NAVY SIGNAL LIGHTS, CIRCA 1940

the 14in. lights constructed in brass with sprung shutter handles; heat dispersal veins to top; swivel-mounted on adjustable silvered supports with cross feet, rewired with dimmer switches — 76in. (193cm.) high

(2)

£3,000-5,000



324



325



326

326.
A 1:192 SCALE STATIC DISPLAY WATERLINE MODEL FOR THE D-CLASS DESTROYER H.M.S. DIAMOND (H22), AS DEPICTED ON THE CHINA STATION SERVICE, 1934-5

modelled by E. Dyke, the 19in. laminated and carved hull plated in card and finished in white with pennant no. H22; two-tone paper decks with detailed metal and card fittings as appropriate, depicted underway in a calm blue sea with plexiglass cover, overall measurements — 9 x 25¼ x 9½in. (23 x 65.5 x 24cm.); **together with** another destroyer by the same hand, the H-class destroyer H.M.S. *Hotspur*

(2)
 £400-600

327.
A SHIP'S LAMP FROM H.M. DRIFTER SILVER DAWN, 1925, HIRED AS H.M. DRIFTER SILVER DAWN IN 1939 AND DEPLOYED IN OPERATION DYNAMO IN 1940

constructed in copper and brass with maker's label, nameplate on chimney, clear glass Fresnal type full lens with wire guards; hinged top to a lamp assembly within; top and bottom securing handles — 21in. (53cm.) high
 £250-350

Hired by the R.N. in November 1939 as a mine recovery vessel and armed with a single 6pdr gun, *Silver Dawn* was a 'little ship' at the evacuation of Dunkirk and released from duties in October 1945.

328.
A PAIR OF COPPER AND BRASS PORT AND STARBOARD LAMPS complete with burners, coloured filters, brass labels and carry handles, tops stamped with maker's marks for *Alderson & Gyde Ltd, Birmingham* and dated 1944 — 17in. (43cm.) high (excluding handles)
 £400-600



327



328



329



328

329.

A COPPER AND BRASS PORT/STARBOARD BOW LAMP FOR THE ROYAL NAVY, BY G.P. LTD, 1943

stamped in three places as per title, with divided Fresnel-type lens to front with red/green filters behind, fore burner with sliding lamp assembly with reflector, hinged top handle with threaded securing point — 11½in. (29cm.) high

£250-350

330. δ

GEORGE HORACE DAVIS (BRITISH, 1881-1960)

An explanation of radar and locating at sea

En grisaille

Signed and dated 'G.H. Davis 1946' (above lower right diagram)

24 x 19in. (61 x 48cm.)

£300-500

331. δ

ROLAND DAVIES (BRITISH, 1904-1993)

Allied air raid on Hamburg, 1940

En grisaille

Signed 'Roland Davies' (lower left); the reverse stamped with date of issue and inscribed 'Hamburg' in artist's hand
12½ x 21½in. (31.5 x 54.5cm.)

£300-500

Provenance: Illustrated in 'Spear Magazine'.



330

332.

A 3½IN. RADIUS AVIATION SEXTANT BY HENRY HUGHES & SONS LTD FOR THE AIR MINISTRY, CIRCA 1943

with crackle-finish T-frame, the inset scale divided to 120°, the arc numbered 36112, index arm with micrometer adjustment, stamped with Air Ministry mark and numbered 6B/177, sighting tube with rubber eyepiece, seven shades, Bakelite handle and pin feet, contained within fitted composition box of issue with maker's label dated 29-7-43 and retail label for Capt. Owen Watts, London — 8in. (20.5cm.) diam

£300-400



331



332



333



335

333.
AN AIR MINISTRY RAF SCRAMBLE BELL, 1940

cast in silvered bell metal with moulded rim and shoulder, inscribed to front *A.M. 1940* and surmounted by crown, crown top suspension and red-painted interior complete with clapper — 13 x 12½in. (33 x 32cm.)

£2,000-3,000

333A
A RARE ROYAL NAVY AIR SERVICE BROOCH

the palladium body inset with diamonds and a ruby eye, mounted on a 15ct gold pin — 2in. (5cm.) wide

£400-600

The Royal Naval Air Service was the air arm of the Royal Navy, under the direction of the Admiralty's Air Department, and existed formally from 1 July 1914 to 1 April 1918.



333A



334

334.
A VERY RARE WWII RAF-ISSUE PORTABLE ALTIMETER CALIBRATOR BY R.W. MUNRO, NO.130 CIRCA 1939

constructed in brass with japanned finish, the cylindrical pressure chamber with three circular viewing ports, external electrical contacts supplying internal lighting, circular access hatch with wheel operated "O" seal, the endplate with valve assemblies for the application of positive and negative pressure feed, pressure relief valve, impressed Air Ministry property mark "AM" surmounted by a crown, internally, white painted with lamp fittings, removable instrument holder, supported on twin cradles affixed to a mahogany plinth with maker's plate and mahogany lid with screw fixings — 9½ x 19½ x 9½in. (24 x 49.5 x 24cm.)

£200-400

These instruments were ordered by the RAF from Munro to meet the substantially increased demands made upon testing facilities brought about by the rapidly increasing number of operational airfields. Very few of these are known and it is estimated that total production did not exceed 500. It is likely some were sent to allied countries — one example has been found in Australia and another in the USA. In all, five are currently thought to exist.

335.
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.) high

(2)
£350-450

336.
A FINE PAIR OF 20 X 120 JAPANESE 'BIG-EYE' BRIDGE BINOCULARS, NIKON CIRCA 1970

constructed in polished steel and brass with rubber eye caps, adjustable eyepieces and width, coated objective lenses with cowls, with silica crystal compartment and quadrant indicator, overall length — 31in. (79cm.); **together with** associated wooden tripod stand (later)

(2)
£6,000-8,000



337 (part)

337. δ

COLIN M. BAXTER (BRITISH, B. 1963)

Sunset at Cowes H.M.Y. 'Britannia'; Schooner entering Falmouth past St. Anthony's Head Lighthouse, circa 1930

Watercolour

Signed 'Colin M. Baxter' (lower left); countersigned and titled to reverse

Larger (Britannia) 5¼ x 8in. (13 x 20cm.)

(2)

£150-250

338.

A COMMEMORATIVE SILVER VESTA FROM THE ROYAL YACHT MEDINA

the front with enamelled P&O house flag, inscribed under *Royal Yacht Medina*, hallmarked for 1912 — 2in. (5cm.) high; **together with** a brass P&O 'rising sun' boat badge

(2)

£250-350

Built by Caird & Co. for P&O and launched in 1911, the first duty for this 12,358-ton liner was to be chartered as a Royal 'super yacht' between November 1911 and February 1912 when *Medina* took King George V, Queen Mary and the vast suite that accompanied them to India for the Delhi Durbar. *Medina* was later lost when she was torpedoed on 28 April 1917.



339 (part)



338 (part)

339. δ

CLIFFORD BAYLEY (BRITISH, B. 1969)

'Blue Screw' Chatham Naval Dockyard

Watercolour and pastel

Signed 'Clifford Bayley' (lower right)

13¼ x 19½in. (33.5 x 49.5cm.); **together with** David Addey *Silver Jubilee Fleet Review with T.S. 'Sir Winston Churchill' dressed overall and R.F.A. 'Stromness' in the foreground*

(2)

£200-400

340.

THE BELL FROM R.M.A.S 'COCKCHAFER', 1973

cast in bell metal, inscribed with name and date with red-filled lettering, with red-painted interior, lacking clapper — 8in. (20.5cm.); **together with** suspension bracket

(2)

£200-300

Ordered in 1971 from C.D. Holmes & Co, Beverley, *Cockchafer* was sold from the service in 2001, has been converted in to a yacht or small cruising ship named *Polaris I*.



340 (part)

Navigational & Scientific Instruments



341.

**AN EIGHT-DAY MARINE CHRONOMETER
BY LEVITT, LONDON, RETAILED BY B.
GUTTER & SONS, NEW YORK CIRCA
1830**

the 6in. silvered dial signed *Levitt
Leadenhall Street, London* and
numbered 260, plain plates counter-
signed and numbered, bi-metallic
balance with blued helical spring,
jewelled detent, contained within bowl in
three-tier wooden case (*later*) with
domed glass, clock key and inset drop
handles, approximately — 10in.
(25.5cm.) cubed.

£4,000-6,000

342.

**A TWO-DAY MARINE CHRONOMETER
BY FRODSHAM & KEEN, LIVERPOOL,
CIRCA 1885**

the 4in. silvered dial signed as per title
and numbered 3404, spotted plates,
standard balance with blued helical
spring, jewelled detent, contained within
counter-punched numbered bowl in
three-tier walnut case with tipsy key,
mother-of-pearl maker's label and inset
drop handles, approximately — 7in.
(18cm.) cubed

£1,800-2,500



341

342



343

344

343.

**A TWO-DAY MARINE CHRONOMETER BY
BLISS & CREIGHTON, NEW YORK, CIRCA
1865**

the 4in. silvered dial signed as per title and
numbered 1062, spotted plates, standard
balance with blued helical spring, jewelled
detent, contained within bowl in three-tier
wooden box with tipsy key, maker's label
(*later*) and drop handles, approximately —
7in. (18cm.) cubed.

£1,500-2,500

344.

**A TWO-DAY MARINE CHRONOMETER BY
JOHN BLISS & CO., NEW YORK, CIRCA
1905**

the 4in. silvered dial signed as per title and
numbered 3155, spotted plates, standard
balance with silvered spring, jewelled
detent, contained within counter-punched
numbered bowl in three-tier wooden box
with tipsy key, maker's label (*later*) and
drop handles, approximately — 8in.
(20cm.) cubed.

£1,500-2,500



345



346

345.

A TWO-DAY MARINE CHRONOMETER BY W.M. LINDQVIST, LONDON, 1917

the 4in. silvered dial signed as per title and numbered 115 and with broad arrow mark, spotted plates counter-numbered with broad arrow mark, standard balance with auxiliary compensation and silvered helical spring, jewelled detent, electrical slave contacts behind face plate, contained within gimbal-mounted brass bowl in three-tier wooden case with counter-numbered label with broad arrow mark and with tipsy key, electrical contacts with silk covered wires inside and inset drop handles, approximately – 7in. (18cm.) cubed.

£2,000-3,000

Provenance: Understood to have been used aboard the survey ship H.M.S. *Challenger* 1932-54.

346.

A TWO-DAY MARINE CHRONOMETER BY A. JOHANSEN & CO., LONDON, CIRCA 1906

the 4in. silvered dial signed as per title and numbered 6002, spotted plates, auxiliary compensation balance with silvered helical spring, jewelled detent, contained within counter-punched numbered bowl in three-tier wooden box with tipsy key and inset drop handles, approximately — 7in. (18cm.) cubed.

£1,500-2,500

347.

A TWO-DAY MARINE CHRONOMETER BY LANGE & SÖHNE, DRESDEN, CIRCA 1955

the 4in. silvered dial signed as per title and numbered 2115, spotted plates counter-numbered, standard balance with blued helical spring, jewelled detent, contained within counter-punched numbered bowl in two-tier wooden box with tipsy key, maker's label and wooden side handles, approximately – 7in. (18cm.) cubed.

£800-1,200

348.

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 tipsy key and removable glass lid — 7¼in. (18.5cm.) square; **together with** a letter from the Glashütte Museum confirming the construction date as 1976

£300-500



347



348

349.

**A TWO-DAY MARINE
CHRONOMETER BY GOWLAND
& SON, LIVERPOOL, CIRCA 1865**

the 4in. silvered dial signed as per title and numbered 387, spotted plates, balance with blued helical spring, jewelled detent, contained within bowl in three-tier wooden box with trade label for Cousen & Son in lid, with tipsy key, maker's label and drop handles, approximately — 7in. (18cm.) cubed.

£1,500-2,500



349



350

350.

**A TWO-DAY MARINE
CHRONOMETER BY ROBERT
ROSKELL, LIVERPOOL, CIRCA
1860**

the 4in. silvered dial signed as per title and numbered 1611/62106, spotted plates, standard balance with blued helical spring, jewelled detent, contained within brass bowl in three-tier wooden box with tipsy key and drop handles, approximately — 7in. (18cm.) cubed

£2,000-3,000



351



352

351.

**A MODEL-21 TWO-DAY MARINE
CHRONOMETER BY HAMILTON,
LANCASTER, USA, CIRCA 1945**

the 4in. silvered dial signed as per title and numbered 8150, striped silvered plates, Hamilton balance with silvered helical spring, jewelled detent, contained within bowl in three-tier wooden box with drop handles, approximately — 7in. (18cm.) cubed.

£1,000-1,500

352.

**A RUSSIAN TWO-DAY MARINE
CHRONOMETER BY MONET, CIRCA
1965**

the 4in. silvered dial signed in Cyrillic and numbered 21684, striped plates numbered 21770, standard balance with silvered helical spring, jewelled detent, contained within bowl in three-tier wooden box with tipsy key, maker's label and drop handles, approximately — 7in. (18cm.) cubed.

£500-800



353

354

353.

A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST. ALBANS, 1971

the 4in. silvered dial signed as per title and numbered 27837, blued-steel hands to fusée movement with spot-finished plates, Earnshaw escapement and Mercer's standard balance with steeled spring and jewelled detent, contained within a gimballed bowl set within two-tier wooden box, locking arm and tipsy key, with retail label for Lilley & Reynolds, London; approximately – 7½in. (19cm.) cubed

£400-600

354.

A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, ST ALBANS, 1959

the 4in. silvered dial signed *Thomas Mercer* and numbered 23214, textured plates, standard balance with silvered helical spring, jewelled detent, contained within bowl numbered 17844 in two-tier wooden box, label inscribed *W.D. Outwin-Flinders & Son, Radio House, Battery Green Road, Lowestoft, Suffolk No. 24240*, approximately — 7in. (18cm.) cubed.

£400-600

355.

A FINE ELECTRIC SLAVE CLOCK BY SYNCHRONOME, LONDON, CIRCA 1920

the 10in. silvered dial signed as per title with sweep minute hand and subsidiary minute and second dial, contained in wooden bulkhead case with rear access to lacquered brass electric movement – 14¾in. (37.5cm.) wide overall

£600-800

356.

A TYPE 5 UNIVERSAL HELIOCHRONOMETER FOR THE SOUTHERN HEMISPHERE BY PILKINGTON & GIBBS LTD, PRESTON, CIRCA 1906

the 9in. diam plate heavily constructed in brass inscribed with chapter ring screens (*one bent*) signed as per title and numbered 289 and secured to slate base – 12 x 14 x 14in. (30.5 x 35.5 X 35.5cm.)

£600-800



355



356



357

357.
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 25¼ x 8½in. (46 x 64 x 21.5cm.)

£2,500-3,500

358.
A FINE THEODOLITE BY TROUGHTON & SIMMS, LONDON, CIRCA 1900

constructed in oxidised and lacquered brass, the 10in. main tube with threaded rack-and-pinion fine focus to objective, quadrant mounted to A-frame on platform, two further levels, combination adjustable socket mounting, contained in original fitted box with plummet – 12in. (30.5cm.) wide

£300-500

359.
AN IMPRESSIVE LACQUERED BRASS THEODOLITE BY JOSEPH HART, BIRMINGHAM, CIRCA 1800

with 18in. telescope with bubble level, mounted to plate inscribed *Hart Fecit Birming.m*, quadrant mounted over silvered compass, the bedplate with numbered arms on circular wood display base – 13in. (33cm) high

£400-600



358



359

360.

**A PARKES & HADLEY PATENT
BRASS TABLE ORRERY, LONDON,
CIRCA 1880**

the 10in. cast iron calendar plate with geared push mechanism to 3in. George Phillip & Son globe and moon orbit, the plate inscribed *Parkes & Hadley Patent Orrery*, on a brass foot (lacking candle sconce and reflector) – 9½in. (24cm.) high overall

£600-800



360

361.

**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 Phillip & 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, indicators and pencil, securing hooks and carry handle, approximately — 10½in. (26.5cm.) square

£400-600



361

362.

**A 9IN. CELESTIAL GLOBE PUBLISHED BY
MALBY AND ISSUED BY J. WYLD, 1860**

coloured gores with maker's label inscribed *MALBY'S CELESTIAL GLOBE collated from the works of Piazzi, Bradley, Hevelius, Meyer, La Caille & Johnson Reduced to the Year 1860 / J WYLD LEICESTER SQ., LONDON*, mounted in calibrated brass meridian with swivel indicator, on original turned wooden base – 14in. (35.5cm.) high

£500-700



362

363. Ø

A 16IN. RADIUS VERNIER OCTANT, CIRCA 1790

with ebony T-frame, inset ivory scale divided to 100°, brass index arm with vernier, pinhole sights, interchangeable shade, noteplate and brass pin feet — 18in. (46cm.) high overall
£600-800



364

364. Ø

A 13½IN. RADIUS VERNIER OCTANT BY ROBERT BANCKS, STRAND, LONDON, CIRCA 1790

with ebony T-frame signed on the crossbar *R. Bancks, Strand, London*, inset ivory scale divided to 95° with Ramsden division engine mark by 50°, brass index arm, double pinhole sights, interchangeable shades, mirrors, noteplate and brass pad feet, contained in stepped mahogany box of issue — 18in. (46cm.) wide
£500-800



363

365. Ø

AN 11½IN. RADIUS VERNIER OCTANT BY SPENCER BROWNING & RUST, LONDON, CIRCA 1790

the ebony T-frame with maker's plate as per title, inset ivory scale with SBR mark to centre, divided to 95°, brass index arm with clamp, double pinhole sight, mirrors, three interchangeable shades, contained within stepped keystone case — 15in. (38cm.) high
£400-600

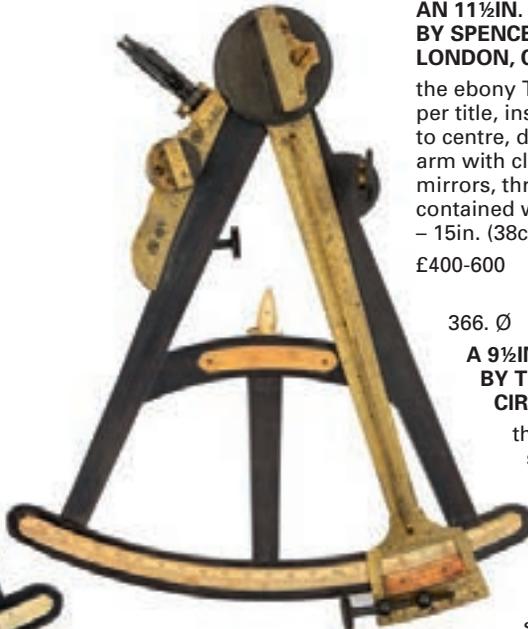


365

366. Ø

A 9½IN. RADIUS VERNIER OCTANT BY THOMAS HARRIS, LONDON, CIRCA 1810

the ebony 'T' frame with ivory scale divided to 105°, lacquered brass vernier signed *Thos. Harris, London*, pinhole sight with swivel filter, three shades, mirrors, pencil finial and noteplate, contained in stepped wooden case with trade label for Matheson, Leith — 11½in. (29cm.) wide
£350-450



366

367.

**A RARE, POSSIBLY UNIQUE,
PROTOTYPE NAVIGATION
COMPUTER BY HENRY
HUGHES & SON LTD, CIRCA
1935**

constructed principally in brass with various semi-circular scales marked for north declination, hour angle with micrometer setting, altitude and azimuth, optical illuminated eyepiece, set on a semi-circular articulating guide with switch, lamps, cable and plug, the base inscribed *H.H. & S. Ltd London*, the whole revolving upon a circular base set on a removable mahogany plinth with drop-on lid secured with clips, approximately —12in. (30.5cm.) cubed

£200-400

This instrument was an attempt to solve the PZX navigational 'circular triangle' and speed up the complex established system based upon Bygrave-type slide rules and tables. It is known that E.J. Willis had developed a similar, though rather more complex, device. There was, at this time, intense competition between manufacturers to perfect a viable instrument and this example appears to be one such attempt that probably failed on grounds of cost.



367

368.

A 6½IN. RADIUS VERNIER SEXTANT BY J. COMBES, DEVONPORT, CIRCA 1900

with oxidised brass three-circle frame, the arc numbered 9602 and signed *J. Combes Opticians & Instrument Maker, Devonport*, inset silvered scale divided to 140°, vernier inscribed *G.C.P. Menzies R.N.* with reflector and swivel magnifier, interrupted telescope mount, seven shades, two mirrors, wooden handle and pin feet, contained in fitted box of issue with sighting tubes and test certificate dated 1959 — 10¾in. (27cm.) wide; **together with** another with lattice frame, *unsigned* (2)

£200-300



368



369

369.
A TECHNICAL SCALE MODEL OF A ROOF TRUSS BY G. COUSENS LTD, MANCHESTER

with green and red painted iron frame with wooden beam sections, mounted on display base with maker's plate signed as per title — 13¾ x 38 x 6in. (35 x 96.5 x 15cm.)

£150-250

370.
A 19TH CENTURY INHALER BY ALLEN & SON, LONDON

with pierced support with burner and side handles, supporting a separate dome-topped inhaler with threaded cap, maker's label and jointed inhalation pipe — 14in. (35.5cm.) high

£200-400

372.
A RARE GLASS WATER PRISM BY OTTO BOETTGER, ADELAIDE, CIRCA 1885

now disassembled to component parts, one part with glass plug — 4in. (10cm.) high; **together with** a set of 60 opaque 'xtal' crystal shapes, early 20thC, each numbered '4' in red ink, the central example numbered 5563, shaped to conform to an approximate ovoid and contained within wooden case with cardboard filling and counter-numbered paper label — 9 x 16in. (23 x 40.5cm.) wide (box); and a prism and scale in leatherette box

(3)

£200-300

373.
AN EARLY 20TH CENTURY DIP NEEDLE

unsigned, with silvered scale swivel-mounted in wooden chamber with bevelled glass panels, bubble level and adjustable feet — 10½in. (26.5cm.) high

£150-250



370



372 (part)



373



374



375



376 (part)

375. Ø

A FINE MARINE BAROMETER BY WATKINS & HILL, LONDON, CIRCA 1830

with silvered scale signed as per title at top, thermometer divided for Fahrenheit and Réaumur scales, brass reservoir weight, with brass framed glass panels and suspension ring – 37in. (94cm.) high
£600-800

376.

AN IMPROVED SYMPIESOMETER, CIRCA 1900

unsigned, with 14in. silvered plate inscribed with measurements for heat, humidity with tubes fitted as appropriate and volvelle top right, in decorated wooden case – 15½in. (39.5cm.) high; **together with** a Sykes hydrometer complete with slide rules in plush-lined case, two thermometers and a small copper humidifier

(5)

£200-300

377.

A RARE TIDE TABLE / CALCULATOR BY RALPH WALKER, CIRCA 1795

constructed in brass with base plate and two volvelles, signed and inscribed to centre *Walker's Tide Table*, the outer ring divided 1-30, the middle 1-29 with crescent moon, the inner XII-I-XII with compass markers at 90° stages — 2in. (5cm.) diam

£600-800

Ralph Walker (1749-1824) was born in Scotland but settled in Jamaica before returning to London in 1792 to present a new pattern compass before the Board of Longitude. Although awarded £200, it was a failure but Walker remained and designed this tide table which was a pattern taken up by George Adams II.

378.

A FOB COMPASS, CIRCA 1800

unsigned, with 1½in. enamel dial, steel indicator with jewelled pivot, contained in gilt brass open fob-type case with suspension loop and indicator clamp — 2½in. (6cm.) high

£150-200

379.

A LACQUERED BRASS GUNNER'S LEVEL BY CRICHTON, LONDON FOR THE INDIAN COLONIAL OFFICE, CIRCA 1830

signed as per title with broad arrow and government 'VRI' mark, bubble level and sliding steel indicator — 4½in. (11.5cm.) high
£500-800

374.

A RARE PORTABLE THERMOMETER BY C. TAGLIABUE, LONDON, CIRCA 1820

the mercury tube secured to silvered backplate engraved with Fahrenheit scale and noting levels for freezing, blood, fever etc., in fitted red leatherette case with suspension ring — 8½in. (21.5cm.) overall

£200-300



377



378



379

380. Ø

**A 11IN. SIX-DRAW
POCKET TELESCOPE
BY DAVIS OF DERBY,
CIRCA 1850**

with baleen-covered main tube signed as per title by eyepiece with dust slide, contained in fitted leather case – 4½in. (11.5cm.) overall (closed); **together with** a sharkskin covered single-draw telescope with horn cap intended as a walking stick accessory – 10½in. (26.5cm.); and starfinders by Phillips and the US Hydrographic Office

(4)

£200-300



380 (part)



381

381.

**A 19TH CENTURY SPECTROMETER BY GRIFFIN,
LONDON**

the lacquered brass drum with three numbered tubes to prism chamber, removable lid signed *Griffin, London*, swivel-mounted on gilt-lined ebonised iron tripod stand with separate gas tube attachment — 10in. (25.5cm.) high

£150-250

382. Ø

A SIMPLE MICROSCOPE, ENGLISH, CIRCA 1740

unsigned, constructed in brass with sliding pin/pincer sample support, folding lens and turned ivory handle, contained within a card case – 2½in. (6cm.) high

£150-250

383.

MICROSCOPE TRADE CATALOGUES

comprising Zeiss (1883), Bausch & Lomb (1906 & 1925) and Watson & Sons (undated but c1938)

Sold as seen

(4)

£80-120



382



384

384. Ø

A FINE WILSON-TYPE SCREW BARREL COMPENDIUM MICROSCOPE, ATTRIBUTED TO EDMUND SCARLETT, ENGLISH, CIRCA 1740

unsigned, the microscope with threaded ivory barrel, brass stage and turned ivory handle, six numbered nosepieces, slide box containing four aperture ivory slides with samples, contained in fitted plush-lined shagreen box of issue with some accessories — 7in. (18cm.) wide

£2,000-3,000

385.

A RARE ¼IN. OBJECTIVE BY A. ROSS, LONDON, CIRCA 1853

signed on the barrel *A. Ross, 1853* and contained within fitted brass case of issue counter-signed to lid; **together with** a ½in. example for *A. Ross, 1855*, two mounted prisms and a micrometer accessory

(5)

£150-250

386.

A LATE 19TH CENTURY SIMPLE POCKET MICROSCOPE, GERMAN

unsigned, comprising an ebonised mirror section with sprung slide top section contained within leatherette covered wooden box with instructions in German and mounting block; together with a single slide (eye of bee) – 3¼in. (9.5cm.) wide; **together with** a pocket microscope with label inscribed *thermom m/scope*; a set of ten 5½in. glass microscope scales numbered between 1:6,000 and 1:40 in leatherette case, and an optometer

(4)

£200-300

387.

A MICROPHOTO SLIDE BY J.B. DANCER, CIRCA 1850

with maker's label inscribed *£20 note*, no. 31, contained within later leatherette case

£60-80



388

388.

**A RARE WENHAM TYPE
BINOCULAR MICROSCOPE BY
WATSON & SONS, LONDON,
CIRCA 1888**

constructed in lacquered brass, signed on the tripod base as per title and numbered 1917, with twin pillar supports to calibrated mirror and sub-condenser stage, contained in fitted box with accessories including secondary eyepieces by Kelner; five nosepieces by Watson comprising ¼in., ½in., 2in., 12mm. and 25mm. and a bull's-eye condensing lens, box – 20 x 11½ x 10in. (50.5 x 29 x 25.5cm.)

£1,000-1,500

389.

**A MICROSCOPE OIL LAMP BY WATSON &
SONS, LONDON, CIRCA 1900**

signed on lacquered brass foot as per title, glass reservoir with stopper, hinged chimney with blue glass filter on adjustable support with loop handle – 11in. (28cm.) high; **together with** another unsigned but attributed to Watson with adjustable bull's-eye lens, and two associated lenses on stands

(4)

£200-300



389 (part)



390

390.
AN EXTREME TERRAIN FIELD MICROSCOPE BY COOKE MCARTHUR, PORTMAN SQUARE, LONDON, CIRCA 1959
 with 8x eyepiece, constructed in brushed and ebonised aluminium alloy, signed on the backplate *McArthur Microscopes Ltd, 30 Portman Square, London W1*, owner's name *P.D. Scott Maxwell* – 4in. (10cm.) wide
 £200-300



391

391.
A COLLECTION OF ENTOMOLOGICAL MICROSCOPE SLIDES
 comprising 54 slides prepared circa 1902, with subjects including caterpillar, spider, bee; **together with** some spore plates, most initialled and dated *R.H. 1902*, contained in numbered cardboard tray in a cardboard drop-front box
 £300-500



392 (part)



392

392.

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

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

£4,000-6,000

Provenance: Fred Enock and thence by descent.

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



392 (detail)

END OF SALE

OUR NEXT SALE IS SCHEDULED FOR 26TH APRIL 2022

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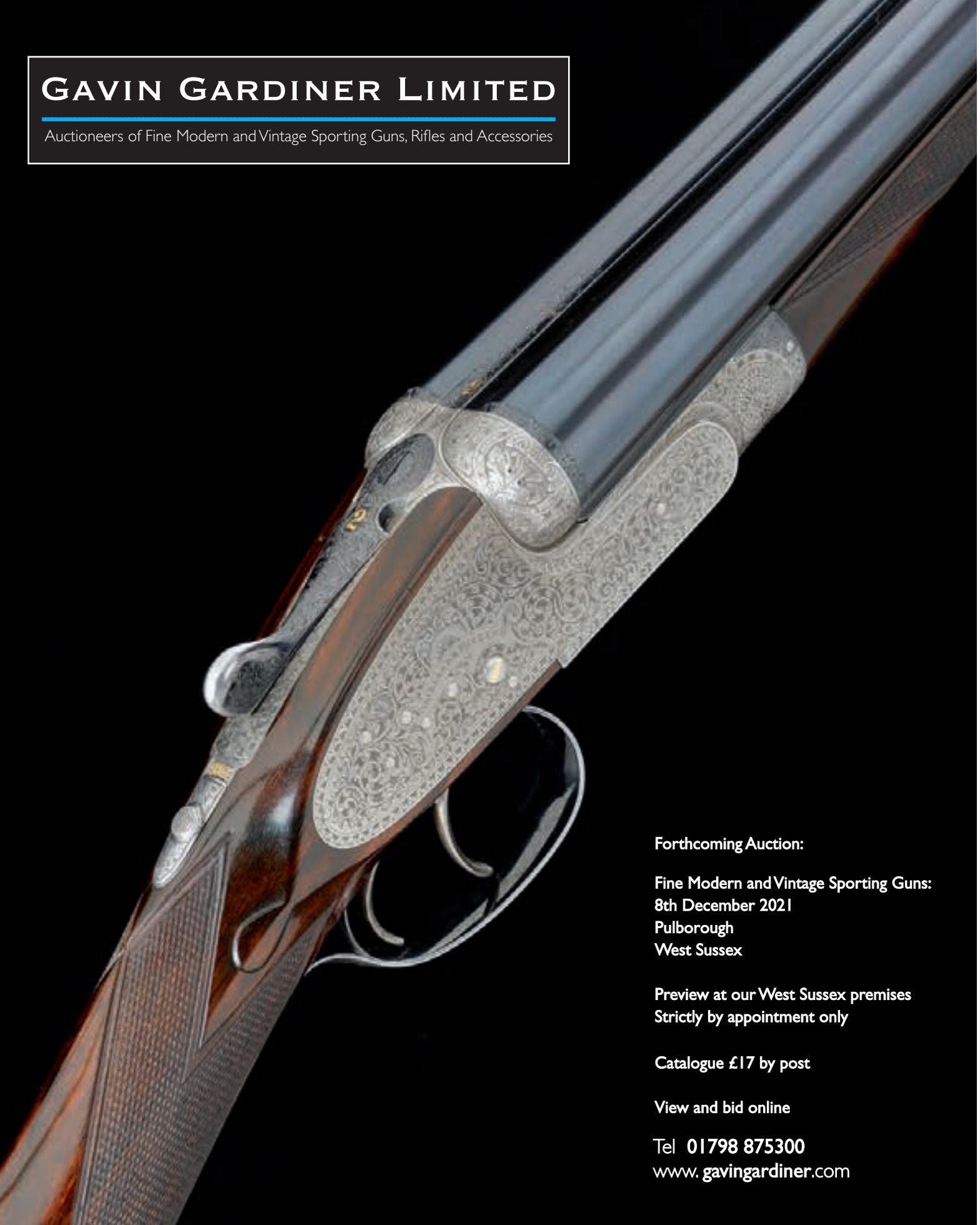
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Send to: 6 Imperial Studios, 3-11 Imperial Road, London SW6 2AG

Date: 2nd November 2021 **Code:** ZEPHYR

enquiries@charlesmillerltd.com | Fax: +44 (0)20 7806 5531

Name	
Address	
Post Code	
Tel/Mobile	
Email	
Signed Date	
If you would like to receive sales notifications and alerts from us, please select one or both of these options: Email: <input type="checkbox"/> Post: <input type="checkbox"/>	

Card Number
Cardholder Name
Card type (Visa/Mastercard/Debit)
Expiry Date 3 digit security code
Billing address (if different from above)
Cardholder Signature

We reserve the right to use these details if prompt payment is not received

IMPORTANT: Please bid on my behalf at the above sale for the following Lot(s) up to the hammer price(s) mentioned below. These bids are to executed as cheaply as is permitted by other bids or reserves and in an amount up to but not exceeding the specified amount. The auctioneer may opening the bidding on any lot by placing a bid on behalf of the seller. The auctioneer may further bid on behalf of the seller up to the amount of the reserve by placing responsive or consecutive bids for a lot

I agree to be bound by Charles Miller Ltd.'s Conditions of Business. If any bid is successful, I agree to pay a buyer's premium on the hammer price at the rate stated in the front of the catalogue and any VAT, or amounts in lieu of VAT, which may be due on the buyer's premium and the hammer price.

Lot No.	Description	£Bid Price

Methods of Payment

Charles Miller Ltd welcomes the following forms of payment, most of which will facilitate immediate release of your purchases.

Credit/Debit Card

There is no surcharge for payment by debit or credit card; however there is a limit of **£2,000** on debit cards and **£300** on credit cards. By signing this form you are authorising payment for this sale.

Sterling Bankers Draft

Must be drawn on a recognised UK bank.

Sterling Cash or Cheque

Cheques must be drawn on a recognised UK bank. We require five working days to clear a cheque without a letter of guarantee from your bank. Cash payments above £6,000 will not be accepted without prior arrangement.

Wire transfer to our Bank

This is our preferred method of payment and payments over £2,000 must be made by this method.

Electronic transfers may be sent directly to our Bank:

HSBC Bank Plc
38 High Street Dartford
Kent DA1 1DG
IBAN No.: GB47MIDL40190401754750
BIC.: MIDLGB2128K
Sort Code: 40-19-04
Account No.: 01754750
Account Name: Charles Miller Ltd
Please ensure all bank charges are met so that we receive the total invoiced amount

Charles Miller Ltd

Catalogue Subscription Form

In order to avoid missing a sale why not subscribe and receive the catalogue directly from the printer's mailing house. Subscribers receive at least two catalogues per annum and are kept up-to-date with sale-related events at Charles Miller Ltd.

Name (Block Capitals)

Address

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.....

Post/Zip Code

Telephone Number

Signature

Date

E-mail

By completing your email details, you agree to receive Charles Miller Ltd e-mailings

SUBSCRIPTION COSTS (including postage)

UK £40

Europe £45

Rest of the world £50

Please make cheques payable to **CHARLES MILLER LTD** and send to Charles Miller Ltd, 6 Imperial Studios, 3/11 Imperial Road, London SW6 2AG, United Kingdom, or alternatively fax your details to us on +44 (0) 207 806 5531

Credit/Debit Card Information

Mastercard

Visa

Debit/Switch

Card Number

Expiry Date

3-digit Security Code

Please debit my card for the amount shown above

SIGNED

If you would like to receive sales notifications and alerts from us, please select one or both of the options below; Or email enquiries@charlesmillerltd.com

Email:

Post:

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

CM and the Seller make no representations or warranties as to whether any lot is subject to import, export or copyright restrictions. It is the Buyer's sole responsibility to obtain any copyright clearance or any necessary import, export or other licence required by law, including licences required under the Convention on the International Trade in Endangered Species (CITES).

7. Conduct of the Auction

- (a) The auctioneer has discretion to refuse bids, withdraw or re-offer lots for sale (including after the fall of the hammer) if (s)he believes that there may be an error or dispute, and may also take such other action as (s)he reasonably deems necessary.
- (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.*

"Counterfeit" means an item of Property that in Charles Miller Ltd.'s reasonable opinion is an imitation created with the intent to deceive over the authorship, origin, date, age, period, culture or source, where the correct description of such matters is not included in the catalogue description for the Property.

Property shall not be considered Counterfeit solely because of any damage and/or restoration and/or modification work (including, but not limited to, recolouring, tooling or repainting).

Please note that this guarantee does not apply if either:-

- (i) the catalogue description was in accordance with the generally accepted opinions of scholars and experts at the date of the sale, or the catalogue description indicated that there was a conflict of such opinions; or
- (ii) the only method of establishing at the date of the sale that the item was a counterfeit would have been by means of processes not then generally available or accepted, unreasonably expensive or impractical; or likely to have caused damage to or loss in value to the Property (in Charles Miller Ltd.'s reasonable opinion); or

- (iii) there has been no material loss in value of the Property from its value had it accorded with its catalogue description.

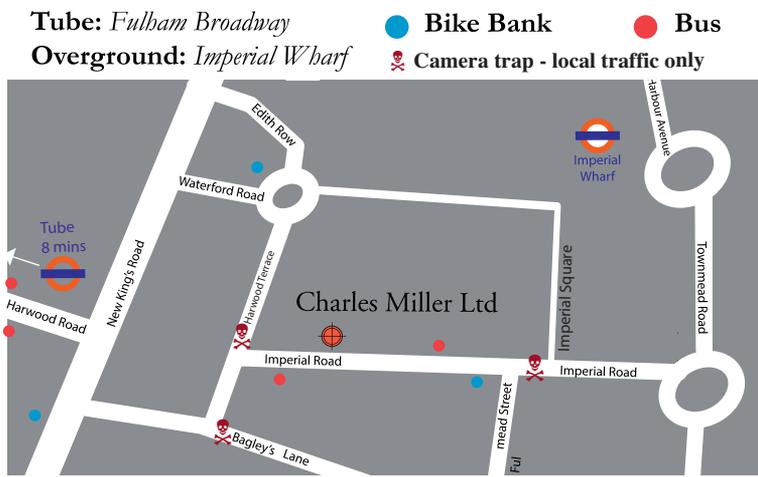
To claim under this guarantee the Buyer must:-

- (i) notify Charles Miller Ltd. in writing within one (1) month of receiving any information that causes the Buyer to question the authenticity or attribution of the Property, specifying the lot number, date of the auction at which it was purchased and the reasons why it is believed to be Counterfeit; and
- (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.



Payment

Payment is due in sterling at the conclusion of the sale and before purchases can be released. Our preferred method of payment is by electronic bank transfer and amounts over £2,000 must be made by this method.

Electronic transfers may be sent directly to our Bank (please add any additional bank charges ensuring we receive the full receipted amount):

HSBC Bank Plc	Account Name: Charles Miller Ltd
38 High Street	Account Number: 01754750
Dartford	Sort Code: 40-19-04
Kent	IBAN Number: GB84HBUK40190401754750
DA1 1DG	BIC.: HBUKGB4128K
	Swift Code: MIDLGB22

We are pleased to accept major credit and debit cards (regrettably we are unable to accept American Express), for which there is no surcharge. There is a limit of £2,000 on debit cards and £300 on credit cards. Cash payments above £6,000 will not be accepted without prior arrangement. Please note that we require five working days to clear sterling cheques unless special arrangements have been made in advance of the sale.

Storage

On receipt of cleared funds, lots can be collected from Charles Miller Ltd.'s premises at 6 Imperial Studios, 3/11 Imperial Road, London SW6 2AG. Please note that collection is **BY APPOINTMENT** on +44 (0) 207 806 5530. **All lots should be cleared within a month of the auction date**, after which they will be transferred to a third party for storage. A transfer fee of £10 per lot plus all incurred transfer and storage costs due to the third party will be payable prior to release.

Post Sale Collection

If a lot is robust enough to be posted at the buyer's risk, we will do our best to oblige for a modest admin charge. We are not professional packers and will only use what second-hand materials are to hand and cannot accept responsibility for lots which are lost or damaged in transit. We strongly suggest that complex/fragile/large lots are referred to a shipper for quotation purposes before the sale - please ask for details.

THE FOLLOWING VAT SYMBOLS ARE USED:-

For lots imported from outside the UK: -

- ‡ For items over 100 years old: import VAT of 5% payable on whole hammer price, less premium (a further 20% is payable on the premium.)
- Ω For items under 100 years old: import VAT of 20% payable on whole hammer price, less premium (a further 20% is payable on the premium.)

For lots sold from within the UK:-

- † If the client is VAT registered and not using the Auctioneers' Special Scheme, full VAT at 20% is levied on the hammer price and premium.

ARTIST'S RESALE RIGHT ("DROIT DE SUITE")

If a lot is affected by this right it will be identified with the symbol δ next to the lot number. The buyer agrees to pay to Charles Miller an amount equal to the resale royalty and we will pay such amount to the artist's collecting agent. Resale royalty applies where the hammer Price is 1,000 Euro or more and the amount cannot be more than 12,500 Euro per lot. The amount is calculated as follows:

Royalty For the portion of the Hammer Price (in Euro)

4.00%	up to 50,000
3.00%	between 50,000.01 and 200,000
1.00%	between 200,000.01 and 350,000
0.50%	between 350,000.01 and 500,000
0.25%	in excess of 500,000

invoices will, as usual, be issued in Pounds Sterling. For the purposes of calculating the resale royalty the Pounds Sterling/Euro rate of exchange will be the European Central Bank reference rate on the day of the sale. Since 1st January 2012 Droit de Suite extends to the estates of artists deceased for up to 70 years.



Charles Miller Ltd

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