

Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 30th April 2019



Auction Enquiries and Information

Sale Number: 023
Code name: HESPERUS

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- + In person, registration required
- + Absentee bid, see form on page 126
- + Telephone, where available, must be booked by 12noon on Monday 29th April.
- + Online, via third-party websites:

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Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY AUCTION AT

25 Blythe Road, London, W14 0PD

Tuesday 30th April 2019 at 11am, precisely

POST SALE COLLECTION

Important Notice: Lots not collected by 5pm on day of sale will be available on
Wednesday 1st May at 2pm from:

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

Public Exhibition		Order of Sale	
Saturday 27th April	12pm-5pm	Pictures and Naval	1-61
Sunday 28th April	12pm-5pm	Sailor Art	65-97
Monday 29th April	10am -5pm	Shipwreck and East India Co.	100-125
Tuesday 30th April (Limited View Only)	10am-11am	Collectables inc Rowing, Liner and Fittings	128-167
		Instruments	170-249
		Ship Models	250-287

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

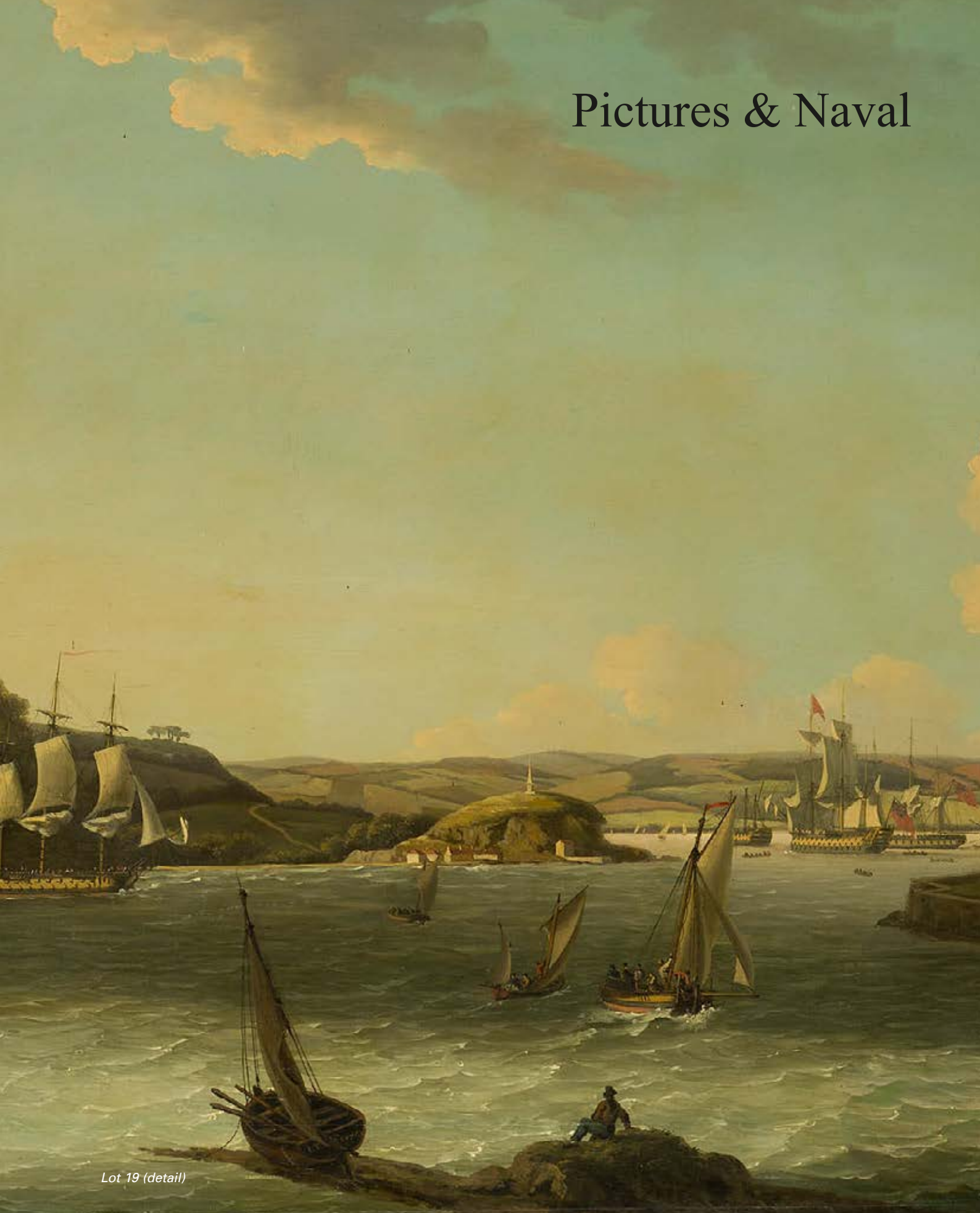
Condition may be mentioned in italics within brackets at the end of a description; detailed condition reports may be had from CM Ltd. prior to sale and are for reference only. Clients should satisfy themselves in person wherever possible as to the condition of a lot, or ask an agent to inspect it for 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

Pictures & Naval





1

1

JOSEPH HONORÉ MAXIM PELLEGRIN, (ITALIAN, 1793-1869)

Brig 'Eleanor' of Sunderland, Captain William Cockburn entering the port of Marseille Febry 26, 1846

Watercolour

Signed 'J. Pellegrin Marseilles 1846' (lower right)

16 x 22in. (40.5 x 56cm.)

£500-800



2

2

J.M. VAN BRAAM (DUTCH, 19TH CENTURY)

Gibraltar, circa 1820

Watercolour and gouache

Signed on reverse 'J.M. Van Braam'

10¾ x 24½in. (27.5 x 62cm.)

£400-600



3 (part)

3

CHINESE SCHOOL, LATE 19TH CENTURY

Studies of Junks

Watercolour

Each 13 x 14½in. (33 x 37cm.)

(2, a pair)

£300-500



4

4

THOMAS BUSH HARDY (BRITISH, 1842-1897)

Deal and Calais fishing boats off Calais

Watercolour heightened with bodycolour

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

11 ¼ x 24 ¾ in. (28.5 x 63cm.)

£300-500



5

5

ALFRED HERBERT (BRITISH, 1810-1861)

Pulling in the nets

Watercolour heightened with bodycolour

Signed 'A. Herbert' (lower right) and numbered '314' (lower left)

12 x 30 in. (30.5 x 76cm.)

£250-350



6

6 ♂

GEORGE AYLING (ENGLISH, 1887-1960)

The mouth of the Thames at dusk

Watercolour

Signed 'Geo. Ayling' (lower right)

15 x 21½in. (38 x 55cm.)

£200-400



7 (part)

7 ♂

ERIC TUFNELL (BRITISH, 1888-1978)

'Flying Cloud' 1851; 'Vermont' U.S. clipper bark; 'Sea Witch'; 'Surprise'; 'Flying Eagle'

Watercolour

All signed and dated 'E. Tufnell 1975' and inscribed with titles (lower left)

Largest 14¼ x 20½in. (36 x 52cm.)

(5)

£400-600



8

8

FRANZ JOHANN WILHELM HÜNTEN (GERMAN, 1822-1887)

Dutch coastal scenes, a set of three

Watercolour

All signed 'F. Hüntén' (lower right)

Largest 8 x 10¼in. (20 x 26cm.)

(3)

£300-500



8



8



9

9

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Loch Fyne

Watercolour, in original giltwood frame, J.B. Bennett & Sons
Glasgow label to reverse

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

6 x 12½in. (15 x 32cm.)

£600-800



10

10

FOLLOWER OF THOMAS HART (BRITISH, 1830-1916)

Shipping off Whitby Abbey

Watercolour with scratching out

Bears a signature

16 x 22¼in. (40.5 x 57cm.)

£250-350

11 δ

NORMAN WILKINSON (BRITISH, 1878-1971)

*R.M.S. 'Mauretania' Rafted Up To A Transport,
Off The Coast Of Gallipoli, 1915*

Watercolour

Signed 'Norman Wilkinson' (lower left)

21 x 14in. (53.5 x 35.5cm.)

£2,000-3,000

Mauretania was used as a troop ship during WWI. Norman Wilkinson was located at the Dardenelles for the duration of the campaign. It is thought this is one of a set of watercolours considered for his book *The Dardenelles, Colour Sketches in Gallipoli* 1916.



11



12

12

WILLIAM EDWARD WEBB (ENGLISH, 1862-1903)

Liverpool: An Inman liner (probably the S.S. 'City of Chicago') with Dock Board building to the left

Oil on canvas

Signed 'W. Webb' (lower left)

15½ x 23½in. (39.5 x 59.5cm.)

£1,500-2,500

Provenance: With the Hampshire Gallery, 1990

Inman Line ships, distinguished by a single white stripe on a black funnel, had distinctive rigs and funnel arrangements. The later ships often had three close funnels supplemented by two or three masts of various rig. The vessel depicted here is notable for having a pair of funnels and four masts of which the *City of Chicago* (launched 1883 - wrecked 1892) seems to be the only candidate.



13

13 6

FRANK HENRY MASON (BRITISH, 1875-1965)

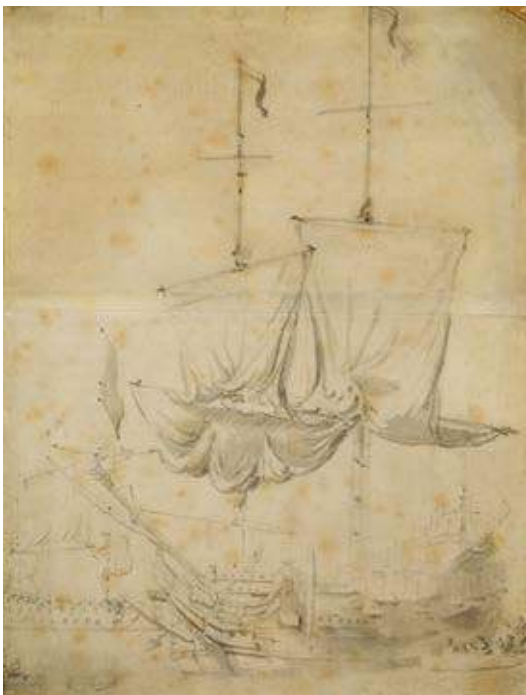
Willem Barentsz probably anchored off Spitzbergen Island in 1596

Oil on canvas

Signed 'Frank H. Mason' (lower right) with possible printing instructions inscribed verso

19¾ x 25½in. (50 x 65cm.)

£800-1,200



14

FOLLOWER OF WILLIAM VAN DE VELDE (DUTCH, 17TH CENTURY)

Study of a warship

Pencil and grey wash on conjoined sheets

Bears indistinct signature

19 x 14in. (48.5 x 35.5cm.); **together with** a copper engraving of Fort William at Bengall, after Lambert & Scott, engraved by Van der Gucht (laid down to card, old tears, browned overall) — Pl. 17½ x 24in. (44.5 x 61cm.)

(2)

£200-400

14



15

15

ATTRIBUTED TO PETER MONAMY (BRITISH, 1681-1749)

An Admiralty yacht saluting the departure of a visiting captain, with warships becalmed beyond

Oil on canvas, in carved giltwood frame

23¼ x 28¾in. (59 x 73cm.)

£1,500-2,000



16

16

PETER MONAMY (BRITISH, 1681-1749)

A ship on fire at night

Oil on canvas

Signed 'P. Monamy Pinx' (lower left)

24 x 29.5in. (61 x 75cm.)

£500-800



17

17

PETER MONAMY (BRITISH, 1681-1749)

An Admiralty yacht escorting a Vice Admiral of the Red off a coast

Oil on canvas

Signed 'P. Monamy' (lower left)

28½ x 45¼in. (72 x 115cm.)

£4,000-6,000



18

18

THOMAS LUNY (ENGLISH, 1759-1837)

74-gun ship in company with a Truro fishing smack off the Longships Lighthouse and Land's End, Cornwall

Oil on canvas

Signed and dated 'Luny 17**' (lower left on barrel)

15½ x 20in. (39 x 51cm.)

£1,500-2,500



19

19

JOHN THOMAS SERRES (ENGLISH, 1759-1825)

The Entrance to Plymouth Sound: a Vice Admiral of the Red drying his sails with his squadron laid up in ordinary, flanked by Mount Edgcumbe House and Saltram House with Devil's Point Fort

Oil on cradle panel, in carved gilt frame

Signed 'J.T.Serres' on stern of boat (lower mid-left) and dated '1808' on rock (lower centre)

29½ x 49in. (75 x 124.5cm.)

£10,000-15,000

Provenance: With Leggatt Brothers, London, 1963



19 (detail)



19 (detail)



20

20

ATTRIBUTED OF NICHOLAS POCKOCK (ENGLISH, 1740-1821)

Glorious First of June, H.M.S. 'Queen Charlotte' forcing the French line

Watercolour over pencil

Inscribed with title

14 x 20½in. (35.5 x 52cm.)

£500-800



21

21

JOHN DOWNMAN (WELSH, 1750-1824)

Mrs King and daughter

Chalk, watercolour and gouache, within substantial cast gilt brass frame with label for J. Ledger & Son, Bond Street, 1946 to reverse
Signed Jo. Downman (in sea, left of shoulder)

11¾ x 9¾in. (30 x 25cm.)

The sitter was the wife of Capt. King R.N. and daughter of Admiral Sir John Duckworth. Studies for each subject are contained within the British Museum.

£600-800



22 (part)

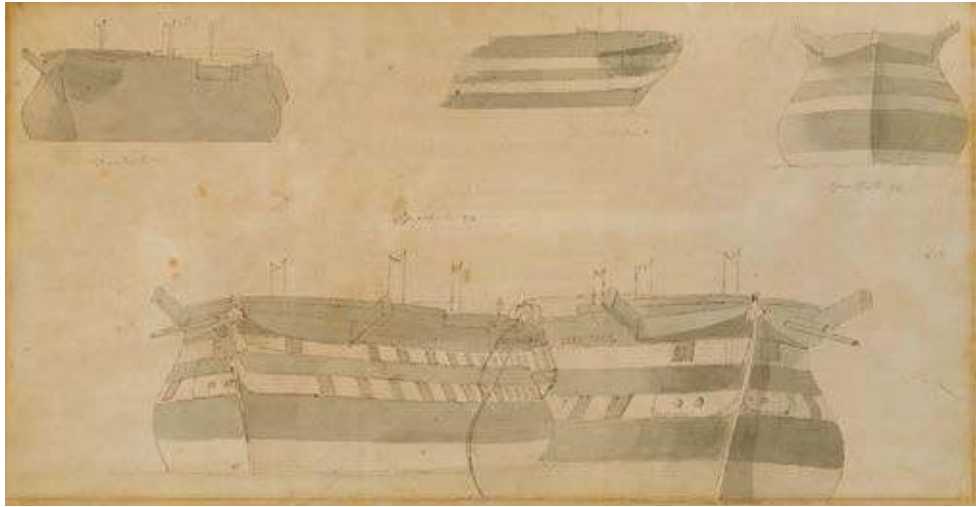
22

A PARIANWARE BUST OF LORD NELSON BY JOSEPH PITTS, LONDON 1853

after the model by John Flaxman, the reverse impressed with maker's marks and inscription – 9½in. (24cm.) high; **together with** a drawing of a Napoleonic two-decker (possibly *Ajax*) running out studding sails signed 'R.H. Dean' (lower right) – 9 x 7in. (23 x 18cm.)

(2)

£300-400



23

23

ENGLISH SCHOOL, MID-19TH CENTURY

Studies of H.M.S. 'Spartiate'

Wash over pen and ink, laid down

Inscribed 'Spartiate 74' and 'E. Lent'

10 x 19in. (25.5 x 48cm.)

£300-500

Spartiate was the last ship in Nelson's weather column at Trafalgar where she successfully fought the *Neptuno* amongst others. Passing in and out of commission thereafter, she was retired as a sheer hulk in 1842 and was broken fifteen years later. It's not clear when or why these sketches were made, but they show interesting contemporary perspectives of an historic ship. The union flag flown by her at Trafalgar was sold in these rooms on 21 October 2009, lot 53.



24

24

ENGLISH SCHOOL, CIRCA 1780

The Rev. Dr Lawrence Halloran, D.D., Chaplain on the 'Britannia' at Trafalgar

Oil on canvas

15 x 12in. (38 x 30.5cm.)

£500-800



25

25

HILLEBRAND DIRK LOEFF (DUTCH, 1774-1845)

Portrait of a Dutch Naval Officer, circa 1840

Oil on canvas

Signed 'Loeff Fecit' (mid-lower left, by epaulet)

24 x 19½in. (61 x 49.5cm.)

£300-500



26



27

Sir James Clark Ross (1800-1862) took part in four Arctic expeditions with **Sir William Parry (1790-1855)** between 1819 and 1827 and between 1829-1833 served on his uncle, **Sir John Ross's (1777-1856)** second Arctic expedition. It was during this latter voyage he led a small party that discovered magnetic north on 1st June, 1831. Magnetic dip was discovered towards the end of the 16th century but instruments to record it were developed quite late and it was only in the 1830s that **Robert Were Fox (1789-1877)** developed one that could be used as an aid to marine and polar navigation and Parry's must have been one of the earliest models used - a fact he recorded by proudly incorporating a depiction of one in his family crest.

26

SIR JAMES CLARK ROSS: A RARE PLATE FROM HIS PRIVATE SERVICE COMMEMORATING THE DISCOVERY OF MAGNETIC NORTH, 1ST JUNE, 1831

the rim with cartouche incorporating the family 'fox's head erased' crest next to a dip circle and Union flag inscribed in gilt *1st June 1831*, arsenic green field with gilt pie crust border, the reverse with maker's green transfer for Copeland & Garrett late Spode — 9¼in. (23.5cm.) diam

£1,000-1,500

27

SIR JAMES CLARK ROSS: A RARE PLATE FROM HIS PRIVATE SERVICE COMMEMORATING THE DISCOVERY OF MAGNETIC NORTH, 1ST JUNE, 1831

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£1,000-1,500



26 and 27 (detail)



28

28

A MANUSCRIPT AND WATERCOLOUR POCKET BOOK OF NAVAL SIGNALS, CIRCA 1800

completed in a clear copperplate hand and comprising twenty pages of numbered signals described with watercolour pennants including 173 numeric 'significations' decoded, 22 'pendant' signals, distress signals, signals made 'with sail and guns', 17 signals for 'Calling Officers to take Orders', Fire Ship signals (five of nine completed); 19 'Fog signals'; 'Signals made by Private Ships and used by the Admiral occasionally comprising approximately seventy signals over five sides; and six 'Signals made with Jacks, Pendants, and Whefts', the end pages with some loose silk colour samples, some blank panels with flags and pendants, bound between marbled card with securing flap (some pages loose, several ?personal note pages at rear cut out, some foxing, staining, old wear) — 6 x 4in. (15 x 10cm.)

£600-800



29

29

FISHER'S DISPLAY OF THE NAVAL FLAGS OF ALL NATIONS, 1838

Fisher & Jackson (publisher), London, hand-coloured frontispiece and 15 hand-coloured plates displaying 224 flags (plate 8 in facsimile), with index, modern half-calf and marbled boards. Despite being one of the earliest inexpensive flag guides available to the public, copies of this title are surprisingly scarce.

£100-150



30

30

AN 18TH CENTURY ENGRAVING OF CAPTAIN JAMES COOK

after the portrait by Nathaniel Dance engraved by J.K. Sherwin and contained within original Hogarth frame, including frame — 15¼ x 13¼in. (39 x 33.5cm.)

£250-350



31

31

ROBERT TAYLOR PRITCHETT (BRITISH, 1828-1907)

The Funeral of Capt. Campbell R.N. of H.M. Yacht 'Victoria & Albert II', 1877

Watercolour

Signed 'R.T. Pritchett' (lower left) and inscribed 'Feb 19 1877 -- Hampton' (lower right), label verso with title, date & signature

4¾ x 6½in. (12 x 16.5cm.)

£100-150

Captain Hugh Campbell was appointed Captain of the Royal Yacht on 1st January, 1877 but died at Hampton of typhoid fever on the 12th February.



33

33

A VICTORIAN NAVAL OFFICER'S DIRK BY GIEVE & SON, PORTSMOUTH

the 18in. blued blade with gilt etching and 'VR' cypher, signed by handle as per title, regulation acorn pattern hilt with shagreen grip, contained within scabbard of issue – 24in. (61cm.) long overall

£250-350



32

32

A PAIR OF ELECTRIC GIMBAL LIGHTS FROM THE H.M. ROYAL YACHT 'ALBERTA', CIRCA 1900

constructed in brass, the gimballed weights drilled for electrical cord and with period inscription *FROM H.M. ROYAL YACHT 'ALBERTA' 1863-1913*, now with modern bayonet bulb attachments — 13in. (33cm.) high

£500-800



34

34

A ROYAL NAVAL BICORN HAT OF CIVIL RANK, CIRCA 1890

of regulation pattern constructed in beaver felt with bullion tassels and gold braid over the cockade, contained in shaped tôleware case of issue; **together with** a pair of regulation naval bullion loop epaulets for a chief carpenter contained within tin case of issue with maker's plate for Matthews & Co., Portsea; and a Kaisermarine type dirk with associated scabbard

(3)

£150-250

Provenance: Lt Cmdr P.J. Patterson (1886-1965)



35

35

A RARE SET OF STANDARD MEASURES FOR THE ADMIRALTY VICTUALLING BOARD, BY Rd. VANDOME & CO., LONDON, 1826

heavily cast in brass for measures comprising Imperial gallon; half gallon, quart, pint, half pint, gill and half gill; the gallon inscribed with maker's name as per title and complete with side handles, each inscribed with Victualling Board's crossed anchor mark, rim punches for George IV and dated 1826 – gallon 6½ x 8in. (16.5 x 20cm.) excluding handle

(7)

£2,500-3,500



36

37

36

A SET OF GEORGE VI COPPER GROG MEASURES

of typical form with zinc lining and stamped for size comprising gallon, half gallon, quart, pint; half pint; 1½ gill; gill and half gill; each stamped with rim marks for GR6 – gallon 6½in. (16.5cm.) high excluding handle

(8)

£500-800

37

A ROYAL NAVY RUM PUMP, PROBABLY GEORGE VI

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

£150-250



38

39

38

A ROYAL NAVY GROG CASK, SECOND-HALF 20TH CENTURY

coopered oak with brass binding and lettering inscribed THE QUEEN GOD BLESS HER with slated lid with brass acorn knob handle – 20in. (51cm.) high

£600-800

39

A ROYAL NAVY GROG CASK PATTERN ICE BUCKET, SECOND-HALF 20TH CENTURY

modelled in oak after the traditional form with brass binding and lettering inscribed THE QUEEN GOD BLESS HER with internal liner for ice and loose wooden lid with acorn finial – 14in. (35.5cm.) high

£300-500



40

A PATTERN 20 BOAT COMPASS BY E. DENT & CO., LONDON, CIRCA 1908

the 4in. compass card mounted within liquid filled ebonised brass bowl with maker's marks signed as per title and numbered 44083, gimbal-mounted within typical temple topped wood and brass case with candle lamp with bevelled glass viewing port and carry handle, shade slide, hinged door to locking arm, complete with pasted instructions counted numbered and indistinct manuscript date probably 25th July 08 — 14in. x 12in. (36 x 30.5cm.)

£1,800-2,500

41

A COPPER AND BRASS BOAT BINNACLE COMPASS BY DENT, CIRCA 1840

the 2½in. card with jewel pivot mounted within liquid filled bowl, the rim inscribed in copperplate *DENT'S Patent Liquid Compass No. 1452, 61 Strand London*, gimbal-mounted within copper housing with gimbal securing switch to front, bevelled glass to port, folding carry handle and hinged lighting compartment containing burner with lower drawer with spare wicks and reflector, the back with hanging bracket — 8½ x 6½in. (21.5 x 16.5cm.)

£500-800



42

42

AN ADMIRALTY PATTERN CAST BRASS TILLER YOKE, CIRCA 1900

comprising two opposing dolphins with sheaths in their tails

£150-250



43

43

AN ANEROID BAROMETER BY A. REDIER, PARIS, FOR THE IMPERIAL RUSSIAN NAVY CIRCA 1890

signed on the 4in. silvered dial as per title with blued steel indicator, mounted in a brass base, the back engraved with Russian Naval Cyrillic marks for Kronstadt, and numbered 79 and 29 respectively — 6in. (15cm.) diameter overall

£400-600



44

44

A RARE WORKING ELECTRIC MODEL OF A WHITEHEAD TORPEDO, PRESENTED TO AN OFFICER IN THE THAI NAVY, 6TH FEBRUARY, 1914

constructed in nickel brass with central cigarette compartment with internal touch plates briefly operating contra-rotating impulse and guidance propellers, mounted on tapered wooden base with dual-language presentation inscription plate and inset battery compartment under — 5½ x 23½in. (14 x 60cm.)

£2,000-3,000



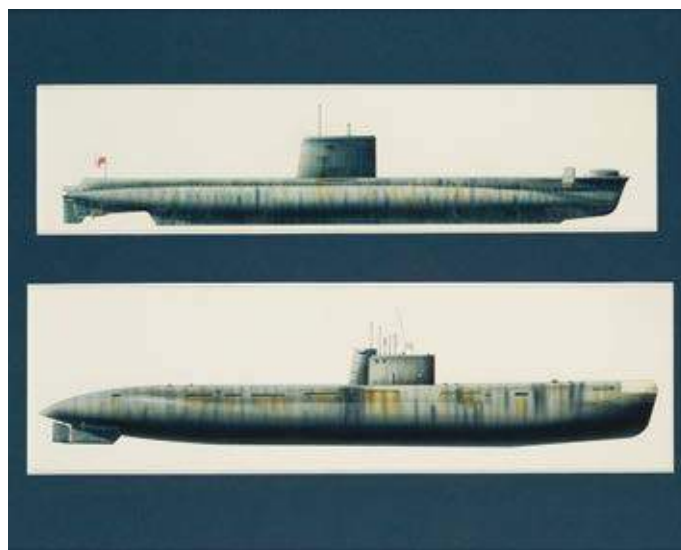
45

45

A GOOD 'FAITHFUL FREDDIE' TYPE SUBMARINE COMPASS, CIRCA 1910

the 3in. card signed and inscribed *Dobby McInnes Ltd, Capt. Chetwynd's Patent, No. 25965/06, Glasgow & London*, contained in a liquid filled bowl with counterweights brass azimuth circle numbered 7573, gimbal - mounted with wood and brass binnacle stand with correction spheres, electric light contact and sliding panel to lower magnet chamber with lugs for deck securing and double hinged brass cowl with handle and viewing ports — 18in. (46cm.) high x 16½in. (42cm.) wide

£1,000-1,500



46 (part)

46

A COLLECTION OF 20TH CENTURY WATERCOLOUR SUBMARINE PROFILES

mounted in four pairs inscribed to the reverses *Netherlands Walrus; Japan Uzushio; Russian Kilo Class; UK Type 2400 Upholder Class; China Romeo Class; Peru German Type 209; UK Oberon Class; Russia Tango* — framed size 14½ x 17½in. (37 x 44.5cm.); **together with** four profiles of unidentified cruisers, probably by the same hand, mounted in pairs, framed and glazed (6)

£250-350



47

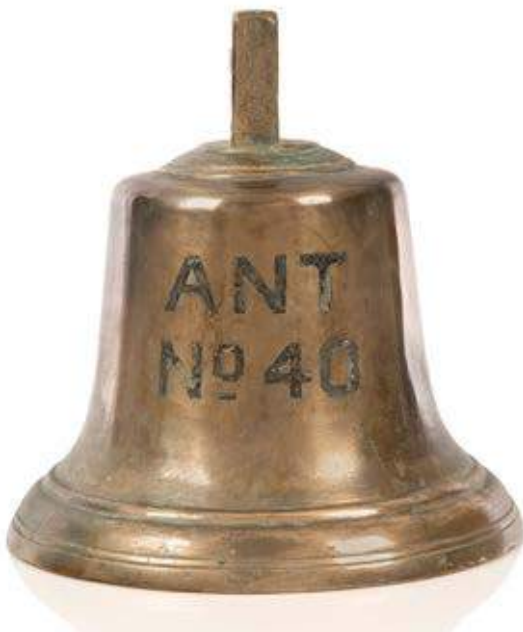
47

ADMIRAL SIR HENRY BERTRAM PELLY'S WHITE NAVAL ENSIGN, BELIEVED TO HAVE BEEN FLOWN ABOARD H.M.S. *TIGER* DURING THE BATTLE OF JUTLAND, 31ST MAY-1ST JUNE, 1916

constructed in stitched woollen bunting with canvas sleeve stencilled with maker's marks for Kirk, Hall & Co., Kidacre Street, Leeds, 1915 and 4 BDS Ensign White, pierced with brass suspension studs and brass hook attachments — 51 x 34in. (130 x 87cm.); **together with cap tallies from H.M. Ships *Tiger*, *Bryony* and *Invincible***

£500-800

Admiral Sir Henry Bertram Pelly (1867-1942) commanded H.M.S. *Tiger* at her commissioning actions at Dogger Bank (24th January, 1915) and Jutland (31st May-1st June 1916). Neither were terribly satisfactory for *Tiger*, Beatty's confused signalling at Dogger Bank allowed German ships to escape whilst making Pelly the scape goat; and at Jutland her gunnery was poor - of 303 13½in. shells fired, only three found their mark, whilst she was hit seventeen times with the loss of twenty-four killed and forty six wounded. Never-the-less, Pelly was awarded a CB for his conduct in the action. He was given shore-based posts thereafter and so it seems highly likely this flag was his souvenir from the biggest fleet action of modern times.



48

48

A BELL THOUGHT TO BE FROM ARMED NAVAL TRAWLER NO. 40, CIRCA 1915

of typical form and cast in bell metal with single suspension lug and iron staple within, moulded rim, inscribed to front with black filled lettering ANT No. 40 (lacking clapper) — 9½in. (24cm.) high

£250-350



49

49

AN HISTORICALLY INTERESTING BRASS PLATE COMMEMORATING THE ATLANTIC SPEED RECORD OF H.M.S. *INDOMITABLE*, JULY-AUG 1908 WITH THE PRINCE OF WALES ABOARD

inscribed with relevant details, list of engineering officers and officers decorated by the king, flanking an engraved ship's crest — 10 x 12in. (25.5 x 30.5cm.)

£150-250

An 'Invincible' Class battlecruiser, *Indomitable* was part of Admiral 'Jacky' Fisher's grand plan to evolve ever-faster lightly-armoured ships to out-gun an enemy with equivalent or superior fire power whilst remaining out of their range. It was a fatally flawed strategy as was repeatedly proven, but before the trials of War exposed their Achilles heels, they were considered to be amongst the most attractive and swift ships of their scale ever built. *Indomitable* was designed for a service speed of 25kts, but achieved 26.1 on trials. Fitted with two paired sets of Parsons direct drive turbines powered by 31 Babcock & Wilson boilers, she achieved an extraordinary 48,000bhp for three days in a row, averaging 25.3 kts. during a passage of the North Atlantic, an achievement marked for posterity by this lot.



50 (part)



50 (part)

50 δ

FRANK WATSON WOOD (ENGLISH, 1862–1953)

The Great Surrender Scapa Flow, December 1918

Watercolour heightened with bodycolour

Signed 'Frank Wood 1919' (lower right)

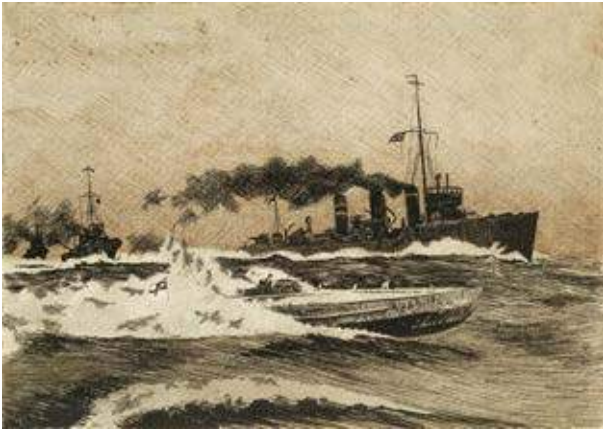
19¼ x 39½ (50 x 100cm.); **together with** a watercolour key by the

artist showing the disposition of the High Seas Fleet, 4 x 11½in.

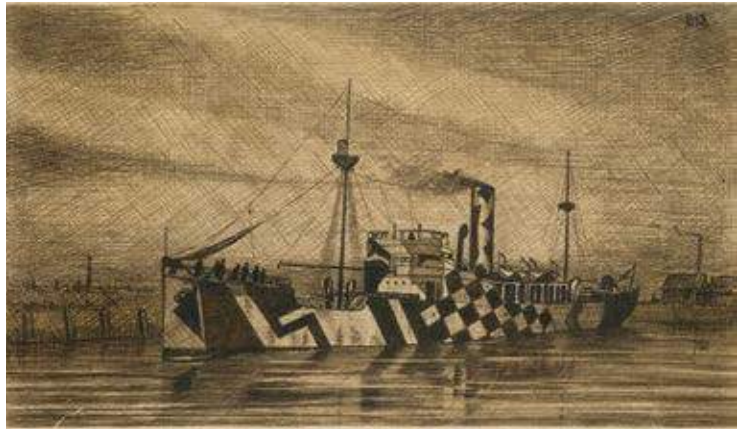
(10 x 29cm.); and cartouche describing the scene, each framed and glazed

(3)

£5,000–8,000



51 (part)



51 (part)

51

ENGLISH, 20TH CENTURY SCHOOL

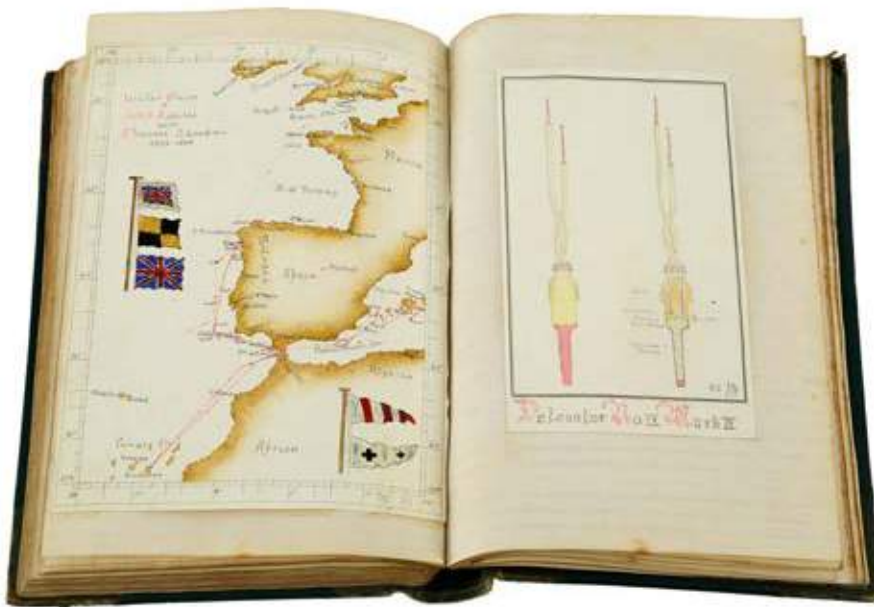
H.M.S. 'Q23' in dazzle camouflage

Pen and ink

4 x 7in. (10 x 18cm.); **together with** another by the same hand of H.M.S. *Hermione*; and a motor torpedo boat and destroyers

(3)

£150-250



52 (part)



54

52

A MIDSHIPMAN'S LOG BOOK COMPILED ON BOARD H.M.S. *NILE*, 15TH JANUARY 1893 TO 15TH MAY 1895

kept by A.B. Humphrey and comprising 192 pages liberally illustrated with 54 pen, ink and watercolour maps, charts and technical illustrations, half calf, spine gilt in compartments, folio — 13 x 8in (33 x 20.5cm.), volume printed by Waterlow & Sons, 1890; **together with** a Legion of Honour Chevalier class awarded to Mr Humphrey for services in the Great War, and the accompanying certificate.

(3)

£400-600

Inscription on an endpaper 'This is to notify that Mr Alfred B. Humphrey, Naval Cadet joined the H.M.S. Nile his first seagoing ship the 12th February 1893', G.W. Noel, Captain. The Nile, with lengthy stays in Malta and Gibraltar, spent most of the two years in the Aegean and Ionian Seas performing mostly routine duties, before returning, via Vigo, to Chatham. The illustrations are of superior quality.



53

53

A FINE LATE 19TH CENTURY SAILOR'S WOOLWORK PICTURE

depicting the Royal Coat of Arms, flanked with the National flags and symbols, signed and dated 'G. Battley 1899' (lower centre) and contained within a contemporary sailorwork stained pine frame carved with oak leaves and acorns, including frame — 30½ x 37in. (77.5 x 94cm.); **together with** facsimile copies for George Battley's service career

(2)

£200-400

55

HALTON S. LECKY, *THE KING'S SHIPS*, A PRESENTATION COPY WITH A FASCINATING "SINKING OF THE BISMARCK" CONNECTION

three volumes (of the projected six), London, 1913, lavishly illustrated throughout and detailing all H.M.'s ships, past and present, listed alphabetically *Aboukir-Jupiter*, original publisher's blue cloth, a monumental work containing much obscure information, particularly on the careers of many less famous vessels, the work sadly interrupted by the Great War and never completed thereafter

(3)

£300-400

Each volume with printed bookplate reading "Presented by the Lords Commissioners of the Admiralty to **Sub-Lieut. A.J.L. Phillips, R.N.** for Meritorious Work, 1914"

The recipient of this Admiralty Prize, Sub-Lieut. (later Rear-Admiral) A.J.L. Phillips was born in 1893 and joined the Navy in 1911. Successive promotions followed until he was made captain in 1934. In this capacity, he was in command of the cruiser *Norfolk*, assigned with her consort *Suffolk*, to shadow the *Bismarck* and *Prince Eugen* through the Denmark Strait as they attempted their famous 'break-out' into the North Atlantic in May 1941. Once *Bismarck* was sighted, the Admiralty immediately dispatched H.M. Ships *Hood* and *Prince of Wales* to intercept her. The four capital ships came to action just before 6am on 24th May and opened fire at 25,000 yards. After a mere ten minutes, a plunging shell penetrated *Hood's* deck and, to the amazement of all who witnessed it, she blew up and sank instantaneously with the loss of 1,338 officers and men. Captain Phillips, a key witness, wrote afterwards that *Hood* had gone down "with a glow that pulsated like the appearance of a tropical sun", and he subsequently received the DSO for his part in the operation. Retiring in 1944, Phillips received his final promotion to Rear-Admiral (ret'd) in 1947.



57 (part)

54

AN ATTRACTIVE GERMAN SILVER PRESENTATION VASE, CIRCA 1904

of Art Nouveau design inscribed under rim *To captain S.C. Plant from his grateful pupil Toussaint Kapitänleutnant S.M.S.*

'*Vaterland*' Mai 1907, the base impressed for maker's marks for Orivit and 925 Sterling silver – 9½in. (24.5cm.) high; 473g

£800-1,200

Vaterland was a 280 ton Imperial German gunboat which operated on the Yangtze for ten years from 1904 and was, with British and French gunboats, very busy in maintaining order as Manchu power crumbled with their landing parties suppressing many riots. Confiscated on the outbreak of War in 1914 and re-named *Li-Sui* she was finally broken up in 1942.

56

A FINELY CAST BRONZE BADGE FOR H.M.S. SUSSEX R.N.V.R.

depicting the Brighton & Hove armed carrick flanked by R.N.V.R. named *Sussex* over with Admiralty dolphins and fouled anchor emblems enclosing the ship's name to top — 32in. (81.5cm.) high; 20½in. (52cm.) wide

£400-600

H.M.S. *Sussex* was a shore establishment which closed in 1994. This is thought to have come from one of the gates.



56

57

A PRESENTATION AUTOGRAPHED PHOTOGRAPH OF PRINCE PHILIP, DUKE OF EDINBURGH, 1954

the 6 x 8in. photograph depicting Philip in naval uniform and signed *Philip 1954*, in gilt embossed leather desk frame (lacking stand) – 11½ x 9in. (29 x 23cm.); **together with** a group view including Prince Philip aboard the R.Y. *Britannia* inscribed *Philip 1959*

(2)

£100-150



58

58

A GERMAN SECOND WORLD WAR NAVAL RANGEFINDER BY CARL ZEISS

with maker's code plate inscribed and numbered *b/c 210577* and fully marked issue plate noting power 11x, with light green crackle finish with rubber eye cup, mounted on iron pedestal stand — stand 50 x 65in. (127 x 165cm.)

£1,000-1,500

Provenance: It's understood this rangefinder was supplied by Germany to General Franco during the Spanish Civil War and was located in a Dockyard.



59

59

A THIRD REICH EIGHT-DAY U-BOAT BULKHEAD CLOCK

the 6in. silvered dial numbered *12035N* together with national emblem, black filled Arabic numerals, black spade hands, slow/fast lever and winding arbour, hinged glazed face plate with locking mechanism, going barrel movement, contained within nickel-plated brass bulk head case, the back stamped *11668*, with suspension lugs, (one missing) — 8in. (20cm.) diam

£1,000-1,500



60

60

A KRIEGSMARINE TORPEDO TIMER BY JUNGHANS, CIRCA 1935

with 100 second 2½in. painted dial with additional green/red/blue scales for 100m; 150m; and 200m and secondary fan-sweep dial with indicator to 800m, contained within gunmetal case with steel movement stamped with maker's marks and numbered *26993*, fob wind and reset — 3½in. (9cm.) high

£250-350

61

A FIRST WORLD WAR ADMIRALTY-ISSUE FOB WATCH

the 1½in. black dial inscribed and numbered *S. Smith & Sons (M.A.) Ltd, London, "Admiralty" A1 D11 / No.62 W.160*, luminous Arabic numbers and hands, subsidiary second hand, contained in brass case with hinged dust cover, the movement stamped with Swiss cross and numbered *7262*, with extended fob wind — 2¾in. (7cm.) high

£150-250



Sailor Art



65

65

**AN EARLY 19TH CENTURY FRENCH
NAPLEONIC PRISONER-OF-WAR BONE
DOMINO COFFER, CIRCA 1800**

with fret-cut hinged dome top to domino compartment complete with dominoes, the sides with cribbage streets and bone feet (*old restoration*) — 9in. (23cm.) wide; **together with** another with carved top and sides, fret-cut sliding lid with cribbage streets and wooden base faintly inscribed *John ?Roth* — 4½in. (11.5cm.) long; and an incomplete plain dome-topped domino chest lacking base and contents — 6in. (15cm.) wide

(3)

£400-600

66

AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER-OF-WAR BONE AND WOOD DOMINO COFFER

the temple top sliding lid with six watercolours of an officer and his wife and children and containing a near complete set of bone dominoes (*coffer with old wear, damages and losses*) — 10in. (25.5cm) long; **together with** large quantity of carved bone polychrome spillikins in possibly contemporary plain wooden box with sliding lid and a part set of polychrome bone playing cards (22)

(A lot)

£300-500



66



67

67

**AN EARLY 19TH CENTURY FRENCH
NAPLEONIC PRISONER-OF-WAR PAIR OF
BONE SALAD SERVERS**

carved overall, the fork with period repair — 12½in. (32cm.) long; **together with** a quantity of 19th century carved bone sailorwork

(A lot)

£400-600



68 Ø

A SAILORWORK CARVED COCONUT BUGBEAR POWER FLASK, FIRST HALF 19TH CENTURY

carved in the round with bust length portraits of Napoleon and Wellington and masonic set squares, brass suspension loops with ivory stopper and eyes — overall 6in. (15.5cm.) long

£500-800

69

AN EARLY 19TH CENTURY SAILORWORK CARVED COCONUT

the body carved in the round with foliage, the 'face' with glass eyes, thick set eyebrows and moustache — 4in. (10cm.) wide

£250-350

70

A SAILORWORK CARVED COCONUT BUGBEAR POWER FLASK, FIRST HALF 19TH CENTURY

carved in the round with devices including trophy of arms, set squares, musical instruments, plated metal suspension loops and mouthpiece with cork stopper on chain, blue glass eyes — overall 6¼in. (16cm.) long

£400-600

71

AN EARLY 19TH CENTURY MINIATURE SAILORWORK CARVED NUT

with finely observed floral and musical motives in cartouche with white metal stopper and suspension chain — 1¼in. (3cm.)

£250-350



72

**72
A FINELY CARVED SAILOR WORK HALF COCONUT SHELL, CIRCA 1800**

carved in the round with finely obverse trophies of arms and with a cartouche with a four-leaf clover to the centre — 5½in. (13cm.) wide

£250-350



73

**73
AN ATTRACTIVE 19TH CENTURY SAILOR ART CARVED SHIP'S PROFILE**

carved in relief and depicting 50-gun ship of the Royal Navy with sails set with reefing points and running rigging, off a headland with lighthouse, finished in polychrome, with suspension loops — 10 x 15in. (25.5 x 38cm.)

£200-300



74

**74
AN ATTRACTIVE SCRIMSHAW DECORATED HORN CORDIAL CUP, CIRCA 1872**

depicting a finely observed ship in full sail on a calm sea framed with a laurel wreath, inscribed to the reverse *Success to the Ship SCOTTISH MAID, Aberdeen 1872*, mounted on pedestal foot — 4½in. (11.5cm.); **together with** a sailorwork treen valentine gift comprising a double-sided book-form wooden box with carved sliding panels and inset glass 'spine' — 3½in. (9cm.) high

(2)

£300-500



75

**75
A 19TH CENTURY SAILOR'S WOOLWORK PICTURE**

depicting a three-masted man 'o war underway — 17¼ x 21½in. (44 x 55cm.)

£400-600

76 Ø

A FINE NARWHAL AND MARINE IVORY PORTRAIT STICK, CIRCA 1890

the polished narwhal shaft with polished metal cuff and marine ivory handle of a bearded gentleman's head possibly of a ship's captain or owner — 34in. (86.5cm.) long
£2,000-3,000

77 Ø

A 19TH CENTURY SAILORWORK NARWHAL, EBONY AND MARINE IVORY WALKING STICK

the narwhal shaft of typical form with ebony section carved to match barley twist and marine ivory and ebony handle terminating in a Turk's Head knot — 38in. (96.5cm.)
£500-800

78 Ø

A MARINE IVORY, WOOD AND LEATHER SAILORWORK WALKING STICK, CIRCA 1860

the tapering wooden shaft with brass ferrule, bound in black leather and drilled for suspension loop terminating with marine ivory handle carved as a hand grasping a serpent — 37½in. (95cm.) long
£400-600

79 Ø

A 19TH CENTURY WHALEBONE WALKING STICK

the plain tapering shaft with silver-mounted neck piece, and square section handle inscribed *FCH* — 35in. (89cm.); **together with** another comprising a wooden shaft with silver cap hallmarked for London 1897 with scrimshaw decorated whale's tooth handle and brass ferrule — 33¼in. (84.5cm.) long
(2)
£150-250





80

80 Ø

A LATE 19TH CENTURY SCRIMSHAW DECORATED WHALE'S PAN BONE PLAQUE

the 8¼ x 7½in. plaque depicting two couples dancing on a chequerboard floor, contained within contemporary bird's eye maplewood frame inscribed on the sealing paper behind *Scrimshaw by Captain Charles Talbot, from the ship "Rising Sun" out of Princetown* — overall 12½ x 12in. (32 x 30.5cm.)

£700-900

81 Ø

A LARGE 19TH CENTURY SAILOR'S WHALE BONE FID

of typical form with turned decoration to top — 16in. (40.5cm.) long; **together with** another smaller — 7.5in. (19cm.) high (2)

£600-800



83

82 Ø

A 19TH CENTURY SAILORWORK FID

of typical form incised with 'A' and drilled for a leather strap — 8½in. (25.5cm.) long; **together with** an early 20th century articulated model of a harpoon — 15in. (38cm.) long

(2)

£250-350

83 Ø

A SAILORWORK WHALE BONE CRIBBAGE BOARD, CIRCA 1850

the peg streets divided by carved leaves with pinned and shaped bone handle — 7½in. (19cm.) long

£250-350





84 (part)

84 Ø

A FINE SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH, 1830s-40s

incised on one side and depicting whaler *Fawn* sailing off the North Island, New Zealand with her boats pursuing a school of whales, two dead whales pierced with location flags entitled '*Barque Fawn Cruising off North Island*' — 9in. (23cm.) long; 980g; **together with** a quantity of research including correspondence with Arthur Credland, photographs and '*Scrimshaw the Art of the Whaler*' by Janet West and Arthur G. Credland

(A lot)

£1,500-2,500



85

85 Ø

AN ATTRACTIVE PAIR OF SAILORWORK SCRIMSHAW DECORATED WHALE'S TEETH, CIRCA 1840

each incised over one side and depicting a Royal Navy three-decker at anchor; and a Royal Navy two-decker under sail – 6in. (15cm.) high; 722g (combined)

(2)

£800-1,200



86

87

87 Ø

A LATE 19TH CENTURY CARVED AND SCRIMSHAW DECORATED WHALE'S TOOTH

carved in relief with finely worked depiction of a geisha with scrimshaw decoration to her gown and hair, the reverse with chrysanthemum — 4¼in. (11cm.) high; 152g; mounted on an ebonised stand

£400-600

86 Ø

A 19TH CENTURY SCOTTISH PATRIOTIC SCRIMSHAW DECORATED WHALE'S TOOTH

incised over both sides and depicting a bust-length portrait of Bonnie Prince Charlie wreathed in laurels and entitled *Rìgh nan Gaidheal* (King of the Gaels), a crossed pair of flintlocks over and claymores under, the reverse with a Scottish warrior — 7in. (18cm.) long; 670g

£1,000-1,500

88 Ø

A 19TH CENTURY FIJIAN WHALE'S TOOTH TABUA

scratch inscribed *AVISAT*, with old marks and wear, the root and tip drilled twice for suspension loop (*tip now chipped through*) — 6½in. (16.5cm.) long; 465g

£600-800



88

89 Ø

A MID-19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH

incised over one side and depicting an American whaler and boats pursuing a sperm whale — 6¼in. (16cm.) long; 674g
£500-800

89



90 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH

incised on both sides and depicting an animated whaling scene and a ship under sail — 6½in. (16.5cm.) long; 436g
£800-1,200

90



91 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH

incised over one side with a whaler with furled sails, its boats hunting two whales — 6½in. (16.5cm.); 422g
£800-1,200

91



92 Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH

incised on one side with three designs comprising a whaler and its boat in pursuit; a whaler in full sail and the American eagle — 7in. (18cm.) long; 336g
£600-800

92



93



93 Ø

TWO SAILORWORK SCRIMSHAW DECORATED WHALE'S TEETH, FIRST HALF 19TH CENTURY

the first depicting a single deck ship of the Royal Navy sailing past a lighthouse; the second depicting an early paddle steamer underway with sails set — each 4in. (10cm.) high; 205g (combined weight)

(2)

£250-350



94

94 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WALRUS TUSK

depicting a whale boat hunting a whale with one harpoon already embedded, the root cavity filled with marine ivory plug — 5½in. (14.5cm.); 191g; loosely mounted on later ebonised stand
£300-400



95

95 Ø

A 19TH CENTURY SAILORWORK WHALE'S TOOTH

one side inset with ebony whale profile, flanked by mother-of-pearl geometric shapes — 5¼in. (13cm.) long; 309g
£500-800



96

96

AN UNUSUAL AND PATRIOTIC BRITISH SAILOR'S CHEST, THIRD-QUARTER 19TH CENTURY

heavily constructed in yellow pine with painted rope becket handles, inscribed under keyhole *J.E.F.*, the lid painted on the inside with full width Union flag, the centre counter painted in a diamond *J.E.F.*, with hinged ditty box compartment to left, the lid painted with poly-geometric designs and the sliding panel to private compartment with Union flag, Stars & Stripes, stylized anchors and cross, and inscribed in a period pencil hand *John Elliott Ferris Dartmouth Devon* together with doodles of fish etc. – 18½ x 42 x 18½in. (47 x 106.5 x 47cm.)

£300-500



97

97

A FINE 19TH CENTURY SHIP'S CARPENTER'S TOOL CHEST

the ends fitted with fine ropework becket handles, the interior with marquetrie inlaid lid and fitted interior with drawers and compartments inset with fouled anchors and a swan — overall 22¾ x 37 x 21¼in. (58 x 94 x 54cm.)

£800-1,200

98

'SVENSKA FLOTTANS HISTORIA' / [SWEDISH NAVAL HISTORY]

Otto Lybeck, ed, and others, 3 vol., copiously illustrated with plates and illustrations, some folding, some in colour, original blue half morocco, Malmö, 1942-45 — 13 x 10in. (33 x 25.5cm.)

(3)

£50-80

A dramatic painting depicting a shipwreck scene on the deck of a sinking vessel. The ship is tilted at a steep angle, with its wooden structure and rigging visible. In the upper left, a man in a blue coat and a woman in a green dress are clinging to a wooden structure. Below them, a man in a white turban and a woman in a yellow dress are also on the deck. In the center, a large wooden wheel is visible. To the right, a group of people, including a man in a blue coat and a woman in a yellow dress, are gathered together. The scene is set against a dark, stormy sky and turbulent sea. The overall mood is one of chaos and despair.

Ship Wreck and East India Company



100

100

W M** (BRITISH, 19TH CENTURY SCHOOL)**

Wreck on the Goodwin Sands

Watercolour with scratching out

Indistinctly signed 'W ** M **' and dated '1828' (lower right)

16½ x 25½in. (42 x 65cm.)

£300-500



102

101

101

DUNCAN, ARCHIBALD, THE MARINER'S CHRONICLES; OR AUTHENTIC AND COMPLETE HISTORY OF POPULAR SHIPWRECKS: RECORDING PARTICULARLY THE ADVENTURES AND SUFFERINGS OF BRITISH SEAMEN, BY WRECK, FIRE, FAMINE, AND OTHER CALAMITIES...

6 vol., mixed editions, 50 engraved plates, some folding, woodcut title-vingette, a little foxing, browning and offsettings, uniformly bound in contemporary black half roan, flat spines gilt, minor damage to head of spine of vol. I, 12mo, London, Dundee, [n.d.] and 1805-12

A collection of 178 descriptions of shipwrecks and other privations and adventures of seamen of all nations, 50 of which are illustrated.

£400-600

102

'REFLECTIONS ON SHIPWRECK, WITH HISTORICAL FACTS AND SUGGESTIONS FOR DIMINISHING THAT CALAMITY'

George W. Manby, published by C. Slomar, Yarmouth, first edition 1837, 5 lithographed plates, one mounted, dedication to Queen Victoria, original cloth with gilt title to front cover — 9 x 5¼in. (23 x 14.5cm.); **together with** another similar, William Gilly's *Narratives of Shipwrecks*, London 1851; and an imperfect copy of N. Bowditch's *The Improved Practical Navigator*, London 1802 (3)

£100-150

Wreck of the *Halsewell*

The Hon. East India Company's ship the *Halsewell* was wrecked January 1786. Her Captain, Richard Pierce, was taking a large complement of passengers and crew and a mixed general cargo to Bengal, including his two daughters who hoped to find husbands in India - he died holding them as the ship crashed onto the foot of cliffs at Winspit in the teeth of a violent gale. The loss of the ship has been attributed to indiscipline and disobedience amongst the crew. Interestingly, a page from the ship's log book, dated 29th October, 1781, relates an incident in which Captain Horatio Nelson forced the ship to anchor and then impressed all the experienced crew for the Royal Navy, the *Halsewell's* captain noting in the ship's log "This leaves us with only foreigners and servants".



103

103

SAMUEL ATKINS (ENGLISH, ACT. 1787-1808)

The Wreck of the Halsewell

Watercolour

Signed 'Atkins' (lower right)

4¾ x 6½in. (11.5 x 16cm.)

£400-600

103A

'THE HALSEWELL EAST INDIAMAN' – A CONTEMPORARY HAND-COLOURED AQUATINT

after Robert Smirke, engraved by R. Pollard and published by J. Jukes, 1786, with titles, plate – 17 x 20in. (43 x 51cm.), mounted framed and glazed; **together with** another of the same wreck by Robert Dodd, 1786, also framed and glazed; and a rare period account entitled *Narrative of the Loss of the Halsewell* published by Plummer, Seething Lane, London, in modern card binding – 7 x 4in. (18 x 10cm.)

(3)

£200-300



103A (part)



104 (part)

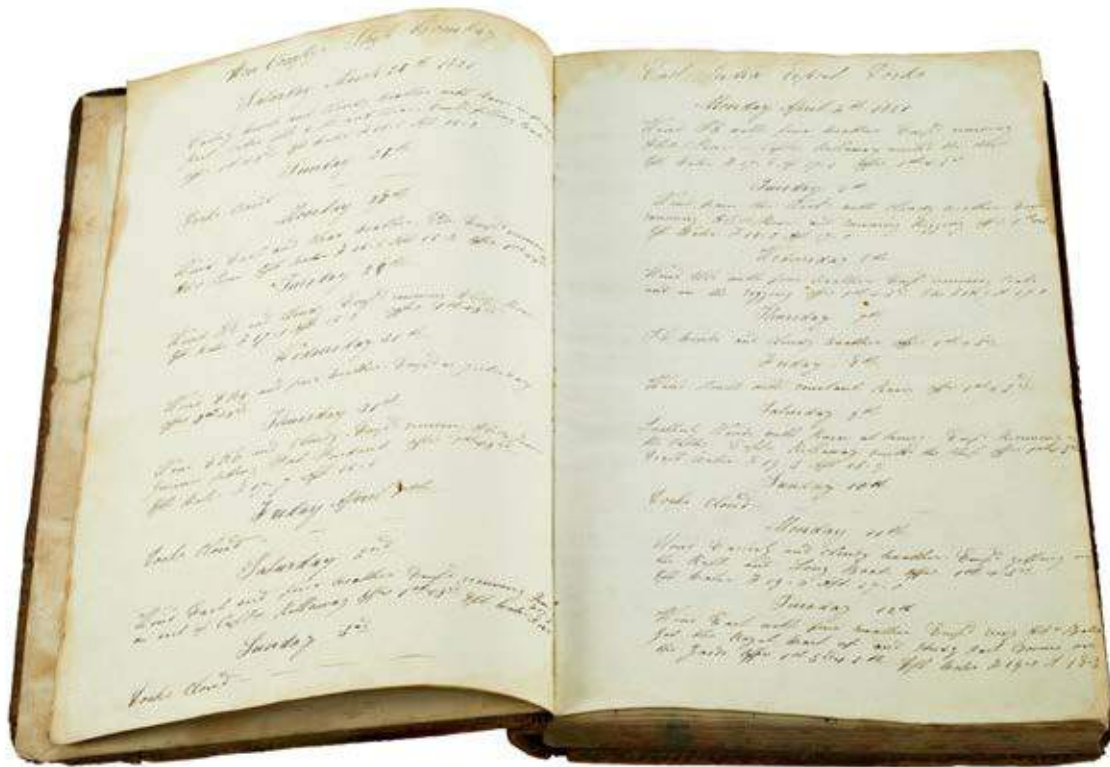
104

EAST INDIA COMPANY SHIP WRECKS

comprising *The Loss of the Kent* aquatint painted and engraved by William Daniel – 15 x 22in. (38 x 56cm.); **together with** a commemorative bronze medal by Thomas Halliday in protective case; and an assorted collection of prints and engravings of East India Company wrecked ships including *Isis* (1842), *Essex* two of set of four (1782), *Nuestra Senora* (1746), and two later reprints after Dodd; mezzotint of L.F. Timmin, captain of the *Royal George* (1804); and a small reverse glass silhouette of the survey ship H.M.S. *Protector* (1805/1817)

(13)

£250-350



105

105

LOG BOOK OF THE H.C.S. BOMBAY, 1832

sailing from Chatham to the Dutch East Indies and back again visiting various ports including St Paul's, Palembang Point, Java Head, Peak of Krakatoa, Great Jambalands, Sainte Barbe, Direction Island, Great Maturia, Peak of Lantua, Tamarind Island and on the return journey St Helen, 146 leaves (8 blanks) and at the end 49 printed sheets left blank, some of the leaves watermarked T. Edmonds 1830, contemporary reverse calf, lower right-hand corner of front cover worn, a little rubbing elsewhere, folio, 14½ x 9½in. (37 x 24cm.); March 19, 1831-May 10, 1832

£800-1,200



106 (part)

106

AFTER THOMAS DANIELL (1740-c1809)

View taken on the esplanade

Coloured aquatint engraved by Thomas and William Daniell, published August 1797

18 x 24½in. (46 x 62cm.); **together with**

After William Huggins

An Indiaman fleet off Dover

Engraved by Edward Duncan

16¾ x 23¼in (42.5 x 59.5cm.)

(2)

£150-250



107

- 107
'THE YOUNG SEA OFFICER'S SHEET ANCHOR, OR A KEY TO THE LEADING OF RIGGING, AND TO PRACTICAL SEAMANSHIP'
 Darcy Lever for John Richardson, London 1808, first edition, 106 engraved plates on 53 sheets, occasional very light browning, contemporary polished calf, single gilt fillet round sides, (*sympathetically re-backed, corners and some edges a little rubbed*) — 11 x 9in. (28 x 23cm.)
 £150-250

- 108
HUGH E. RIDGE (ENGLISH, 1820-1883)
Off Cromwell's Castle, Tresco
 Oil on canvas
 Signed 'Hugh E. Ridge' (lower right)
 15 x 19½in. (38 x 49.5cm.); **together with** another watercolour in the style of Frank Watson Wood of Portsmouth and a pastel by Jay Collin of a wreck off a coast
 (3)
 £100-150

- 109
A TURKS AND CAICOS ISLANDS 'SILVER BANK' RESTRIKE MEDALLION, 1971
 the hallmarked silver medal numbered 0072 from an edition of 1,000, modelled after the James II issue of 1687, contained in plush-lined case of issue with certificate numbered 0069 – medal 53mm. diam, case 4½in. (11.5cm.) square
 £100-150



109



Wreck of the *Rooswijk*

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

110 †

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; 63.72 ozt. 1274.45 dwt. (1,982 gr.); **together with** a certificate of authenticity and signed copy of 'Shipwrecks and Their Coins: volume 4 – The 1740 Dutch East Indiaman "ROOSWIJK"' by Ernie Richards.

Provenance: *Rooswijk* recovery team - certificate of authenticity Bar Cat. No. RK04A0579
£3,000-5,000

111 †

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 ozt. 1273.81 dwt. (1,981 gr.); **together with** a certificate of authenticity and signed copy of 'Shipwrecks and Their Coins: Volume 4 – The 1740 Dutch East Indiaman "ROOSWIJK"' by Ernie Richard.

Provenance: *Rooswijk* recovery team - certificate of authenticity Bat Cat. No. RK04A0463
£3,000-5,000



110 (detail)



112

112 †

**THE BELL FROM THE SWEDISH SNOW
MERCURIUS, 1781**

cast in bell metal with pierced crown
suspension yoke and lengthy circular
inscription around the *Skjeppet Mercurius*
Thillhorig Snau Herr Anders Aberg
Commend. Af Capit Gangen Af Paul
Wickstrom Paulson Staplen I Udevalla
Den 7 Sept. 1781, the top now pierced to
receive later staple for clapper (*rim*
chipped, clapper staple lose) — 17 x 13¼
in. (43 x 33.5cm.)

£1,500-2,000

113

**A CHINESE EXPORT ARMORIAL DISH FOR THE HONOURABLE
EAST INDIA COMPANY, JIAJING PERIOD, CIRCA 1800**

the oval platter with decorated painted border and polychrome and
gilt armorial company crest to centre – 10½in. (27cm) wide

£200-300

This service is thought to have been used by senior Company officials in
Bombay and Madras. It seems that some Governors returned with small
'souvenir' to England when they completed their term of office. A similar
dish is held by the V&A as object number No 335J-1898.



113

Wreck of the *Götheborg*

Built for the Swedish East India Co. in 1738 and named for its home port, the 850 ton *Götheborg* had made three successful trips to China. In 1745 she returned laden with a full cargo when, just 800 meters from her berth in fair and clear weather and despite the presence of a highly experienced pilot, she struck a notorious rock which lifted the bow some 4½ft from the water, and stuck taking on water fast. Whilst much of her cargo was saved, her wreck remained above the waterline for many years and, when it finally sank, it was forgotten about. In 1984 a local diving club discovered it again in about 4-5 meters of water and brought up a number of artefacts - much of it porcelain shards, but also intact pieces and much else besides. A total of 5,750 artefacts were ultimately raised, and generated enough interest to cause a copy of the ship to be built and sailed.



114

114

A RARE CHINESE EXPORT COVERED TUREEN RECOVERED FROM THE SWEDISH EAST INDIA COMPANY SHIP *GÖTHEBORG*, WRECKED 1745, RECOVERED FROM THE MID-1980s

decorated with deep blue and gilt work with gilt flower bud knob to shaped lid – 11½in. (29cm.) wide; **together with** two dishes and a plate of similar design

(4)

£250-350



115

115

FIVE CHINESE EXPORT DISHES RECOVERED FROM THE SWEDISH EAST INDIA COMPANY SHIP *GÖTHEBORG*, WRECKED 1745, RECOVERED FROM THE MID-1980s

hand-painted with blue and white rims and foliate centres – 9¾in. (25cm.) diam; **together with** a similar plate

(6)

£200-300

116

'THE RAISING OF YE SIEGE OF GIBRALTAR' ... BY SIR JOHN LEAKE MARCH 20TH 1704/5'

contemporary copper engraving trimmed to margins – 13½ x 18½in. (34 x 47cm.); **together with** another depicting the Siege of Gibraltar (*trimmed to margins*); the Great Storm of November 26th, 1703 (*trimmed*); and a copy of *THE POST BOY*, a single sheet newsletter of October 29th, 1719 including several items of shipping intelligence

(4)

£100-150



116 (part)



117 (part)

117

ENGLAND'S GLORY, A SET OF FIVE ENGRAVINGS, ENGLISH SCHOOL, 18TH CENTURY

Bombardment of Toulon, 1707; Spanish Galleons in the West Indies, 1708; Barcelona taken by the Confederate Fleet, 1705; Engagement of the Confederate Fleet of Málaga under Rooke, Shovel, Leak, Bing & Dikes, 1704; The Burning of Spanish Galleons at Vigo, 1704

Printed for William Rayner

13 x 17½in. (33 x 44cm.)

(5)

£1,000-1,500



118 (part) (*The SS 'Castleford' at Crebarwithen, 1887*)

118

SHIPWRECK PHOTOGRAPHS BY GIBSONS OF SCILLY

10 silver gelatine sepia prints, each annotated to reverse with wreck titles and dates and each approx. 6 x 8in.; **together with** a further five of local marine interest including the paddle ferry and shipwrecked cattle; and five more of paintings of shipwrecks; **together with** a further 36 modern black and white prints mounted on card; and two autograph books by Rex Cowan in which many of these photographs were reproduced

(A lot)

£300-500



118 (part) (*The 'Maipu' at Bryher, 1879*)



118 (part) (*The 'River Lune' on the Western Rocks, 1879*)



120

119

119

A 12-BOLT DIVING HELMET BY SIEBE GORMAN & CO. LTD NO. 4583 (MATCHING), CIRCA 1930

the hand-beaten and braised bonnet with numbered faceplate, spit-cock, side ports, weight hooks, air inlet with sprung non-return valve, telephone port with blanking nut, adjustable exhaust valve and hinged safety pin, connected to corselet with maker's plate, front weight hooks, brasses stamped as appropriate, the tinned interior with chin buzzer, mouth piece and air ducting — 19in. (48cm.) high

£3,000-5,000

120

A SIX-BOLT ADMIRALTY PATTERN DIVING HELMET BY SIEBE GORMAN & CO. LTD, NO. 12894 (MATCHING), CIRCA 1935

the bonnet constructed in spun brass with counter-numbered faceplate, spit-cock, weight hooks, air inlet with spring non-return valve, telephone port with blanking nut, adjustable exhaust valve and hinged safety pin, the corselet with maker's plate signed as per title with front and back weight studs and full set of brasses stamped as appropriate with weight bolts, the interior complete with air ducting, microphone and part chin buzzer — 19in. (48cm.) high

£2,000-3,000

121

'A NARRATIVE LOSS OF THE MARY ROSE AT SPITHEAD ... BOUND IN THE WOOD OF THE WRECK'

printed and published by S. Horsey, Sen., Portsea 1844, 96pp, with gilt edges, presentation owner's inscription to *B.S. Mends for L.A.* on fly, — 3¾ x 2¼in. (9.5 x 5.5cm.)

£250-350

122

A PRESENTATION SILVER SNUFF BOX, CIRCA 1835

the foliate lid with gilt-lined interior bearing Birmingham marks for 1832/33, reeded sides, inscribed on the underside *Presented by the underwriters of THE BRIG MESSENGER OF SUNDERLAND TO WILLM. BAYLIE OF CASTLE TOWNSEND, for his excursions on the nights of the 24th & 26th November 1835* — 3in. (7.5cm.) wide

£400-600

123

A PAIR OF PRESENTATION LIFESAVING BINOCULARS AND POCKET WATCH, CIRCA 1896

each with presentation inscriptions to *Alexander Phillips, Second Officer / For the saving of the passengers and crew of the brig Victoria by the S.S. Damara, 6th December 1896*, watch complete with fob chain — 5in. (13cm.) high (closed)

(2)

£300-500



121



122



123



125 (part)



125 (part)

124

A QUANTITY OF EPHEMERA RECOVERED FROM THE WRECK OF R.M.S. MEDINA, LOST 1917

approximately forty items comprising printed and manuscript ephemera in a wide range of conditions, each in an annotated plastic fronted envelope; **together with** a small surgeon's pocket set containing a syringe and other instruments in a brass case

£100-200

(A lot)

Provenance: Medina Cargo Sale, Sotheby's Billingshurst, 1988

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

125

AN UNUSUAL SET OF THREE WOOLWORKS DEPICTING THE SINKING OF THE LUSITANIA

the first two composed as a pair and depicting the liner underway, framed within a life buoy inscribed *R.M.S. Lusitania, Liverpool* and in the corners inscribed *Cunard / Liner / 670 of a crew / Her last run*; the other depicting the sinking liner also framed within a lifebuoy with external inscription reading *SUNK BY A GERMAN SUBMARINE / 1870 WAS ON BOARD / 1190 LIVES WERE LOST* — 15¼ x 15in. (39 x 38cm.); **together with** a third panel depicting the lifeboats heading towards land with the submarine in the lower left-hand corner marked with an X, entitled *OLD HEAD OF KINSALE* and inscribed *MADE IN HOLLAND BY G. W. LEWIS, WHEN INTERNED 1915* — 7 x 17½in. (18 x 44.5cm.), framed and glazed

(3)

£800-1,200



125 (part)

Collectables
including
Rowing,
Liner and
Fittings





128 (part)

128

FRENCH LINE PASSENGER PLANS FOR THE *NORMANDIE* AND THE *ÎLE DE FRANCE*

each with cutaway sheer profile of the vessel with numerical keys and layout, etc. — larger 12 x 65½in. (30.5 x 166.5cm.); framed and glazed

(2)

£100-150

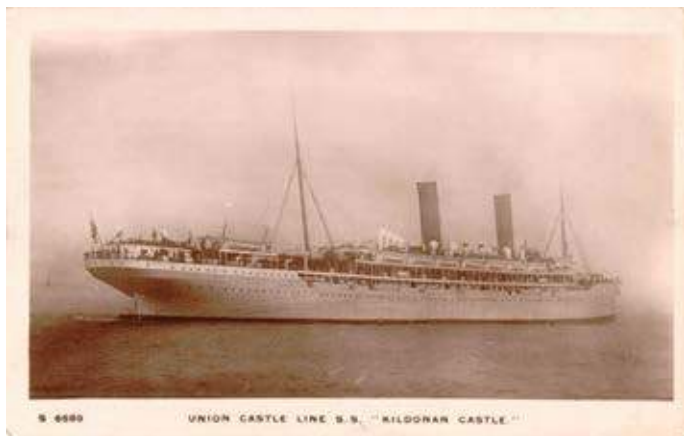
129

UNION-CASTLE SHIPPING LINE, A HISTORY IN POSTCARDS

a very comprehensive collection of approximately 550 postcards, used and unused, coloured and monochrome, illustrating the many vessels of the Union-Castle fleet from the formation of the line in 1900 until its demise in 1982, and also including vintage views of the ports of Capetown, Durban, Port Elizabeth and East London, each of which the company served, all contained in two large postcard albums; *together with* an index, numerous duplicate cards and sundry items of Union-Castle ephemera, a significant archive

(A lot)

£600-800



129 (part)

130

A RARE HAMBURG-AMERIKA LINE TRAVEL AGENTS ADVERTISING BAROMETER/THERMOMETER/HYGROMETER FOR THE S.S. *IMPERATOR*, CIRCA 1912

the gilt-embossed chromolithograph of the ship titled and inscribed *The Quadruple Screw and Turbine Express Steamer IMPERATOR the largest Vessel in the World* set in black glass with bevelled edges secured to wooden back and inset with 6in. aneroid barometer with curved bar thermometers; separate thermometer and hygrometer — 24 x 16½in. (61 x 42cm.)

£1,200-1,800

If not immediately the most successful liner of her day, the 52,117 ton *Imperator* was certainly finely appointed within and could boast every modern convenience then expected. The Kaiser insisted that the ship, perhaps uniquely, be referred to by masculine pronoun and so it was that he was laid up for the duration of the Great War. Given to Cunard in reparations for *Lusitania*, he required an extensive refit and at this time lost his striking double-headed eagle figurehead. Renamed *Berengaria* 'he' had a successful career as flagship under their banner, but was laid up from 1938 when 'his' aged wiring caught fire and was broken up in 1946.



130

131

A RARE AFRICAN STEAMSHIP COMPANY [ELDER DEMPSTER LINE] 'ALTON' PATTERN DINNER PLATE, BY MINTON, CIRCA 1880

with brown transfer-printed device to centre, the reverse with impressed mark for Minton – 10¼in. (26cm.) diam £80-120

£80-120



131



132

132

A WHITE STAR LINE PLAYING CARD BOX, CIRCA 1930

constructed from white Bakelite with moulded rim and lid embossed with company emblem, hinged lid opening to reveal two card compartments within — 7½in. (19cm.) wide

£150-250

133

A RARE STONEWARE EGG CUP FOR THE LIVERPOOL-AUSTRALIA BLACK BALL LINE, CIRCA 1860

the hollow-ended egg cup of tapering form with transfer print to front with company swallow tail burgee inscribed Liverpool / Black Ball / Australian Packet — 1½in. (4cm.) high

£300-500



133



134

134

A COLLECTION OF PLATED LINER SOUVENIRS

comprising ten mostly enamel crested teaspoons, three caddy spoons, and a fork for a variety of lines and ships including P&O, Cunard, Dominion Far East Line etc.

(14)

£150-250

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Walter Goodsall, Master Mariner (1848-c.1900) went to sea as an apprentice on the *Rajah of Cochin* in 1863 and, in 1867, joined the Bombay Shipping Company as a Second Mate. His submarine telegraph career began when he was made Third Officer on the Telegraph Construction and Maintenance Company's cable laying ship *Kangaroo* in 1871, laying a cable from Singapore to Hong Kong, and as Second officer on that company's cable laying ship *Vanessa* he participated in the laying of the duplicate Placentia-St.Pierre-Sydney cable between 1872-73. Late in 1873 he was Third Navigating Officer aboard the *Great Eastern*, working on the cable from Valentia-Newfoundland. He went on to command other cable ships, including the *Chiltern* when it was deployed in the Red Sea between 1883-84. His papers are divided between Greenwich and the Public Records Office, Kew.



135



135 (detail)

135

AN 8IN. RADIUS VERNIER SEXTANT BY WILLIAM DOLLOND, LONDON, CIRCA 1860, OWNED BY WALTER GOODSALL, NAVIGATION OFFICER ABOARD THE S.S. *GREAT EASTERN* CIRCA 1865

the arc signed *Dollond London* and inscribed *Silver* above '70' with inset scale divided to 145°, ebonised brass T-frame, vernier with magnifier on horizontal tangent screw adjustment and glass light diffuser, braced index arm, mirrors and seven shades on oxidised frame section, wooden handle and three pin feet, contained within fitted baize-lined keystone box of issue with inset owner's plate inscribed *Walter Goodsall*, accessories including four sighting tubes and filter — 11in. (28cm.) wide

£2,500-3,500

Provenance: Walter Goodsall to Captain Inch via auction

136 Ø

A MID-19TH CENTURY MARINE SYMPIESOMETER BY GRAHAM, WAPPING & LIVERPOOL, OWNED BY WALTER GOODSALL, NAVIGATION OFFICER ABOARD THE S.S. *GREAT EASTERN* CIRCA 1865

the ivory plates signed as per title and enclosed behind bevelled glass and mounted in carved mahogany case, the front with silvered compartment containing thermometer, barometer etc., inscribed *IMPROVED SYMPIESOMETER*, lacquered brass weight mounted within gimballed rings with plate for wall mounting — 38in. (96.5cm.) high

£2,500-3,500

Provenance: Walter Goodsall to Captain Inch via auction.



136



143 (part)



142 (part)



140 (part)



139 (part)



138 (part)



137 (part)



137 (part)

A PRIVATE COLLECTION OF ROWING MEMORABILIA



137 (part)



138 (part)



137 (part)

137

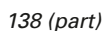
THE OXFORD CAPTAIN'S WINNING BLADES FROM THE 1859 AND 1861 OXFORD & CAMBRIDGE BOAT RACES

constructed from wood and painted and inscribed with the crew's names, colleges and weights, with leather locator and each stamped for position number 5 for George Morrison – 148in. (376cm.) long; **together with** a large collage presentation for the 1859, 1860 and 1861 Oxford University Eight crews, each approx. 7 x 6in. and inscribed with names and dates as appropriate – overall 38 x 31in. (96.5 x 79cm.); a photograph of the 1861 crew taken in the field in their rowing kit, their names inscribed in manuscript to reverse and the 1861 6 x 6in. winning silk pennant with fringe edging, painted with the college arms and inscribed in gilt to *G. Morrison, Captain*, contained within later glazed display case — 17 x 9½in. (43 x 24cm.)

(5)

£700-1,000

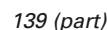
Provenance: George Morrison and thence by descent.



Provenance: Allan Morrison and thence by descent.

**THE OXFORD CAPTAIN'S BLADE FROM THE
1863 OXFORD & CAMBRIDGE BOAT RACE**

Provenance: Allan Morrison and thence by descent.





140 (part)

140

THE OXFORD CAPTAIN'S WINNING BLADE FROM THE 1865 OXFORD & CAMBRIDGE BOAT RACE

constructed from wood and painted and inscribed with the crew's names, colleges and weights, with leather locator and stamped for position number 5 for Allan Morrison – 148in. (376cm.) long; **together with** a photograph triptych of the 1865 crew inscribed and dated as appropriate, the photos 7 x 6in.; and crew photographs for 1865 with manuscript names behind; and the 1865 6 x 6in. winning silk pennant with fringe edging, painted with the college arms and inscribed in gilt to *A. Morrison, Captain*, contained within section of later folding glazed display case — 17 x 9.5in. (43 x 24cm.)

(4)

£400-600

Provenance: Allan Morrison and thence by descent.



141 (detail)



140 (part)

141

A RARE AND FINELY CONSTRUCTED BUILDER'S PRESENTATION MODEL OF OXFORD'S 1865 VICTORIOUS ROWING EIGHT, CONSTRUCTED BY J. & S. SALTER BUILDERS, OXFORD

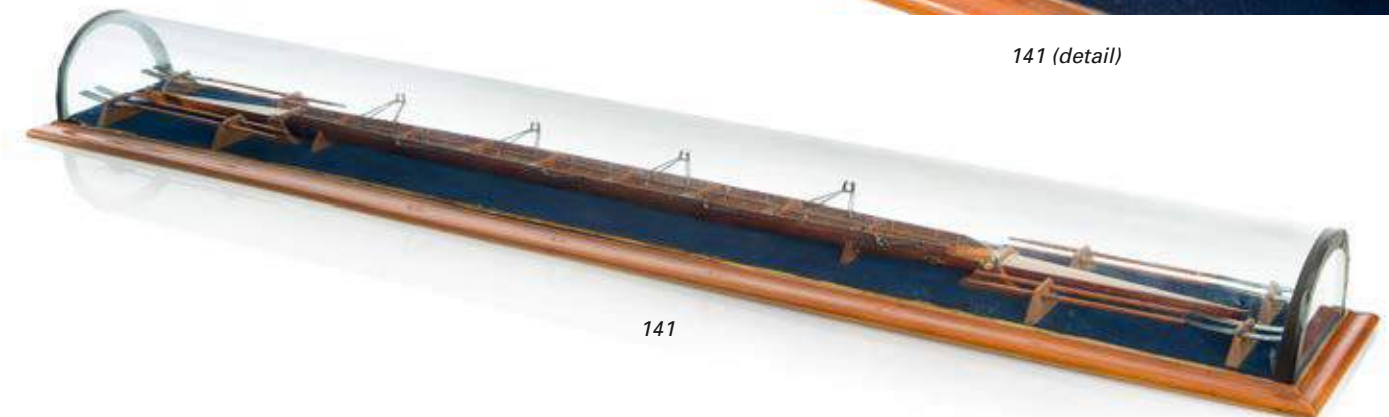
the framed, planked and pinned hull constructed as in working practice with metal A-frame rowlocks, seats, foot rests with leather strapping, tiller with yoke and wire steering, and silver builder's plate located in bow inscribed as per title, mounted on chock supports with swivel arm securing to plush lined display base with four finely constructed blades mounted in pairs at each end and mounted on plush-lined display base with with bow-top glazed cover – 5¼ x 63½ (13.5 x 161.5cm.)

£1,000-1,500

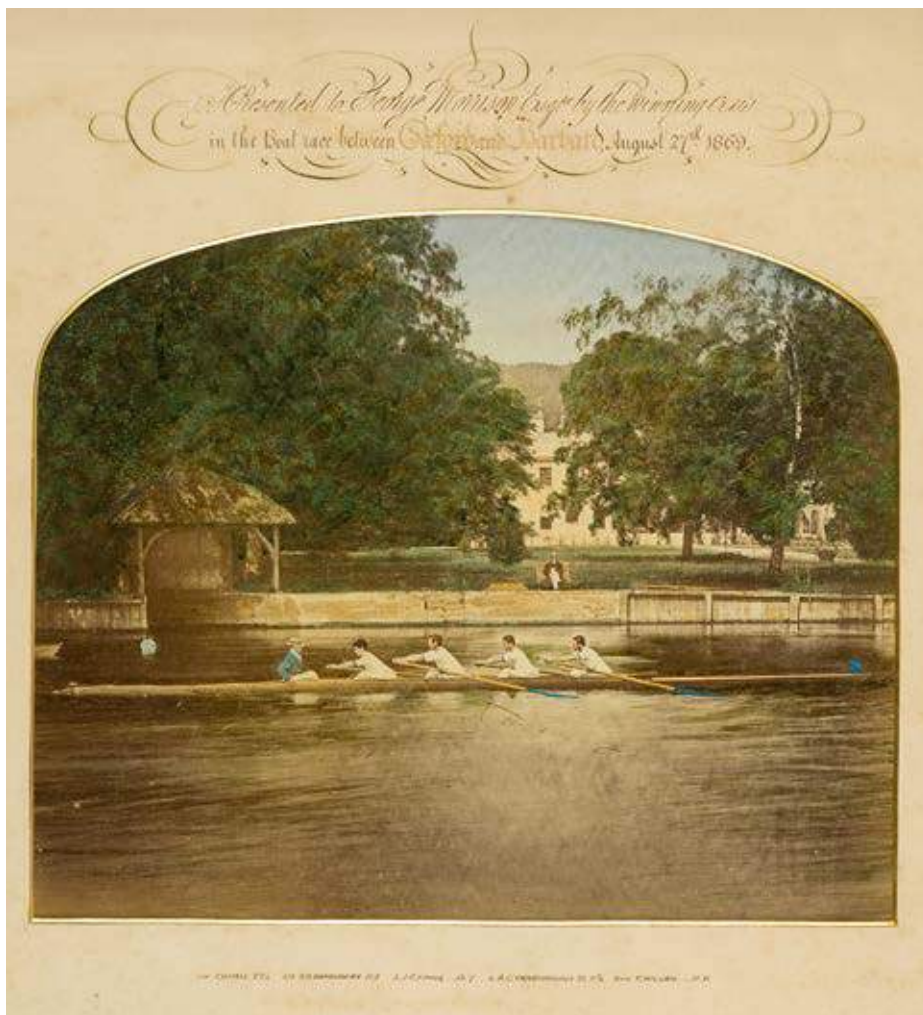
Provenance: Allan Morrison (1865 Captain), and thence by descent.



141 (detail)



141



142 (part)

142

A BLADE FROM THE 1880 TORPID RACE FOR TRINITY COLLEGE, OXFORD (HEAD OF RIVER)

constructed from wood and painted and inscribed with the crew's names and weights, with leather locator and stamped for position number 1 for H.C. Moffat – 148in. (376cm.) long; **together with** three Boat Race photographs for Oxford 1868 and 1870 and Cambridge 1869; two undated Oxford crews and a hand-tinted presentation photograph of the winning Oxford crew from the 1869 Oxford v Harvard race

(7)

£250-350

Provenance: H.C. Moffat, nephew of George and Allan Morrison, and thence by descent.

143

A BLADE FROM THE 1906 TRINITY COLLEGE, OXFORD ROWING EIGHT

constructed from wood and painted and inscribed with the crew's names and weights, with leather locator and stamped for position number 4 for H.C.

Cumberbatch – 148in. (376cm.) long; **together with** a double photograph of the 1905 team afloat in their blazers and capes, named and inscribed with the team's names including Cumberbatch – overall 20½ x 36½in. (52 x 93cm.)

£150-250

Provenance: H.C. Cumberbatch, great nephew of George and Allan Morrison, and thence by descent.



143 (part)

VARIOUS PROPERTIES



144

144

THE CUMBERLAND FLEET (NOW ROYAL THAMES YACHT CLUB), A RARE LATE 18TH CENTURY BLANK INVITATION

an unused and undated paper invitation, signed by Jos hhh . Wood (Hon. Sec.?) "to attend a Meeting of the Members of the Society", printed in running script below an allegorical black and white engraving by J. Hall, 1775 (after J. Hitchingham) featuring Poseidon(?) holding the Cumberland Cup aloft, with racing cutters at sea beyond, 11 x 8.5in. (28.5 x 22.5cm.), unfolded, minor foxing, a very rare survival

£200-300

The so-called 'Cumberland Fleet', known since 1830 as the Royal Thames Yacht Club, was founded in 1775 when Henry, Duke of Cumberland, the brother of King George III, put up a silver cup for a race on the River Thames and formed the 'Cumberland Fleet' to challenge for it. By virtue of its foundation date, it is recognised as the oldest continuous operating yacht club in the world.

145

A FINE MARINE-THEMED PRESENTATION CLOCK BY JONES & SONS, PARIS, CIRCA 1877

composed as a 12-spoke double helm inscribed around the rim *BEAUMARIS REGATTA JULY 30 1877. WON BY "CORAL"*. *CHARLES H. BELOE*. the hub inset with 3in. aneroid barometer signed as per title, with 8-day platform escapement clock with Roman numeral enamel dial behind, mounted on a capstan with sprung ratchets to base and two capstan poles, the top with gimbal mounted compass the needle on jewelled pivot, the whole set of a brass bed plate on tapered red marble base with brass lining — 12 x 9½in. (30.5 x 24cm.) overall

£1,000-1,500

Coral was a 36ft cutter of ten tons built by Fairlie of Fife in 1868 and whose home port was Liverpool - a short distance from Beaumaris in Anglesea.



145



146

146

A FINE TEAK BLANKET BOX FROM THE STEAM YACHT *NORIAN*, CIRCA 1910

with rope becket handles, twin locks, brass strap hinges and name plate to front — overall 19 x 45 x 19in. (48.5 x 114.5 x 48.5cm.); **together with** three deck blankets with laundry marks for *Norian*; and a brass steam whistle believed to be from the yacht; key and historical research.

£600-800

Provenance: A note contained within the chest states that it was bought at the closing down sale of Fox & Haggart Ship Builders.

Built by John Reid & Co., Glasgow in 1910 for William Chrystal, *Norian* was a 50ft teak steam yacht of 32 tons and fitted with a 20hp steam engine which also ran an electrical lighting system. Latterly one of the 'Little Ships' in the Dunkirk evacuation, the Admiralty hired her as a harbour defence vessel. Renamed by various owners several times, she reverted to her original name and was still *Norian* when sold to an American, Chadwell O'Connor, in 1966. Still retaining her original steam engine, his attempt to steam her to the U.S. ended in disaster after 22 miles and he was towed back to the U.K. by the Plymouth Lifeboat. A houseboat thereafter, she was finally broken up at Plymouth in 1976.

147

A CEREMONIAL LIFE BUOY FROM THE YACHT *TYGER* R.Y.G.C., CIRCA 1950

constructed in cork with white painted canvas covering and rope handles, with blue lined gilt lettering as per title — 30in. (76cm.) diam

R.G.Y.C. - Royal Yacht Club of Greece. This was only extant between 1940-1973.

£150-250

148

A TRINITY HOUSE MEAT PLATTER, CIRCA 1840

with brown transfer-printed crest and decorated rim, the reverse with maker's marks and transfer for Copeland & Garrett; complete with matching strainer — 20½in. (52cm.) wide; **together with** another platter of the same pattern 23in. (58.5cm.) wide

(2)

£400-600

The substantial nature of these dishes suggests they were for use aboard one of the Trinity House yachts.



148



149

149 Ø

A PLATE COMMEMORATING THE LAUNCH OF *METEOR*, 1902

with green transfer print depicting the *Meteor* and American and German Imperial emblems with souvenir inscription from Townsend-Downey Ship Building Co. New York, dated February 28th, 1902, the reverse with maker's marks for The Onondaga Pottery Co. Syracuse NY — 10in. (25.5cm.) diam; **together with** a platter from the Royal Gothenburg Yacht Club, a cased bronze plaque from the Ostend Yacht Club Regatta of 1907; a silver and enamel match strike and four ivory yacht club napkin rings

(8)

£200-300



150 (part)

150

A COLLECTION OF PHOTOGRAPHS BY BEKEN & SON, COWES

comprising fifteen 9 x 11in. sepia toned prints, each blind stamp and inscribed in India ink with negative number and title, some counter-numbered and signed to the reverse, yachts including *White Heather* leading the Big Class at Cowes, 1930; *Shamrock V*; *Candida* racing at Cowes, 1931; *Velsheda* and *Endeavour*; Challenger's first trial in the Solent; *Tomahawk* leading *Vim*, Cowes Regatta 1939; *Astra* and *Shamrock V* at Cowes Regatta 1931; and several others of Royal Yacht Squadron class

(15)

£800-1,200



151

151

A FINE DISPATCH BOX FROM THE SCHOONER-RIGGED STEAM YACHT *TAMESIS*, ROYAL ST GEORGE YACHT CLUB, IRELAND, CIRCA 1900

covered in black leather with gilt brass fittings, the lid inscribed in gilt *COLONEL BIBBY "S.C.H. TAMESIS" R.S.G.Y.C.*, the internal correspondence tray with 'light', 'ink' and 'stationery' compartments, inset hinges and Chubb patent lock — 6 x 18in. (15 x 46cm.)

£200-300

The 140 ton schooner yacht *Tamesis* was built in 1881 for J.R. Hoare; sold to Col. Bibby in 1900 who owned it until 1914. After several more changes of owner, she's last heard of living out her days as a houseboat in the late 1950s in the Tollesbury Saltings south of Colchester.



152

152

AN AMUSING LATE VICTORIAN 'FLAG SIGNAL' VESTA CASE, 1891

silver, hallmarked for Chester, 1891, the front carrying a hoist of three coloured enamel flags reading (from the top down) the message BJQ for "Combustibles", excellent condition

Both this and the following lot display recognised flag signals from the original Board of Trade's Commercial Code which came into use in 1857 and survived until revised in 1899.

£200-250

153

153

A SIMILAR LATE VICTORIAN 'FLAG SIGNAL' VESTA CASE, 1891

silver, hallmarked for Chester, 1891, the front carrying a hoist of three coloured enamel flags reading LRM for "I will carry a light", with top ring for suspension, excellent condition

£200-250



154

154 Ø

A SILVER MOUNTED IVORY AND ENAMEL LAUNCHING HATCHET FOR THE S.S. PENTWYN, 1910

the tapering handle with engraved collars and axe head hallmarked for Birmingham 1909-10, engraved *S.S. PENTWYN*". / *LAUNCHED 11TH MARCH, 1910*. with enamel house flag and cypher for 'CHD' either side, contained in plush lined leather case of issue by R.L. Rennison, Sunderland, cased measurement — 11¾in. (30cm.) wide £500-800

Built by J.L. Thompson of Sunderland for the Pentwyn SS Co., she was a general purpose cargo ship of a little over 3,500 tons. On 30th September 1918 she steamed from Cape Verde as part of convoy HD52 but, just as she was closing Liverpool, she was picked off by U-90 and sank with the loss of one life.



155

155

THE BELL FROM THE WELSH COASTER URANIA OF ABERAYRON, 1857

the front with name cast in relief, moulded rim and shoulder, the top with suspension loop and bolts for iron clapper staple complete with iron clapper — 8 x 8in. (20 x 20cm.)

£300-500

Urania of Aberayron was a 108 ton schooner built and owned by a Capt. Williams whose principal run was to and from Cardiff. By 1874/5 she was owned by Jones & Co. under the command of Master Jenkins and intriguingly was registered at 98 tons suggesting she had lost 10 tons in a refit. Thereafter she disappears from the records.



156

156

A PAIR OF EARLY 20TH CENTURY COPPER AND BRASS PORT AND STARBOARD LANTERNS

of typical form with maker's label for William Harvie & Co. Ltd, with hinged tops complete with red and green glass filters and oil lamps — 21in. (53.5cm) high (excluding handle)

(2)

£250-350



157

157

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

published at Lloyd's 1912, 136pp chromolithographed company flags and funnels, with index, bound in gilt cloth boards, 10 x 6¼in. (23.5 x 16cm.); **together with** 'Reed's Flags and Funnels', 22pp with alphabetical list, bound in red cloth; and 'The Journal of Commerce British Flag Sheet', folded wall sheet contained within card boards entitled 'Flags of the British Mercantile Fleet', published by The Journal of Commerce and the Shipping Telegraph, Liverpool

(3)

£200-300

158

'SHIPS OF THE BRITISH MERCHANT NAVY – PASSENGER LINES', A ROYAL ASSOCIATION COPY

E.C. Talbot-Booth, for Andrew Melrose Ltd., London, 1st edition 1932, numerous colour plates, plus black and white line drawings throughout, separate indexes of shipping companies and vessels, original cloth (*spine faded*) — 9¼ x 7in. (23.5 x 18cm.)

£100-150

Tipped into the preliminary pages is an undated typed letter to the author from the Comptroller to the Household of the Prince of Wales (later Edward VIII and Duke of Windsor) sending the Prince's approval of the book and his gratitude that five shillings (25p) was going to be donated to the RNLI for every copy sold.



159

A 19TH CENTURY DOUBLE SHELLWORK VALENTINE

of typical form with glazed octagonal trays, hinged to the centre, the left inscribed in shellwork *TRUE LOVE* and with heart and rose motif, the right inscribed *ROVER* — 9in. (23cm.) wide closed

£500-700

160

A 19TH CENTURY DOUBLE SHELLWORK VALENTINE

of typical form with glazed octagonal trays, hinged to the centre, each side decorated with hearts and geometric designs — 8½in. (21.5cm.) wide closed

£400-600

161

A 19TH CENTURY DOUBLE SHELLWORK VALENTINE

of typical form with glazed octagonal trays, hinged to the centre, the left inscribed in shellwork *A PRESENT FROM BARBADOS*, the right with heart and rose motif — 8¾in. (22.5cm.) wide closed

£300-400

162

'BRITISH MARINE ALGÆ'

mounted and arranged by Miss E.H. Boning, Torquay, circa 1860, comprising 30 gilt edged card pages, each mounted with dried specimens with manuscript title in Latin underneath, mounted to verso and recto, moiré silk lined end papers with maker's label, bound with thick full leather covers impressed with Greek key border and titles — 12 x 10in. (30.5 x 25.5cm.)

£400-600

163

A 19TH CENTURY MUSICAL ROCKING SHIP AUTOMATON

the 7in. wood and card model of the paddle steamer *Victoria* with rotating paddles, twin funnels with cotton wool smoke, paper sails with standing and running rigging, set in a waterline painted paper sea in wooden base with single turn musical movement and stop/start levers for the action with pull-cord winding, with glazed dome cover with painted harbour scene back drop — 16 x 19 x 8in. (40.5 x 48 x 20cm.)

£600-800



162



163



164

164

THE FIGUREHEAD OF THE YACHT *GELERT*, R.Y.S., CARVED BY JAMES HELLYER OF HELLYER & SON TO THE ORDER OF R. & M. RATSEY'S YARD, WEST COWES, 1867

realistically carved in lime wood as a full-length crouching deer hound waiting for a command, his head alert with inset brown glass eyes looking up, mounted on a scrollwork bow section with thole pin and securing holes and finished in contemporary silver-grey polychrome — 17 x 54 x 9in. (43 x 137 x 23cm.)

£15,000-25,000

Provenance: Aboard *Gelert*, 1867-1891; Ratsey's Yard, Isle of Wight, 1891-c.1960s; Digby Coventry (1919-2014), acquired from Ratsey's dispersal sale on closure, c.1960s, and thence by descent

The Hellyer family of carvers became famous for their carvings used by H.M.S. *Warrior* and the *Cutty Sark*, but had been active as mainly Naval Dockyard carvers for about 400 years before these commissions. Listed in contemporary directories as 'designers' as well as carvers, their name is a byword for quality, a fact that is readily confirmed by the exquisite handling of the example offered here. It is comparatively rare to know the name of the vessel a head was intended for and very rare to know the name of its designer and carver, confirmed in this case by an inscription added to the reverse of a contemporary photograph of this head used in the book *British Figurehead & Ship Carvers* by P.N. Thomas where it is stated to be inscribed *By James Hellyer, carver to the Royal Navy*.



A rare photograph of the figurehead as completed, circa 1867



The R.Y.S. Gelert, detail showing head insitu

Image courtesy of Rountree Tryon Galleries



164

The reportedly "fine schooner yacht" *Gelert* was built for Colonel Edward Loyd, a prominent member of the Royal Yacht Squadron, by Messrs. R. & M. Ratsey at West Cowes and launched from their yard by Mrs. Sandford, Colonel Loyd's cousin, on 18th April 1867. Named for the legendary dog "Gelert" from Welsh folklore, the yacht was registered at 168 tons gross (94 net) and measured 98 feet in length with a 20 foot beam. Sporting the particularly distinctive figurehead being offered here, she attracted attention wherever she went but Loyd soon tired of her and she was laid up in 1870 and replaced with a 92-ton yawl called *Day Dream*. After ten years of idleness, *Gelert* was finally sold to Charles Howard, 5th Earl of Wicklow (in 1880) who unfortunately died the following year and was succeeded by his brother Cecil. Cecil Howard, the 6th Earl, like his deceased brother, was also a member of the R.Y.S. and he raced *Gelert* until 1889 when she was again laid up pending sale.

Late the following year (1890), the *Gelert* was lying in the Medina River awaiting a buyer when she was spotted by Prince Henry of Battenberg, an enthusiastic yachtsman who was looking to replace his 62-ton yawl *Sheila* with something larger. Instantly attracted to *Gelert's* fine lines, Prince Henry bought her and, on 29th January, 1891, the Isle of Wight newspapers reported that:

"Prince Henry of Battenberg's recently-purchased schooner, the *Gelert*, has been re-named the *Sheila*, after his old yacht, and she has undergone a complete refit at Cowes, which has been finished by placing a new figure-head on the vessel, which takes the form of a bust of Princess Beatrice."

As stated so clearly in this newsprint, the beautiful figurehead of the dog *Gelert* had been removed and put into storage where it remained until purchased by the present owner's grandfather in the 1960s. Replaced by a bust of Princess Beatrice, herein lay the simple reason for the survival of this splendid figurehead in such exceptional condition.

Prince Henry of Battenberg, born in 1858, was a morganatic descendant of the (German) Grand Ducal House of Hesse and was a familiar visitor to England and Queen Victoria's extended family, so much so that in 1884 he became engaged to Princess Beatrice, the Queen's fifth daughter and youngest child. The Queen however, would only approve the marriage provided the young Battenbergs made their home with her and the couple had no option but to agree. Married in 1885, Prince Henry was made Governor of the Isle of Wight in 1889, an event which probably sparked his desire for a larger racing yacht. Sadly, Prince Henry, having finally persuaded the Queen to allow him to go to West Africa to take part in the so-called Ashanti War, died of malaria during the campaign in January 1896. When the news reached the Queen, she is said to have cried out "The sunbeam in our home is GONE!", and whether this is true or not, the Prince's beloved yacht *Sheila*, formerly the handsome *Gelert*, quietly disappeared from record thereafter.



165

165

A SEAT BACK FROM A MALTESE DGHAIISA, 19TH CENTURY

possibly walnut, carved with a nereid reclining on the back of a hippocampus with opposing dolphins in the lower corners (*old wear*) — 11½ x 36in. (29 x 91.5cm.)

£300-500



166 (part)

166

AN ATTRACTIVE BRITISH MERCHANTMAN PORTRAIT FIGUREHEAD FROM THE BRIG MARY ANN OF BELFAST, 1847

probably depicting a ship owner's wife of three-quarter length, carved with hair parted in the middle with long drop earrings and shaped bodice with gilt brooch to flowering skirts with slotted base and plugged thole pin hole, remnant paintwork — 37in. (94cm.) high; **together with** a contemporary postcard of the ship

(2)

£8,000-10,000



166 (part; The 'Mary Ann')

167

A FINELY MADE WOODEN MODEL FOR AN EARLY TWO-BLADED RETRACTABLE PROPELLER, CIRCA 1855

the blades with truncated tips bolted to boss with brass bolts, loosely fitted shaft and carved end bolt, mounted on plush base with dome cover, the propeller — 8in. (20cm.) diameter

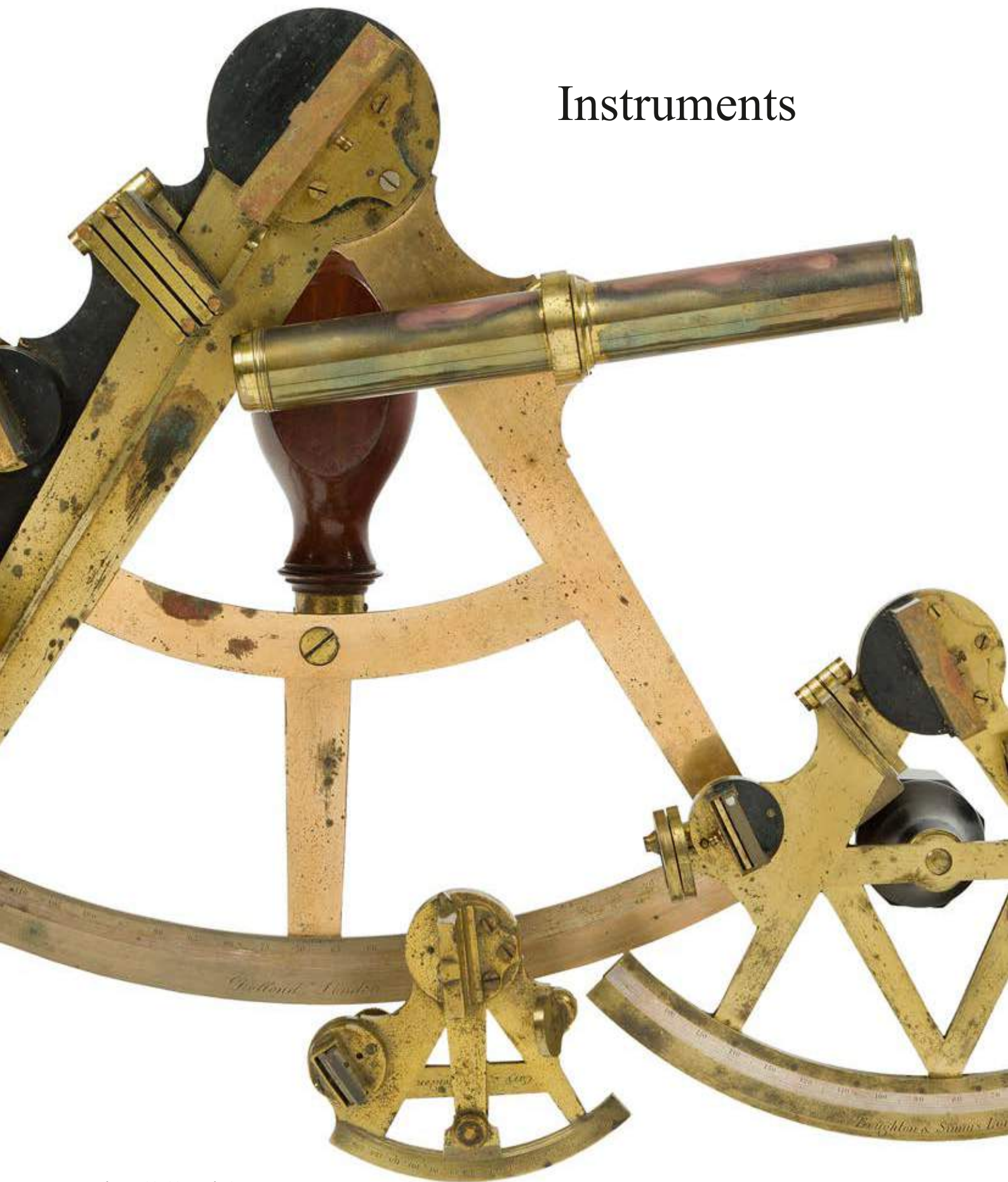
In the early days of propeller development, founders had trouble casting them in one piece and it was common to cast the blades and bosses separately and bolt them together. The unusual truncated tip on this model suggests that it was designed to retract when the vessel was under sail, a feature that remained almost until the end of the sailing navy in the 1870s.

£250-350



167

Instruments



170

A RARE MID-19TH CENTURY EDWARD MASSEY PATENT FRICTIONLESS FISH-TAIL PROPELLER LOG

with V-shaped brass plate incorporating register dials and engraved above the rotator *Edw. Massey / LLL Patentee / London / 6082* — 13in. (33cm.) long
£500-800

LLL stands for "Log, Lead and Look out".



170



171 (detail)



171

171

A RARE R. ROOD'S PATENT SPRING BALANCE SPEED INDICATOR/LOG, CIRCA 1887

of cylindrical form and inscribed *R. Rood's Patent Log No. 22A*, with geared dial reading 0-16 with one sprung and two friction indicators — 10in. (25.5cm.) high; contained within later wooden box

£250-350

172

A MECHANICAL TORPEDO LOG BY EDWARD MASSEY, OWNED BY LORD BURGHLEY, ROYAL VICTORIA YACHT CLUB, CIRCA 1878

constructed in lacquered brass and numbered 374 with enamelled triple dial signed as per title and with sliding cuff inscribed *Lord Burghley M.P. R.V.Y.C. Ryde, Isle of Wight*, complete with original leather bound connector in fitted box of issue — 23½in. (60cm.) wide

£400-600

Brownlow Henry George Cecil, 4th Marquess of Exeter (1849 – 1898), styled 'Lord Burghley' between 1867 and 1895, was a Peer and Conservative politician.



172

173 Ø

A TWO-DAY MARINE CHRONOMETER BY LITHERLAND, DAVIES & CO., LIVERPOOL, CIRCA 1840

the 3¼in. silvered dial signed as per title and numbered 816/17499, gold spade hands with blued secondaries, the movement with plain plates, standard balance with blued helical spring and jewelled detent, and Earnshaw escapement, mounted in gimballed brass bowl countersigned and numbered to base inside, secured with domed faceplate, within three-tier brass bound wooden box of issue with numbered tipsy key and ivory roundel front plate, with inset side handles — approx. 6in. (15cm.) cubed

£2,000-3,000



173

174

A TWO-DAY MARINE CHRONOMETER BY HEWITT & SON, LONDON, CIRCA 1865

the 4in. silvered dial signed as per title and numbered 2648, gold hands, movement with spotted plates, standard balance with blued helical balance spring and jewelled detent, and Earnshaw escapement, contained within brass bowl gimbal-mounted within bound coromandel case with tipsy key and inset handles and blank mother-of-pearl to front, three-tier case — approx. 7in. (18cm.) cubed

£1,500-2,500



174

175

A TWO-DAY MARINE CHRONOMETER BY GEORGE MOORE, LONDON, CIRCA 1865

the 4in. silvered dial signed *Geoe. Moore, 21 St John's Square, London* and numbered 869, gold spade hands with oxidised secondaries, movement with spotted plates, standard balance with blued helical balance spring and jewelled detent, and Earnshaw escapement, contained within brass bowl gimbal-mounted within later three-tier teak box with tipsy key and ivory plate — approx. 7in. (18cm.) cubed

£1,500-2,500



175



176

176

[HENRY] FRODSHAM, LIVERPOOL, A TWO-DAY MARINE CHRONOMETER, No. 2413, CIRCA 1840

the 4in. silvered dial signed, inscribed and numbered *Frodsham, Successor to / Parkinson & Frodsham / MAKER TO THE ADMIRALTY / South Castle St. Liverpool, 2413* [one number obliterated above], radial champlévé Roman numerals, gold hour and minute hands, spotted brass plates with separate bridge for the spring barrel, fusée and chain, bi-metallic "Z-type" balance with cylindrical temperature weights, rating nuts and auxiliary compensation, Earnshaw-type footed spring detent escapement, counter-numbered bowl, gimballed-mounted within three tier brass-bound mahogany box with signature plaque (later) and inset handles, approximately — 7½in. (19cm.) square
£1,000-1,500

177

A TWO DAY MARINE CHRONOMETER BY BROCKBANK, ATKINS & MOORE, LONDON, CIRCA 1880

the 4in. silvered dial signed as per title and numbered *2148*, gold spade hands with blued steel secondaries, movement mounted within spotted plates stamped on edge *5259*, chain fusée to Earnshaw escapement, bi-metallic cut standard balance with blued steel helical spring and jewelled pivot, set within gimballed bowl counter-stamped *5259*, contained with tipsy key stamped '5856' within box of issue with ivory maker's plate, pasted service label dated 1961 and contained in plush-lined guard box with strap, inscribed in pencil by hinge *Kaipaki* (missing top lid), approximate overall measurements - 10in. (25.5cm.) square

£1,200-1,500

The S.S. *Kaipaki* was a 7660 ton general purpose cargo ship built in 1939, owned and run by the New Zealand Shipping Co. until sold in 1955 and renamed *Westmeath*, surviving until 1962 when broken in Antwerp.



177



178

178

TWO WATCHMAKERS' TOUCHSTONES, 18TH-19TH CENTURY

agates inset to turned walnut cases, one with lid; and a quantity of watchmakers' shaped jewels including rubies contained in a small green box with threaded glazed lid — largest 1½in. (4cm.) diam

(3)

£100-150

179
**AFTER JUSTUS SUSTERMANS,
 19TH CENTURY**
Portrait of Galileo
 Oil on canvas
 23½ x 17in. (59.5 x 43cm.)
 £800-1,200



179



180

180
**A 2¾IN. REFLECTING LIBRARY
 TELESCOPE BY JAMES SHORT, LONDON,
 CIRCA 1758**
 signed and numbered on the back-plate
JAMES SHORT LONDON 255/1123 = 9.6,
 the 13in. lacquered brass tube with pinhole
 sights to top, rack-and-pinion focus,
 threaded blanking nut, dust cover,
 speculum main and secondary mirrors,
 attached to folding tripod stand and
 contained within mahogany box of issue
 with two threaded eyepieces — 4½ x 19 x
 9in. (11.5 x 48 x 23cm.)
 £800-1,200

181
**A 3IN. REFLECTING TELESCOPE BY
 FRASER, BOND STREET LONDON, CIRCA
 1820**
 the 8½in. main tube signed to top by back
 plate as per title, threaded eyepiece with
 solar filter, speculum mirrors with fine
 focus and tube cap mounted to tripod
 stand with folding feet — 15½in. (39.5cm.)
 high
 £700-900



185 184 183 182

182

A 2IN. MARINE TELESCOPE BY DOLLOND, CIRCA 1790

the tapering wooded tube with remnent painted finish, signed on the single draw tube as per title with tapering eye cup, dust slide and splash cuff — 38¼in. (97cm.) closed

£250-350

183

A 2IN. MARINE PATTERN TELESCOPE, CIRCA 1790

unsigned, tapering wooden tube with brass eye cup with dust slide — 38½in. (98cm.) closed

£150-250

184

A FINE 2IN. KNOTWORK-COVERED MARINE TELESCOPE BY EMANUEL, PORTSMOUTH, CIRCA 1860

the tapering metal tube fully covered in tarred knotwork, with single draw signed *E. & E. Emanuel, 3 Hard Portsea*, with owner's inscription for *A. Eardley Wilmot R.N.*, dust slide and nickled plated splash cuff — 38in. (96.5cm.) closed

£300-400

185

A 2IN. FOUR DRAW WOOD AND BRASS TELESCOPE BY C. & G. DIXEY, LONDON, CIRCA 1830

signed by the eyepiece as per title and *Optician to the King No. 3 New Bond Street London*, the second tube with armorial inscription reading *Edward Wilward Seede Parker, (late), Midshipman, Ship Swiftshaw*, the third draw engraved with familial coat of arm reading *Fidelis Amicis*, the objective with lens cap, lens piece with dust slide, 11½in. (29cm.) closed

£300-500



185 (details)

186

POCKET OPTICAL INSTRUMENTS

comprising two three-draw leather covered telescopes, one with compass set on eyepiece, an 8x21 monocular by Wray, another by Carl Zeiss, and a Weldon rangefinder by J.H. Steward, each in leather case of issue

(5)

£200-300



186



187

187 Ø

FOUR PAIRS OF TINTED SPECTACLES

comprising an early 19thC tortoiseshell pair with pinned folding arms; an early 19th century wire-framed pair with black lenses; an early 19th century wire-framed pair with prescribed lenses with case; a pair of mid-19th century engineer's spectacles with wire cages and a carved wooden spectacle case

(4)

£200-300



188

188

A PAIR OF GEORGIAN STEEL WIG SPECTACLES

the hinged arms with loop ends and one lens; **together with** two further pairs circa 1830 one with sliding slides, the other with hinged arms, in associated cases

(3)

£150-250



189

189 Ø

A PAIR OF SILVER SLIDING SIDE SPECTACLES, CIRCA 1825

the arms with partial marks for Birmingham, contained within a flip-top tortoiseshell case with silver trim; **together with** another pair of silver spectacle frames with sliding arms

(3)

£450-650



191

191

A PAIR OF EARLY 19TH CENTURY DOUBLE FOLDING TINTED SILVER SPECTACLES

partial marks for London, double hinged frames with folding, slightly horseshoe shaped side lenses contained within partially leather covered wooden case

£100-150



192 (part)

192

A PAIR OF LUPEN-BRILLE MAGNIFYING SPECTACLES BY BUSCH, GERMANY, CIRCA 1920

with nickle-plated brass half-moon frames with extended magnifiers with positioning screws and wire earpieces, contained in cardboard box with maker's leaflet; **together with** two pairs of early 19th century reversible shooting spectacles, one pair with triple hinged arms; three boxes of labelled test lenses and two empty spectacle cases

(8)

£200-300



193

193 Ø

A 15IN. RADIUS EBONY AND BRASS OCTANT BY CHRISTOPHER STEDMAN, LONDON, CIRCA 1785

the inset ivory scale divided to 95°, finely engraved brass index arm signed *C. Stedman, London*, double pinhole sight with shade, mirrors, removable twin shades and reverse pinhole sights, reverse with three feet and arm stop contained within fitted stepped keystone case of issue — 19½in. (49.5cm.) wide
£1,000-1,500



194

194 Ø

A 17½IN. RADIUS OCTANT, CIRCA 1780

unsigned, the mahogany T-frame with inset ivory scale divided to 95°, engraved brass index arm, pinhole sight, two mirrors, pencil and note plate to reverse on brass feet — 19¼in. (49cm.) overall
£1,000-1,500



196



195

195 Ø

A 9¼IN. RADIUS VERNIER OCTANT BY DOLLOND, LONDON, CIRCA 1800

signed as per title on the lacquered brass index arm, inset ivory scale divided to 95°, owner's plate with remnant inscription, oxidised brass double pinhole sight with swivelling shade, mirrors, two shades, note plate to reverse, three pin feet, contained within fitted stepped keystone box with securing hook — 13in. (33cm.) wide
£500-800

196 Ø

A 9½IN. RADIUS VERNIER OCTANT BY THOMAS CHRISTIAN, LONDON, CIRCA 1820

signed on the cross bar as per title and addressed for *102 Strand*, main ivory scale divided to 100°, vernier on braced brass index arm, mirrors, three shades and pinhole sight, pencil and note plate and three pin feet, contained within fitted keystone box, with correspondence to Greenwich dated 1960 and some sextant instructions priced 10p — 11in. (28cm.) wide
£300-500



197

197

A FINE 4IN. RADIUS SURVEYING SEXTANT BY TROUGHTON & SIMMS, PRESENTED TO GENTLEMAN CADET WILLIAM E. WARRANT BY THE EAST INDIA COMPANY, JUNE 1849

the lacquered brass diamond-pattern frame signed on the arc as per title and the inset silvered scale divided to 160°, vernier with magnifier, mirrors, four shades, threaded ebony handle, contained within fitted keystone box of issue with tubes and filters, the lid with presentation plate inscribed to Warrant, from the Court of Directors for the East India Company — 8¼in. (21cm.) diam

£2,000-3,000



198

198

A FINE 8½IN. RADIUS VERNIER SEXTANT BY WILLIAM CHARLES COX, PLYMOUTH, CIRCA 1825

the lattice frame retaining much original lacquered finish, signed above the vernier *COX Plym Dock*, inset silver scale divided to 130°, braced index arm with swivelling magnifier, mirrors, seven shades, wooden handle and three pin feet, contained within fitted keystone box of issue with near complete set of accessories, securing hooks and lock — 14in. (35.5cm.) wide

£800-1,200



199

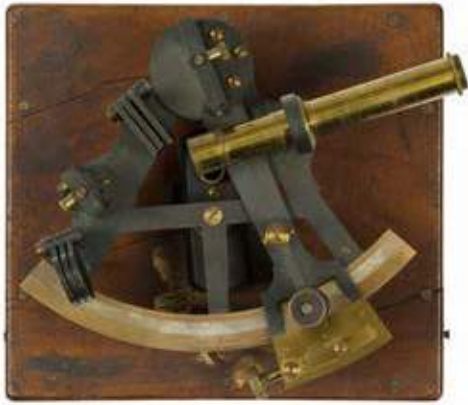
199

AN EXCEPTIONAL 8IN. RADIUS VERNIER SEXTANT BY WILLIAM DOLLOND, LONDON, CIRCA 1860

the lacquered brass and partially oxidised T-frame retaining most of its original finish, the arc signed *Dollond London* and inscribed *Silver* above '70' with inset scale divided to 145°, vernier with magnifier on horizontal tangent screw adjustment, and glass light diffuser, braced index arm, mirrors and seven shades on oxidised frame section, handle with stand clamp accessory and three pin feet, contained within fitted keystone box of issue with complete accessories including five eyepieces, filter and pin, with maker's label inside lid, and securing hook — 14in. (36cm.) diameter

£1,000-1,500

William Dollond (1834–1893) was the last of this famous family of makers and, upon his retirement in 1871, a dispersal sale was held on the premises by Winstanley & Horwood at which the contents were sold from the 8th of August in a sale lasting several days. The outstanding original condition of this instrument suggests it may have been part of this sale.



200

200

A 4IN. RADIUS VERNIER SEXTANT BY CARY, LONDON, CIRCA 1893

the oxidised brass T-frame with polished arc signed and inscribed *Cary London 1089*, with inset silver scale divided to 150°, vernier with swivel magnifier, mirrors, six shades, pin feet and wooden handle with stand escutcheon, contained within fitted wooden box with accessories including three sighting tubes and the lid inset with test certificate dated 1893 – 7in. (18cm.) diam

£600-800

201 Ø

A MINIATURE 2IN. RADIUS SURVEYING SEXTANT BY CARY, LONDON, CIRCA 1840

the solid cast lacquered brass A-frame divided to 130° signed on the cross bar as per title, single pinhole sight and mirror, and turned ivory threaded handle, contained within fitted baize lined box of issue — box 4in. (10cm.) square

£600-800



201

203

AN 8IN. RADIUS PLATINUM SCALED DOUBLE-FRAMED SEXTANT BY THOMAS JONES LONDON, CIRCA 1820

the oxidised brass T-frame numbered *D125* with brass arc faintly signed *Thomas Jones, 62 Charing Cross London* and inscribed *Platinum* above '0', inset platinum scale divided to 140°, vernier with clamp and magnifier, braced index arm, adjustable threaded sighting tube mount, mirrors and seven shades, the reverse with wooded handle with mounting lug, contained within fitted keystone case with four tubes and four tube filters, test certificate dated 1913 in lid, the lid inscribed *H.O. D125* and retailer plate for the Miscellaneous Disposals Syndicate Ltd, the box — 13¼in. (35cm.) diameter

£600-800

204

A 7IN. RADIUS VERNIER SEXTANT BY C. PLATH, HAMBURG, CIRCA 1925

the ebonised ladder frame with polished arc signed as per title and complete with maker's trade mark to left and numbered *10377*, inset silvered scale divided to 150°, vernier stamped *D.R.G.M. 724619 724624 / 25* with quick release clamp, glass glare deflector and swivel magnifier, two mirrors and seven shades, threaded sprung site assembly and wooden handle threaded pin feet, stamped *13* behind main mirror, contained within fitted box of issue with accessories including sighting tubes, mounting assembly, filters and quill-handled brush, with correction certificate inside lid dated 1925 and maker's label, and owner's plate inscribed *D. Campbell* to front, securing hook and handle — 12in. (30.5cm.) square

£250-350



203



204

205

A COLLECTION OF 18TH CENTURY SANDGLASSES

comprising four examples with hand-blown glass bulbs mounted between turned wood plates with wooden supports, three complete with volcanic sand, two with original tar covered bindings — largest 7½in. (19cm.) high

(4)

£800-1,200



205

206

A MID-19TH CENTURY ARMILLARY SUN DIAL

unsigned, constructed in copper with ecliptic numbered I to XII internally and inscribed *LUX DIEI* ['new light'], mounted on tapered base with holes for screw fixing — 15.5in. (39.5cm.) high

£200-400



206

207

A GARDEN SUNDIAL BY W. SHAKESHAFT, PRESTON, 1776

constructed from bronze and inscribed between IV and VIII *Lat: 53:45 W. Shakeshaft Preston, Fecit, Anno Domini 1776*, scrollwork gnomon secured behind — 7¾in. (19.5cm.) diam

W. Shakeshaft is an apparently unrecorded maker.

£250-350



207

208

A SUNSHINE RECORDER BY CASELLA, LONDON, CIRCA 1925

heavily constructed in ebonised brass with scale divided 50-45°, signed as per title and numbered 268/32, the 4in. glass sphere retained between two threaded pivots — 8in. (20cm.) high;

together with a small quantity of equinoctial cards

£300-500



208

209

AN INTERNATIONAL STANDARD RAIN GAUGE CIRCA 1900

constructed in copper with flared foot and internal measure with handle and precision lip — 19½in. (49.5cm.) high

£100-150



210

210

A LATE 19TH CENTURY BAROGRAPH

unsigned, the oak platform with twinned compartment drawer, supporting an eight atmosphere barometric gilt brass movement acting on clockwork drum with four finely enamelled crests with bevelled glass cover — 8¾ x 14¼in. (22 x 36cm.)

£400-600

The crests are for the Wykeham Hall School, founded 1887, and renamed Handcross School in 1968.



211

211

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

the 4½in. bevelled glass dial signed as per title and etched with scales from 'very dry' to 'very stormy' with indicator and adjusting knob, mounted on flared oxidised brass base with instructions to underside — 9in. (23cm.) high

£150-250



212 (part)

212

A RARE EARLY 20TH CENTURY BAROCYCLONOMETER BY H. HUGHES & SON, LONDON

the cyclonometer with 7½in. silvered dial with adjustable plate and indicators, hinged bevelled glass port, contained within oxidised brass bulkhead case; mounted on substantial shaped wooden board with matching barometer signed as per title and numbered 508/49 with curved bar thermometer and typhoon calibrated settings, the board with retailer's plate for Lilley & Reynolds Ltd, 9 Railway Place, Fenchurch Street, London EC3 — 12 x 22in. (30.5 x 56cm.); **together with** two range finders and a compass pelorus in wooden cases of issue

(4)

£400-600

The 1930 Henry Hughes & Son catalogue lists the standard model of this instrument at £10 10 0 but this version (with a handsome wooden frame) at £15 0 0.



213

213

AN EIGHT-DAY RECORDING BAROGRAPH BY J.H. STEWARD, WON AS A PRIZE IN THE 1903 PLYMOUTH REGATTA

the drum with clockwork motor secured to lacquered brass bedplate with seven atmosphere movement, ink bottle and maker's plate, the hinged bevelled glaze cover to light oak base with brass plate inscribed *Won by Hoopoe 9 tons, Plymouth Regatta 1903*, with two compartment chart drawer under — 8½ x 14in. (21.5 x 35.5cm.)

£300-500

214

AN IMPROVED MARINE ANEROID COMPENSATED BAROMETER BY H. HUGHES & SON LTD, CIRCA 1930

the 6in. silvered dial signed as per title and numbered 3428, with scale reading between 28 to 31 bars with blued steel indicator and gilt setting indicator contained within oxidised brass bulkhead case with key adjustment in lower rim; **together with** another similar with 4½in. dial

(2)

£150-250

215 Ø

A POCKET BAROMETER BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1890

the 2¼in. silvered dial signed as per title and numbered 26212, with blued steel needle, rotating faceplate with reciprocating pin and scale divided to 31, contained in red leather case of issue with plush-lined lid and fob ring; **together with** another two *unsigned* in gilt brass cases, one Singer pattern with leather outer case; and a leather-cased ivory thermometer by Adie & Wedderburn, Edinburgh

(4)

£150-250



215



214

216

A PAIR OF PRISMS BY JULES DUBOSCOQ À PARIS, CIRCA 1860

the 3in. prisms adjustable on two axes and mounted in lacquered brass stand and inscribed with maker's marks signed as per title and inscribed *C. IND No. 11* and *C. IND No. 24*, mounted on telescopic stand with flared circular foot — 16¼in. (41cm.) unextended

(2)

£600-800

217

A DRY CARD YACHTING COMPASS, FOR F.W. STURT, TUNBRIDGE WELLS, CIRCA 1900

the 2¼in. Singer type card signed as per title and mounted on a dual pivot within lacquered brass bowl and gimbal within wooden box with sliding lid — 4in. (10cm.) square; **together with** a 1½in. three-draw telescope by J.H. Dallmeyer, London with leather-covered main tube, splash cuff and dust slide — 8½in. (21.5cm.) closed; and an artificial horizon by George Whitbread, London, circa 1875, comprising tray, glass tent and mercury bottle, in fitted wooden box with label pasted inside lid

(3)

£150-250



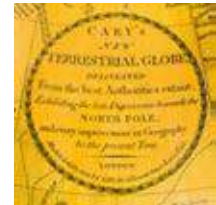
216



218



218 (detail)



219 (detail)



219



220

218

AN 18IN. SMITH'S TERRESTRIAL GLOBE BY GEORGE PHILLIP & SON LTD, LONDON, CIRCA 1890

the coloured gores signed and inscribed *Smith's Terrestrial Globe Containing All The Latest Discoveries, London, George Phillips, 52 Fleet Street, EC*, as per title with countries outlined in red with green showing trade winds, equation of time, equator and equatorial lines, numerous place names etc., with brass polar ring fixed to plated brass horizon ring mounted on green-painted tripod stand with meridian ring, central foot and Oriental foliage decoration to each leg – 27in. (69cm.) high

£3,000-5,000

219

A 12IN. TERRESTRIAL GLOBE PUBLISHED BY G. & J. CARY, LONDON, 1842

the coloured gores over plaster core signed in cartouche *Cary's New Terrestrial Globe Delineated from the best authorities extant, exhibition the late Discoveries toward the North Pole, and every improvement in Geography to the present Time, made and sold by G. & J. Cary, 86 St James's Street, January 11th, 1842*, continents outlined in green, table of equation of time, equator, ecliptic, Tropic of Cancer, tracks with Cook and Vancouver, Antarctic Circle discoveries including Capt. Wilkes, US 1840, brass polar calibrated ring, mounted in brass meridian ring in turned wood stand with horizon ring – 17½in. (44.5cm.) high

£1,500-2,500

220

A 6IN. TERRESTRIAL GLOBE BY E. BERTAUX, PARIS, CIRCA 1900

signed as per title, the coloured gores over a plaster core with different colours for each continent, equator and ecliptic lines, place names in French (*some restoration, with place names strengthened*); mounted on decorative dolphin stand with marble base — 15in. (38cm.) high

£400-600



221 (detail)

221

A RARE GUNNER'S PERPENDICULAR BY THOMAS RIBRIGHT, LONDON, CIRCA 1750

the shaped brass plate signed *THO. RIBRIGHT FECIT LONDON*, the reverse with sliding indicator and bubble level — 5in. (13cm.) high
£600-800



221



222

222

A POCKET SURVEYING COMPASS BY M. BERGE, LONDON, CIRCA 1810

signed on the 2½in. silvered dial as per title, steel indicator with locking arm, contained in baize-lined wooden case with single sight — 5in. (13cm.) square.
£150-250



223 (detail)

223

A FINE 10IN. CIRCULAR PROTRACTOR BY JEREMIAH SISSON, LONDON, CIRCA 1760

constructed in lacquered brass and signed over 90° *J. SISSON LONDON* and contained within fitted hexagonal plush lined case of issue with securing hooks — 12¾in. (32.5cm.) diam
£600-800



223



224

224
A LARGE 17TH CENTURY ENGLISH WOODEN FOLDING COMBINATION RULE/SECTOR

apparently *unsigned* calibrated overall with measure, sector etc and perpetual calendar dated 1673 — 12¾in. (32.5cm.) closed
 £200-300

225 Ø
A MID-19TH CENTURY PORTABLE DRAWING SET BY CHARLES SUFFELL, LONDON

signed as per title on the 4½in. nickel-plated roller rule / square protractor / sector; contained in plush lined case with ivory parallel rule and tray containing compasses, dividers, etc., the lid with inset brass plate inscribed *W. M. Beaufort* – 6in. (15cm.) wide
 £250-350

William Morris Beaufort, 1823-1908, youngest son of Admiral Sir Francis Beaufort inventor of the Beaufort Scale, studied in India in the 1840s and joined the Bengal Civil Service. He returned to England, retiring in 1871, and on his return was a fellow of several societies including the Royal Astronomical, Royal Geographical and Royal Metrological.



225

226
A SMALL SURVEYING THEODOLITE BY BERGE, LONDON, CIRCA 1810

the 6½in. sighting tube with level mounted on A-brackets with rack-and-pinion adjustment to vernier plate signed as per title with 2in. silvered compass and level, the underside with threaded mounting joint contained within fitted box of issue — 5½ x 8in. (14 x 20cm.); **together with** a tripod stand

(2)
 £600-800

227
SURVEYING INSTRUMENTS

comprising a 4in. sighting compass by Stanley, in oxidised brass case with leather travelling case; a glass artificial horizon in box; and a set of three boxwood surveyors rules by Cary bearing owner's name *J.A.F. Mair* in fitted box; all contained within military issue wooden box stencilled *Telegraph Equipment Unit B* and dated 1917

(A lot)
 £150-250



226



228

228

A FINE THEODOLITE BY DENNERT & PAPE, HAMBURG, CIRCA 1894

constructed in oxidised and lacquered brass, the 11in. telescope with bubble level and circular vernier scale, mounted by A-frames to patinated brass platform signed as per title and numbered 12561, bubble level to centre, opposing verniers with magnifiers, silvered scales with gilt edging and bevelled glass covers, sprung retention throughout and threaded levelling screw to feet — 13in. (33cm.) high overall

£800-1,200



229

229

A RARE TELESCOPIC INCLINOMETER, PROBABLY BY ZIMMER OF STUTTGART, CIRCA 1860

constructed in oxidised and lacquered brass, the 7in. square-section main tube with cross levels, one mounted in a protractor, rack-and-pinion focusing and mirror, mounted on a ball-joint with lateral and longitudinal thumb-piece adjustment — 11in. (28cm.) high

£250-350



230

230

A FINE THEODOLITE BY TROUGHTON & SIMMS, LONDON, CIRCA 1880

constructed in oxidised and lacquered brass, the 9in. 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 — 10½in. (27cm.) wide

£300-500



231

231

**A FINE UNIVERSAL THEODOLITE BY TROUGHTON & SIMMS
LONDON, CIRCA 1900**

constructed in lacquered and oxidised brass, the 9in. main tube with rack-and-pinion focussing to objective, mounted to a circular protractor with double bubble level twin verniers and oil lamp transit illumination, secured to A-frame over swivelling platform signed as per title with further vernier scale and bubble levels to tri-form base with adjustable feet — 15in. (38cm.) high overall; **together with** a modern period-style electric transit lamp secured to perspex display base

£400-600



232

232

A FINE SURVEYING LEVEL BY A. MEISSNER, BERLIN, CIRCA 1830

constructed in lacquered brass, the 8in. main tube with shade cuff, rack-and-pinion fine focus, large bubble level, mounted on a bracket to protractor platform, signed as per title, secured to tri-form base with adjustable feet and sprung hook stabilizing accessory — 8½in. (21.5cm) high overall

£200-300



233 (part)

233 Ø

AN 18TH CENTURY ENGLISH FLEAGLASS

constructed in turned ivory, the baluster handle with loop hole, the head fitted with bullseye lens, contained within fitted morocco red leather box — 2¼in. (6cm.) long; **together with** a late 19th century student's microscope in box; and a modern monocular with sprung stand, in card box

(3)

£150-250



234

234

A RARE FOUR-AXIS UNIVERSAL MICROSCOPE STAGE BY COOKE, TROUGHTON & SIMMS LTD, YORK, CIRCA 1960

constructed in coated brass and signed as per title and numbered *M7129* contained in fitted box of issue with many accessories including a microscope eye-piece and the Vickers' objective lens — 8 $\frac{3}{4}$ in. (22cm.) diam

£1,000-1,500

235

A LATE 19TH CENTURY MONOCULAR MICROSCOPE BY R. & J. BECK LTD, LONDON

constructed in oxidised and lacquered brass, signed on the back plate as per title and numbered *21741*, contained within fitted box of issue with 1in. and 1/6in. lens, two eyepieces; **together with** eight slides including a micro-slide of a printed page titled *Sport...*; a sample from the Indian Ocean of a 151 fathoms; eye of fly, spiracles of dytiscus, etc. — 11 x 6in. (28 x 15cm.)

(A lot)

£150-250

236 Ø

AN ENGLISH PORTABLE MONOCULAR MICROSCOPE, CIRCA 1790

constructed in lacquered brass with threaded nosepiece, folding tripod stand, concave mirror, three nosepieces, live box and other accessories, contained within fitted wooden box of issue — 4 $\frac{1}{2}$ x 8in. (11.5 x 20.5cm.)

£350-450



236



237

237

A FINE MONOCULAR MODEL K.A. II MICROSCOPE BY SEIBERT, WETZLAR, CIRCA 1891

constructed in lacquered brass and signed and inscribed on the 5in. tube *Seibert K.A. II*, triple nosepiece, swivelling circular stage with calibrated edge and screw clamp, sub-stage condenser, iris polarising and reversible mirror and oxidised foot, contained within original fitted box with accessories including two further eyepieces, threaded nosepiece, containers, oil bottle, etc., manuscript notebook, the top with drop handle — 14¼in. (36cm.) wide

£250-350

238

A MONOCULAR DRUM MICROSCOPE BY CHARLES CHEVALIER, PARIS, CIRCA 1835

constructed in lacquered brass, signed to the front of the telescopic main tube *Charles Chevalier, Ing. Opt. Brevete, Palais Royal 163, Paris*, rack-and-pinion focusing, hinged magnifier, oxidised platform, concave mirror, contained within fitted box of issue with quantity of slide blanks, with threaded brass mounting to top — 10in. (25.5cm.) wide

£200-300



239



238

239

A MONOCULAR MICROSCOPE BY NACHET, PARIS, CIRCA 1860

constructed in lacquered brass and signed on the tube support *Nachet, Opticien, rue Serpente 16, Paris*, 5½in. main tube, brass platform with detachable slide clamp accessory, front mounted magnifier, concave mirror within drum, contained within box of issue with two eyepieces, three nosepieces in leather case and other accessories — 10¼in. (26cm.) wide

£250-350

240

A MONOCULAR MICROSCOPE BY C. ZEISS, JENA, CIRCA 1882

constructed in lacquered and oxidised brass, signed on the arm as per title and numbered 6047, 6in. telescopic main tube with fine focus on support, triple nosepiece, oxidised platform with sub-stage condenser with rack-and-pinion focusing, plano-concave mirror and horseshoe foot, contained within counter-numbered fitted box of issue with accessories including nosepieces in signed Zeiss canisters, eyepieces, prismatic eyepiece, etc. — 13¾in. (35cm.) wide
£300-400



240



241

241

A MONOCULAR MICROSCOPE BY E. LEITZ, WETZLAR, CIRCA 1901

constructed in lacquered brass, signed on the foot as per title and numbered 56931, the 4in. tube with three swivelling nosepieces, platform with slide clamps, sub-stage condenser and reversible mirror, contained within fitted wooden box with accessories including four further nose pieces, alternate eyepiece, slide blanks etc. and certificate of issue dated 1901 in door, with drop-handle top — 13½in. (34cm.) high

£200-300

242

A 19TH CENTURY DRUM MICROSCOPE

unsigned, of typical form and constructed in lacquered brass contained in fitted wooden box with five (of six) nose pieces; lieberkhün reflector, live box, platform forceps and a small quantity of four-aperture bone slides partially complete with specimens, contained within fitted plush-lined box of issue — 11in. (28cm.) wide
£200-400



242



243

243

**A FINE NAVAL OR MILITARY SURGEON'S SET
BY S. MAW, SON & THOMPSON, LONDON,
CIRCA 1870**

the two-compartment chest with pull-out tray and contained within inset brass bound wooden chest, the key inscribed with *Keys Chest*, signed by the lock plate inside lid with fitted and plush-lined interior containing a near complete set of ebony handled steel instruments, most countersigned, and greased principal blade including bullet extractor, trepan with shard brush etc, tourniquet, amputation saw, scalpels, etc. — 16in. (40.5cm.) wide

£2,000-3,000

244

**AN 18TH CENTURY COPPER PLATE ENGRAVING OF
WILLIAM HARVEY**

after the portrait by Wilhelm von Bemmél, engraved by Monbraken 1739 and printed J. & P. Knapton, London, contained within Hogarth frame — Pl. 14½ x 9in. (37 x 23cm.); **together with** an 18th century engraving of the globe-maker Vincenzo Coronelli, trimmed to the plate and mounted on paper, in later Hogarth frame — Pl. 15½ x 11in. (39 x 28cm.)

(2)

£80-120



244 (part)



245

245
A SET OF STANDARD APOTHECARY MEASURES BY DE GRAVE, SHORT & CO., LONDON, 1879
 comprising eight cast brass Imperial measures for 4floy; 3floy; 2floy; 1floy; 4fldr; 3fldr; 2fldr and 1fldr signed and dated as per title and inscribed *West Riding of Yorkshire, 62F*, and stamped with the Crown VR marks etc. to top and bottom, contained within a fitted wooden box with glass disc covers of reciprocating sizes and glass liquid dipper, the lid with maker's plate – 10¼in. (27cm.) wide
 £800-1,200



246

246
THREE OINTMENT POTS
 comprising one bulbous form stoneware pot, possibly 17th century, inscribed underneath '*Found at Tower Hill*' — 1½in. (4cm.) high; **together with** an early 19th century blue creamware pot inscribed *Poor Man's Friend Price 1/1½ Prepared only by Beach & Barnicott Successors to the Late Dr Roberts Bridport*; and another ointment pot for *Holloway's for the Cure of Gout and Rheumatism* ...
 (3)
 £100-150



247

247
A QUANTITY OF 19TH CENTURY CLEAR GLASS DRUG JARS
 comprising six with ground glass stoppers and one with tôleware lid, each with varnished paper label in Latin to front, various sizes, largest — 10in. (25.5cm.) high including stopper
 (7)
 £150-250



248

248

A COLLECTION OF 19TH CENTURY LACTATION GLASSWARE

comprising two mouth pumps on turned wooden stands, a glass hand-pump, a glass nipple shield with drain hole and glass cupping cup

(5)

£100-150



249

249

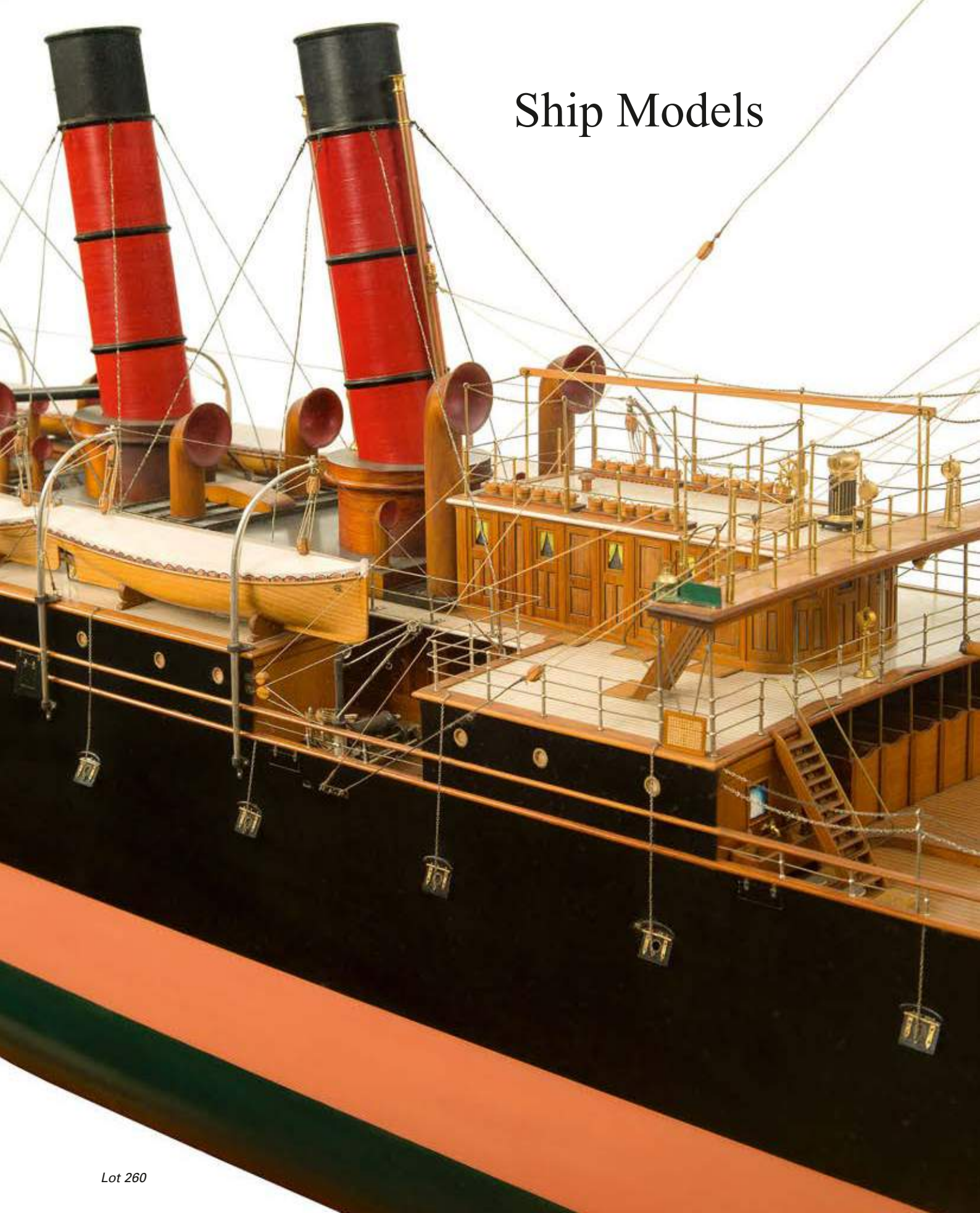
A TELESCOPIC RESONATOR BY HAWKSLEY, LONDON, CIRCA 1920

constructed in oxidised brass with maker's label to front and ebonite earpiece — 12in. (30.5cm) closed; **together with** another similar by R.J. Dowling, London bearing government broad arrow mark; and a self-holding single auricle contained within plush-lined case of issue with maker's label for John Bell & Croydon Ltd, London

(3)

£200-400

Ship Models





250

250

A FINELY CONSTRUCTED AND DETAILED 1/48 IN:1 FT SCALE UNRIGGED MODEL OF CAPTAIN COOK'S BARK *ENDEAVOUR* AS FITTED FOR HIS FIRST VOYAGE OF EXPLORATION, 1768

modelled by M. Gebhardt from plans researched by K.H. Marquardt, the framed hull with lined planking and pinning over a simulated sheathed bottom, ebonised main wale, sweep ports, chain plates with deadeyes and booms, bound anchors with wooden stocks with spars chained behind, decorated stern lights with shutters, the deck replete with fittings including cut-away bowsprit and masts with cleats, catheads, bitts, winch with gilt knightsheads and belfry over, stove pipes, belaying rails, companionways, suite of fully fitted ship's boats in chocks over main hatch with spare spars over, four bilge pumps, capstan, compass box, helm rigged to tiller, swivel guns, tiller platform with rail, stern lantern and other details, mounted to ebonised cradle stand on display base. Overall measurements – 18 x 48in. (46 x 122cm.)

£2,000-3,000

This lot will be available for viewing at Imperial Road



250 (detail)



251

251

A SMALL AND ATTRACTIVELY PRESENTED SAILOR'S WATERLINE MODEL FOR A BRIGANTINE, CIRCA 1890

the hull carved from the solid with simple fittings, masts with standing and running rigging, blocks and tackle, secured to a red plush velvet display base with glazed cover with barley-twist columns. Cased measurements — 9½ x 11½in. (24 x 29cm.)

£150-250



252

252

A DETAILED, PROBABLY SAILOR-MADE, MODEL OF THE EXTREME CLIPPER *CHALLENGE*, 19TH CENTURY

the 20in. hull carved and scored with planking, copper below the waterline, with ebonised top sides and gilt stern and carved eagle head, scored deck with carved polychrome fittings, including anchors with bound stocks, capstans, bell, belaying rails, bilge pump, companionways, hatch covers, saloon with boats stowed over, water barrel, compass box and helm, bound masts with standing and running rigging, with yards, stuns'l booms, lined and furled sails and house flags, mounted on cradle stand pinned within green painted glazed wooden case with legend — 22½ x 33½ x 14in. (57 x 85 x 36cm.)

£1,000-1,500

Built in 1851 by William H. Webb of New York at a cost of \$150,000, *Challenge* was an iron framed extreme clipper of 1,365 tons and the first to include three decks. Undoubtedly a fast vessel, she was blighted by bad luck and her first commander, Captain R.H. Waterman, had to be removed after the maiden voyage when the crew threatened to mutiny. In 1860, she was dismasted in a typhoon but made it to Hong Kong; a year later she arrived in Bombay leaking badly and was sold to Thomas Hunt & Co., Liverpool, for 78,000 rupees and was renamed *Golden City*. In July 1875, whilst in the Indian Ocean on voyage between South Shields to Anjer with a cargo of coal, her decks were swept clean with the loss of seven men and all the officers except third mate. Eighteen months later she was lost at Abervache off Ushant in passage between South Shields and Genoa with 1590 tons of coal and a crew of 26 men.

This lot will be available for viewing at Imperial Road



253

253

A 1:65 SCALE STATIC DISPLAY MODEL FOR THE IMPERIAL RUSSIAN HARBOUR PATROL SHIP *COMMANDER BERING* [1905]

modelled by G. Cheikhet, the carved and painted hull with brass strap-work, planked decks crowded with detailed polished brass and wood fittings, including anchors with chains and winches, deck rails, Nordenfeldt-type machine guns, companionways, ventilators, sail winches, pipework, racked masts with stitched linen sails with rigging, wheelhouse with binnacle and searchlight over, fitted boats in davits, funnels with safety valve extension pipe, engine room lights, saloon, emergency helm and other details, mounted on turned brass columns to display base within glazed wooden case — 20 x 37 x 9½in. (51 x 94 x 24cm.)

£2,500-3,500

The patrol ship *Commander Bering* was, with her sister the *Lieutenant Dydymov*, built at the Nikolayevsky Shipyard in Nikolaev at a cost of 90,000 roubles each. They were intended to guard fishing waters in the Far East to which Russia had claims but doubts were expressed as to whether they were stable enough to safely make their intended base at Vladivostok and it seems they were used for harbour defence and coastal patrol work in and around St. Petersburg instead. Their fates have yet to be established.

This lot will be available for viewing at Imperial Road

254

A TRAVEL AGENT'S WATERLINE MODEL FOR THE S.S. *AMERICA*, CIRCA 1960

the 42in. carved and painted hull with drilled port holes, lined decks with some simple fittings, raised superstructure with covered lifeboats in davits, swimming pool with deck chairs, twin masts and liveried funnels, mounted on a shaped plexiglass blue sea on wooden display base with laminated plate with brass bound glazed cover — 13 x 49½ x 9in. (33 x 126 x 23cm.)

£800-1,200

This lot will be available for viewing at Imperial Road



254



255

**255
AN ATTRACTIVE LATE 19TH CENTURY
SCALE MODEL FOR AN ADMIRALTY
GALLEY OR GIG**

the 9in. hull carved from the solid with boxwood gunwales, the interior fitted as appropriate with gratings, seats, thwarts, foot rests, etc., with full complement of five oars and boat hooks, tiller with brass yoke, finished in naval blue with white ensign to either side of bow, mounted to brass supports within temple-topped glazed case with bun feet — 6 x 13½in. (15 x 33.5cm.)
£300-500

**256
A 1:50 SCALE STATIC DISPLAY MODEL
FOR A NAVAL SAILING AND PULLING
DINGY OF CIRCA 1750**

modelled by G. Cheikhet in pearwood, redwood and oak, the 9in. framed and planked hull with crossboards, thwarts and oars, rudder attached with brass pintles and keel, rigged mast with stitched linen sails, mounted on brass pedestals in glazed wooden case — 14 x 18 x 7in. (35.5 x 45.5 x 18cm.)
£650-750

**257
A PAIR OF 1:50 SCALE STATIC DISPLAY
MODELS FOR A NAVAL GUN BOAT AND A
LAUNCH OF CIRCA 1800**

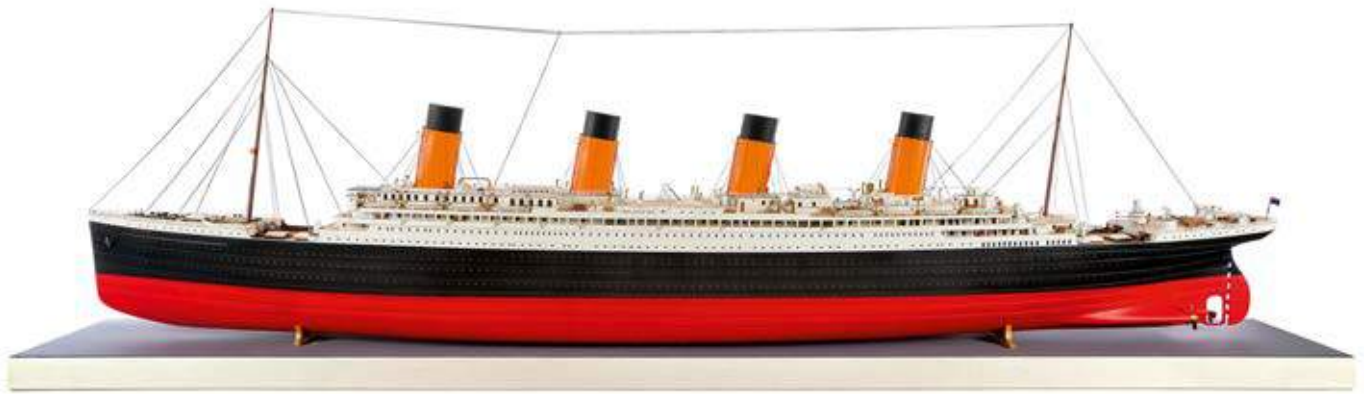
modelled by G. Cheikhet with planked and framed hulls with fine brass work strapping, each containing furled masts and oars, the gun boat containing two swivel mounted carronades mounted at bow and stern, each mounted on brass pedestals in glazed display cases — 17¾ x 13 x 7in. (45 x 33 x 18cm.)
£800-1,200



257

256

257



258

258

AN IMPRESSIVE AND LARGE 1:86 SCALE STATIC DISPLAY MODEL OF THE WHITE STAR LINER S.S. OLYMPIC AS FITTED IN 1911

modelled by Y. Vladimirovich, with 128in. bespoke 3-D printed plastic hull, with plating, portholes, rudder and propellers, planked wooden deck with details including anchors with metal chain, deck rails, capstans, covered hatches, lowered cranes, glazed bridge, stayed funnels, covered lifeboats in davits, deck lights, benches with wooden slates, compass platform, pipework, ventilators, emergency helm and telegraphs, racked masts with wireless aerial and other details, mounted on cradles to grey cloth covered wooden display base — overall measurements 36 x 134 x 18in. (91.5 x 340 x 46cm.)

£4,000-6,000

Although nearly identical with her famous sister *Titanic*, several subtle alterations were incorporated in the *Titanic*'s build. Perhaps most famously the A Deck promenade was found too bracing aboard *Olympic* and was partially enclosed with a roof and sliding windows aboard *Titanic* (and later, the *Britannic*); other differences include the layout of portholes and the location of the Marconi room which moved inwards and had a deck light added to give the operators some natural light.

This lot will be available for viewing at Imperial Road

259

A DETAILED CONTEMPORARY SCALE MODEL FOR H.M.PADDLE TUG ESCORT, CIRCA 1896

carved and painted hull with scored decking with polychromed wood and metal fittings as appropriate, twin stayed funnels, central panelled bridge and over-bridge, paddle boxes with fret-cut tops and feathering paddles, forward mast with standing and running rigging and other details, mounted on raised launching blocks within contemporary ebonised case with plate inscribed to front *Paddle Tug "Escort" H.M. Dockyard Devonport Fawcett Builders, 1896* — overall 14 x 26¼ x 8½in. (36 x 66.5 x 21.5cm.)

£800-1,200

The iron paddle tug *Escort* (525 tons) was built by Fawcett of Preston, launched 28th July, 1896, and sold to J.A. White for breaking on 31st May, 1922.



259



260



260 (detail)



260 (detail)

260

A FINE AND HIGHLY ORIGINAL 1:48 SCALE BUILDER'S MODEL FOR THE LINER S.S. MEXICO, BUILT FOR THE CIA. MEXICANA TRASATLÂNTICA BY ROBERT NAPIER & SONS, GLASGOW, 1884

the 104in. hull carved from laminated pine with Plimsoll marks, oxidised brass anchors with stocks and studded chain, hinged port lids with raising chains, oxidised brass propeller with bolted blades, and finely carved decorative boxwood stern mouldings incorporating company name, the lined boxwood and white decks complete with silvered, gilt and oxidised metal fittings including bits, bollards, anchor winch, capstan, wood capped and metal deck rails with chains over, wash screen, carved wooden ventilators, coal chute covers, companionways, spare anchors, raised superstructure with open bridge with helm, binnacle, telegraphs, lamps, fire buckets, panelled passenger accommodation, twin raked funnels with stays, safety valve extension pipes and whistle, covered lifeboats in davits, one fully-fitted with cross boards, thwarts and oars, engine room lights, two cranes with weighted chain hooks, a pair of signalling cannons mounted amidships with one further, possibly for life-lines, aft, raked masts the fore and main with yards, standing and running rigging with blocks and tackle, cleats and belaying pins, and many other fine details, mounted on launching blocks within original glazed wooden case with twin builder's plates, mounted on table stand with six turned legs. Overall measurements — 78 x 116 x 27½in. (198 x 295 x 70cm.); Table — 29in. (74cm.) high; **together with** a letter from William Beardmore to J.M. Bowker, dated 3rd September 1925 confirming the model's availability for sale from their premises at £50

£20,000-30,000

This lot is available for viewing at the DoubleTree by Hilton Hotel, Imperial Road - please see map on inside back cover for details



260 (detail)

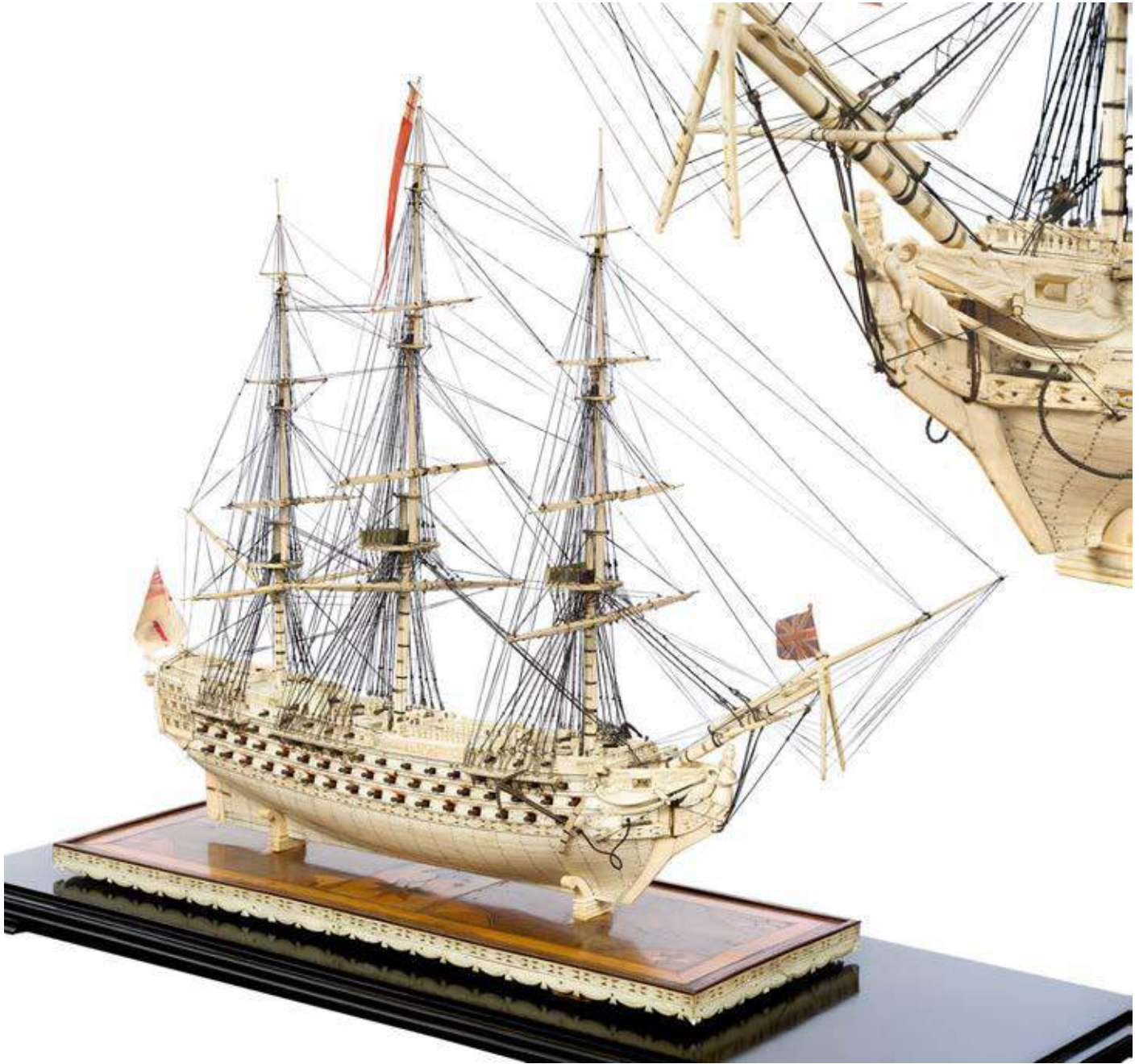
The last of three near-identical sisters all built by Robert Napier & Sons Ltd for the Comp nia Mexicana Transatl ntica in 1883-4, they registered 4,142 tons, measured 400ft with 44ft beam and were powered by a three-cylinder compound engine driving a single screw which could develop 14 knots. Well appointed within for her day, her 98 First Class passengers travelled in a manner that rivalled a modern Cunarder and she had further accommodation for 108 Second and 784 Third Class. Entering service in May 1884 on a route from Vera Cruz to Liverpool via Bermuda, the venture proved too ambitious and by 1887 with mounting losses the *Mexico*, along with her sisters *Oaxaca* and *Tamaulipas* were listed for sale by receivers in Liverpool where all three were sold to the Italian line *La Veloce Linea di Navigazione Italiane a Vapore* ("The Fast Italian Steam Navigation Line") and *Mexico*, now re-named *Duchessa di Genova*, had her funnels painted buff with a red star and successfully plied a route between Genoa and South America until 1901 when she was transferred to the New York run, and was broken up in Genoa in December 1905. In 1889, however, she was one of several ships caught up in what became known as the 'Dresden Affair' - named after the eponymous Norddeutscher Lloyd liner which arrived in Buenos Aires with 1,772 mostly Irish migrants who had been encouraged with assisted travel to emigrate to South America. Her arrival on the 15th February unfortunately coincided with the arrival of the *Duchessa di Genova* carrying a further 1,000 Italian migrants, and several other smaller steam ships also packed with migrants. With no facilities or accommodation in town, the overwhelmed local authorities were forced to deny disembarkation to the ships and passengers aboard began to develop sickness, malnourishment and dehydration. Suffering was intense and casualties mounted to the extent that immigration programmes were suspended overnight and questions were raised in the House of Commons; many premature deaths were assigned to this incident over the next few years.



260 (detail)



260 (detail)



261

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A LARGE, FINELY CARVED AND WELL-PRESENTED EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER-OF-WAR BONE SHIP MODEL FOR A FIRST RATE SHIP OF THE LINE TRADITIONALLY IDENTIFIED AS H.M.S. CALEDONIA

the 22in. planked and pinned hull with carved main wale with gilt foil, three deck broadsides of protruding guns on spring recoil action, carved Roman warrior form figurehead, depicted with sword, plume and billowing cloak, finely carved quarter galleries and stern with balconies, the planked and pined deck with details including metal anchors with bound bone stocks, deck rings, belaying rails, capstan, belfries with brass bells, wale deck with deck lights, compass house, companionways, deck lights, bound masts with yards, stunsail booms, standing and running rigging with blocks and tackle, and other details, mounted on bone cradle rest secured to fine marquetry inlaid wooden display base with carved bone curtain trim with foil backing, contained within later ebonised glazed case with plate inscribed *H.M.S. Caledonia First Rate of 120 guns, circa 1810* — 27½ x 37½ x 14¼in. (70 x 95.5 x 36cm.)

£25,000-35,000

Provenance: With Trevor Phillips & Sons, London circa 1998

A magnificent and highly successful ship throughout her long life, H.M.S. *Caledonia* was laid down in Plymouth Dockyard in January 1805 and launched on 25th June 1808. Built under the direction of Mr. Joseph Tucker to a design by Sir William Rule, one of the Surveyors of the Navy, she was originally intended to carry 100 guns but was modified whilst on the stocks to mount 120 guns and, as such, was only the second vessel of the fleet to be so impressively armed. An enormous ship of 2,616 tons burthen, her gun deck measured 205 feet in length with a 53½ foot beam, and she was the largest warship ever constructed for the navy at the time of her completion.



261 (detail)



261 (detail)



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A WELL-PRESENTED 1:85 SCALE MODEL OF THE EXPERIMENTAL CRUISER-COMMERCE RAIDER SUBMARINE H.M.S. X.1 [1923]

modelled from his own researches by M. Butler and comprising a carved 48in. hull with brass planes, anchors and propellers, closed torpedo tubes and water inlets, jack staff, deck rails, fire direction, twin guns in casemates, conning tower with raised radio aerial, range finder, snorkel and periscope and other details, mounted on polished brass rests to oak display base with plaque and plexiglass cover. Overall measurements — 17 x 61 x 14in. (43 x 155 x 35.5cm.)

£2,500-3,500

At 363ft long, X1 was, for a time, the largest submarine in the world. Built at Chatham Dockyard and displacing nearly 2800 tons, she could make 19.5kts surfaced and about 9kts submerged using two salvaged German engines from U-126 and two Admiralty designs. Although fitted with six torpedo tubes in her bows, she was intended to tackle her targets using her twin pairs of 5.2in. quick-firing guns mounted in turrets fore and aft of her conning tower. Based on the late WWI German design for submarine cruisers she was laid down in November 1921 but her intended role as a commerce raider was made illegal by the 1922 Treaty of Washington and so she was completed in great secrecy and declared to be a submersible 'cruiser' capable of hunting destroyers. Manned by 100 crew with 11 officers, she was double hulled and her 1in. thick pressure hull had a designed diving depth of 350 feet but, in fact, never went below 200 feet. She proved a stable gun platform and handled well, however she was beset by mechanical problems from the outset and never achieved her full potential. She was laid up in 1933 and finally broken in 1937 — the only R.N. vessel built after World War I to be broken before the onset of World War II.

This lot will be available for viewing at Imperial Road



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A LARGE ENGINEER'S MODEL OF H.M. SUBMARINE TUNA, CIRCA 1940

cast in solid brass with fittings including keel, torpedo tubes, planes, twin propeller shafts with feathers, rudder, conning tower with quick firing guns, periscope, snorkel, radio wires etc., mounted on a tapering wooden base, with name plate — 6 x 20½in. (15 x 52cm.)

£800-1,200

Tuna was a 1090 ton T class submarine built by Scotts of Greenock, laid down in 1938 she was launched in 1940 with German-built engines. A successful submarine, she sank several U-Boats, but is perhaps most famously associated with the transport of the 'Cockleshell Heroes' to the Gironde estuary where she disembarked a dozen men and canoes in a daring but successful operation against German shipping. Sadly only two survived the operation, but their fame was such that they were immortalised in the eponymous 1955 film. *Tuna* was broken up in 1946.



264

264

A DESIGN AUTHORITY DIAGNOSTIC REFERENCE MODEL FOR H.M.SUBMARINE *CONQUEROR*, BUILT BY CAMMELL LAIRD, 1970

the 34in. ebonised hull carved from the solid in two halves with articulated veins, rudder and seven blade brass propeller, the starboard half pulling apart on section of base to reveal hand-coloured technical profile drawing of the internal layout including reactor, wardroom, torpedo tubes etc., secured by a lift-off conning tower with plug fittings to hull and complete with snorkels, periscopes etc., the conjoined halves mounted on chock stands to display base with carved laminated name plate and contained and secured within fitted travel case of issue – case 16 x 40¼ x 7in. (41 x 102 x 18cm.)

£800-1,200

Provenance: Design Authority, Bath (closed 2012)

The Design Authority was an M.O.D. department that provided technical support to all three services wherever located around the globe. The model was most likely supplied by Cammell Laird as the information contained within would have been classified as Top Secret for the duration of *Conqueror's* career.

The 4000 ton Improved 'Valiant' Class nuclear attack submarine *Conqueror* was laid down by Cammell Laird on the 5th December, 1967, launched eighteen months later and completed in November 1971. Perhaps her greatest moment has also remained her most controversial — the sinking of the *General Belgrano* on 2nd May, 1982 during the Falklands campaign which has provoked impassioned debate ever since. She was sold for breaking in 1990 but as of 2017 was still at H.M.N.B. Devonport and being considered for public opening.



264 (detail)

265

A BUILDER'S WATERLINE MODEL FOR THE NET LAYER H.M.S *WARDEN* BUILT FOR THE MINISTRY OF DEFENCE BY RICHARDS, LOWESTOFT, 1989

the carved and ebonised hull numbered A368, with grey decks and yellowed superstructure with details including anchors and winches, bitts, spare anchor, glazed bridge with internal fittings, overbridge with binnacle, search lights and comms mast, quick launch rafts in brackets, twin funnels with ladders, winches, raised gantry aft, deck rails and other details, depicted in a carved and painted sea with maker's plates, contained within a metal bound glazed case — 12½ x 28 x 11¼in. (32 x 71 x 28.5cm.)

£300-500

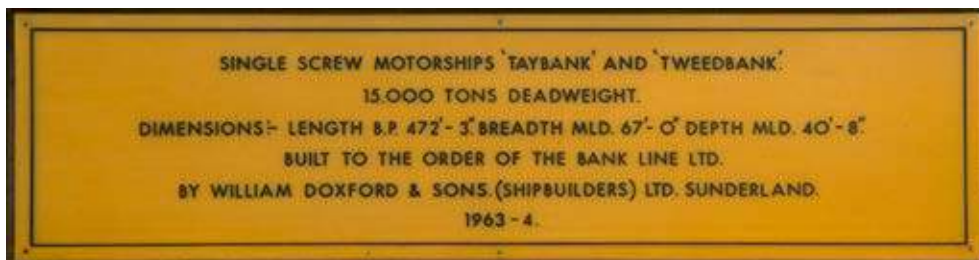
This lot will be available for viewing at Imperial Road



265



266



266 (detail)



266 (detail)

266

A FINE BUILDER'S WATERLINE MODEL FOR THE M.V.S TAYBANK AND TWEEDBANK, BUILT FOR THE BANK LINE LTD BY WILLIAM DOXFORD & SONS, SUNDERLAND, 1963-4

the laminated and carved ebonised hull with grey painted decks and yellow painted wood and metal fittings as appropriate including deck rails, anchors with chains and winches , bits, companionways, covered holds with rigged derricks, superstructure with overbridge, funnel with comms mast and lamps, awnings, covered lifeboats in davits, emergency aft helm and controls, and other details, mounted on a textured waterline sea with builder's plate within glazed wooden case of issue — 17 x 72 x 17in. (43 x 183 x 43cm.)

£2,000-3,000

This lot will be available for viewing at Imperial Road



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A BUILDER'S MODEL FOR THE HULL TRAWLER *LADY LAVINIA* [H 160], BUILT BY COOK, WELTON & GEMMEL LTD. FOR JUTLAND AMALGAMATED TRAWLERS, 1935

the laminated and carved 38in. hull with bilge keels, oxidised brass propeller, anchor and rudder, lined and lacquered boxwood deck with fittings including anchor winch with studded chain, deckrails, bitts, stove pipe, companionways, crew squint, port-and-starboard fish sorting hatches, netting guides, raked masts with standing rigging, lines with blocks and lamps, net winch, central superstructure with enclosed steering house with gilt-plated fittings to roof including inverted compasses, range finder, wireless aerial, ventilators, stayed funnel with livery and whistle, engine room lights, steering chains, furler spanker sail, covered lifeboat and other details, mounted on turned wooden supports to baize-lined display base with plates and original glazed wooden cover (*later base and plates*). Cased measurements — 22½ x 50½ x 13in. (57 x 128 x 33cm.)

£2,000-3,000

The *Lady Lavinia*, a 417 ton steam trawler, was returning from Norwegian waters when she ran into a massive storm and foundered, probably on Saturday, 7th March, 1938, with the loss of all 16 hands. For many years this model decorated a local (Hull) fish and chip shop where the case was gloss painted several times, recent conservation has revealed the original mahogany.

This lot will be available for viewing at Imperial Road



267 (detail)



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A BUILDER'S MODEL FOR THE 'EL HILAL' CLASS QUARTER-WHEEL PUSHER TUGS BUILT FOR THE SUDANESE GOVERNMENT AGENCY BY YARROW & CO. LTD, GLASGOW, 1954

the carved and painted hull with lined lower and painted upper decks, painted and lined upper superstructure with wood veneer below, painted stern paddles with twin rudders, deck rails with painted meshing, covered bridge with gold plated helm and telegraph, lamps over, companionways, blue-painted funnel and slatted deck bench and other details, mounted on four ebonised metal columns within original wooden glazed display case with ivory builder's plate and wooden feet (*plate warped*). Overall measurements — 24 x 43½ x 18¼in. (61 x 110.5 x 46.5cm.)

£1,500-2,500

The name 'El Hilal' does not appear in the Yarrow lists and so must be the name for a class of six identical pusher tugs built in 1954 for the Sudanese Government. These were then dis-assembled, shipped to Sudan and re-assembled *in situ* as was commonly done for this type of river steamer from the mid-19th century. With the end of Empire in sight, however, this must have been one of the last such orders ever dispatched. The six vessels represented by this model are: *Hurriyah*; *Imatong*; *Lado*; *Marra*; *Tagoog*; and *Taka*. However their fates are unknown at present.

This lot will be available for viewing at Imperial Road



268 (detail)



268 (detail)



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A RARE 1IN:32FT SCALE WATERLINE MODEL OF H.M.S. *HAWKINS*, MODELLED BY NORMAN OUGH, 1926

the hull carved from the solid with painted sides and natural deck, carved and painted fittings including capstan, bitts, anchors with painted chains, main and secondary armament, bridge with fire control, masts with radio aerials and signal lanyards, stayed funnels, covered boats in davits, and other details, mounted on raised cloth-covered plinth with maker's plate, name and scale plates, and contained within ebonised wood glazed cover with exhibition label to one corner. Cased measurements — $6\frac{1}{2} \times 23\frac{1}{2} \times 6\frac{1}{2}$ in. (16.5 x 60 x 16.5cm.)

£800-1,200

Norman Ough (1898-1965) was principal model maker to both the National Maritime Museum and Imperial War Museum and made commissions for many others as well as private clients. A considerable eccentric, he was sometimes found half starved having forgotten to eat for days being so wrapped in his work. His models are considered amongst the finest evocations of the genre, capturing the essential spirit of the ship and, at an age when few, if any short cuts were available, did not see the need to over-crowd detail. This model was presumably a private commission for someone connected to *Hawkins*, another example of this ship is held in the Imperial War Museum, Catalogue No. MOD1637.

H.M.S. *Hawkins* was one of the five 'Cavendish' class cruisers ordered in 1915. Designed primarily for trade protection, *Hawkins* was built at Chatham where she was laid down in June 1916. Displacing 9,750 tons (12,190 deep loaded) and measuring 605 feet in length with a 65 foot beam, she could steam at 30 knots and carried a surprisingly heavy main armament of 7-7.5in. guns. Launched in October 1917, she was not completed until after the end of the Great War and her first tour of duty was as flagship to the 5th Light Cruiser Squadron on the China Station where she served from 1919–29. After a spell in the East Indies, she was rearmed in 1939 just in time for active duty in the Second World War during which she initially served as Flagship to Rear Admiral Sir Henry Harwood immediately after the Battle of the River Plate; she was scrapped in 1947.

270

A COLLECTION OF RECOGNITION MODELS, PROBABLY AMERICAN, 1940s

Comprising 28 wood and metal waterline models for various navies and classes of ship, each named underneath and now secured to shelf with title to front and contained within plexiglass fronted display case – overall $18\frac{3}{4} \times 33\frac{3}{4}$ in. (48 x 85.5cm.)

£200-300



270



271

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A FINE BUILDER'S HALF-BLOCK FOR THE S.V. *MONARCH*, BUILT BY GREEN'S YARD, BLACKWALL, LONDON, 1844 AND OWNED BY THE SHAW SAVILLE LINE, 1866

the hull carved from 1in. laminated wood, varnished below the waterline and ebonised above with faux gun ports, finely carved figurehead and scrollwork, tinted stern and quarter lights, plain mast with cut-away bowsprit, mounted on blue display board with gilt chamfered edge, inscribed *Monarch 1444 tons*. Overall measurements — 15¼ x 66in. (39 x 167.5cm.)

£4,000-6,000

Built by the famous Blackwall yard of R. & H. Green for themselves, the 1,444 ton *Monarch* was notable for quality of build - the planks next to the keel were American elm 5in. thick, then teak to the African oak wales, and more teak to the topsides, capstan and interior work. Described by a contemporary observer as a *splendid mercantile vessel... pierced for 50 guns and capable of carrying a greater number..* there were 30 cabins over two decks and a 36 x 18ft dining room. By the time Shaw Savill bought her in 1866 she was somewhat passé but she served them well and was used first for their New Zealand run, and then Australia where she remained until sold to R.W. Morris after seven years service.



271 (detail)



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THE BUILDER'S HALF-BLOCK MODEL FOR THE RUSSIAN PASSENGER PADDLE STEAMER *KRIKOON*, BUILT BY MITCHELL & CO., TYNESIDE, 1858

the carved hull with black topsides, foliate decoration to bow and stern, with painted deck with cutaway funnel and mast, the painted paddle box named in Cyrillic, mounted on display board inscribed *Krikoon [Hulk] No. 46* — 6¼ x 36in. (16 x 91.5cm.)

£250-350



273

273

THE BUILDER'S MIRROR-BACKED HALF-MODEL FOR THE GENERAL PURPOSE CARGO SHIP S.S. CRAIGFORTH, BUILT BY A. RODGER & CO. FOR THE CRAIG LINE, 1907

the laminated and carved hull finished in varnish with black-painted topsides, cut-away masts and funnel, lined superstructure and silver-plated metal fittings, mounted on a mirror within original wooden case with angled end mirrors and builder's plate (rear mirror replaced). Overall measurements 23 x 99½ x 9½in. (58.5 x 253 x 24cm.)

£1,800-2,500

Registered at 2900 tons, her name was changed to *Iskondar* in 1914, the next year she was seized by Turkey but was then sunk by gunfire from Russian light cruiser *Pamiat Merkuria* off Kozlu on the 4th May.



273 (detail)



274

274

AN ATTRACTIVE HALF-BLOCK BUILDER'S MODEL FOR THE IRON PASSENGER PADDLE STEAMER GIRONDE ET GARONNE, BUILT FOR CIE MARITIME GIRONDE ET GARONNE, BORDEAUX BY HUGH MCINTYRE & CO., PAISLEY, 1880

carved from ¼in. laminated yellow pine with ebonised topsides, lined paddle box inscribed *GIRONDE ET GARRONNE* No.2, cut-away raked twin funnels and mast, mounted on a contrasting wood waterline display board with ivory yard number '59' to centre — 9 x 59in. (23 x 150cm.)

£800-1,200

A passenger ferry of 237 tons measuring 203.2ft with a 20.5 breadth and draft of 8.4ft, her engines were built by Hutson & Corbett of Glasgow and could develop a healthy 90bhp. She served on the eponymous rivers her name suggests, but no record of her fate has been found to date.



275



275 (detail)



275 (detail)

275

**A BUILDER'S MIRROR-BACK MODEL FOR THE S.S PAIGNTON
BUILT FOR THE WILTON STEAM SHIP COMPANY BY MURDOCH &
MURRAY LTD, GLASGOW, 1919**

the laminated and carved hull with gilt brass propeller, ebonised top sides and lined and lacquered boxwood decking, with plated fittings including anchors with studded chains and winches, deck rails, bitts, hose drums, companionways covered hatches, cutaway masts with derricks, derrick winches, painted pink superstructure with bridge with lined door and tinted windows and brass binnacle over and fire buckets, ventilators, cutaway funnel with safety valve extension pipe, covered lifeboat in davits, emergency helm and binnacle and other details, mounted on original front silvered mirror within glass fronted wooden case with angled end mirrors and ivory builders plate, overall measurements — 20 x 75 x 10in. (51 x 190.5 25.5cm.)

£1,500-2,000

Provenance: The Wilton Steam Ship Company and thence by decent

Completed in October 1919, this 1514 ton general cargo ship was sold in 1921 to the London & Edinburgh Shipping Co. Ltd and renamed *Ossian*. Having survived the hostilities of the Second World War, she hit a stray mine on 3rd February, 1947 whilst in passage between Emden and Plymouth with a cargo of wood and sank.



276



276 (detail)



276 (part)

276

A BUILDER'S MIRROR-BACK MODEL FOR THE S.S. HAYTOR, BUILT FOR T. & C. WILTON & CO. LTD, BY JOHN CROWN & SONS LTD, SUNDERLAND, 1925

the laminated and carved hull with bilge keel, white painted propeller, black topsides with Plimsoll marks, lined boxwood decks with painted metal and wood fittings including anchors with studded chains and winches, deck rails, hose drums, cleats, companionways, covered hatches with lined covers, rigged masts with derricks and winches, ventilators, spare anchor, superstructure with open bridge with telegraph, binnacle and wheelhouse, stove pipe, stayed liveried funnel with ladder, engine room ventilators and lights, lifeboats in davits and other details, mounted on twin silvered baluster supports to front silvered mirror within original wooden case with angled end mirrors, ivory plate and presentation plate to *Clifford Wilton, Chairman*, dated 1981 to front. Overall measurements — 22½ x 69 x 10in. (57 x 175 x 25.5cm.); **together with** a set of annotated builder's blueprints for the ship, an album of Box Brownie photographs of the ship and deck scenes, a company account book for various cargoes and period photograph of *Haytor* upon completion in 1925; and quantity of Wilton photographs of S.S. *Bovey Tracey*

£1,200-1,800

Provenance: Wilton's Steam Ship Company and thence by decent

This 1189 ton cargo ship was sunk by mine on the 26th July, 1940 in ballast between London and Blyth with the loss of Charles Douglas, Second Engineer.



276 (detail)

PROPERTIES SOLD ON BEHALF OF THE TRUSTEES OF THE NATIONAL SEA TRAINING TRUST



277



277 (detail)



277 (detail)

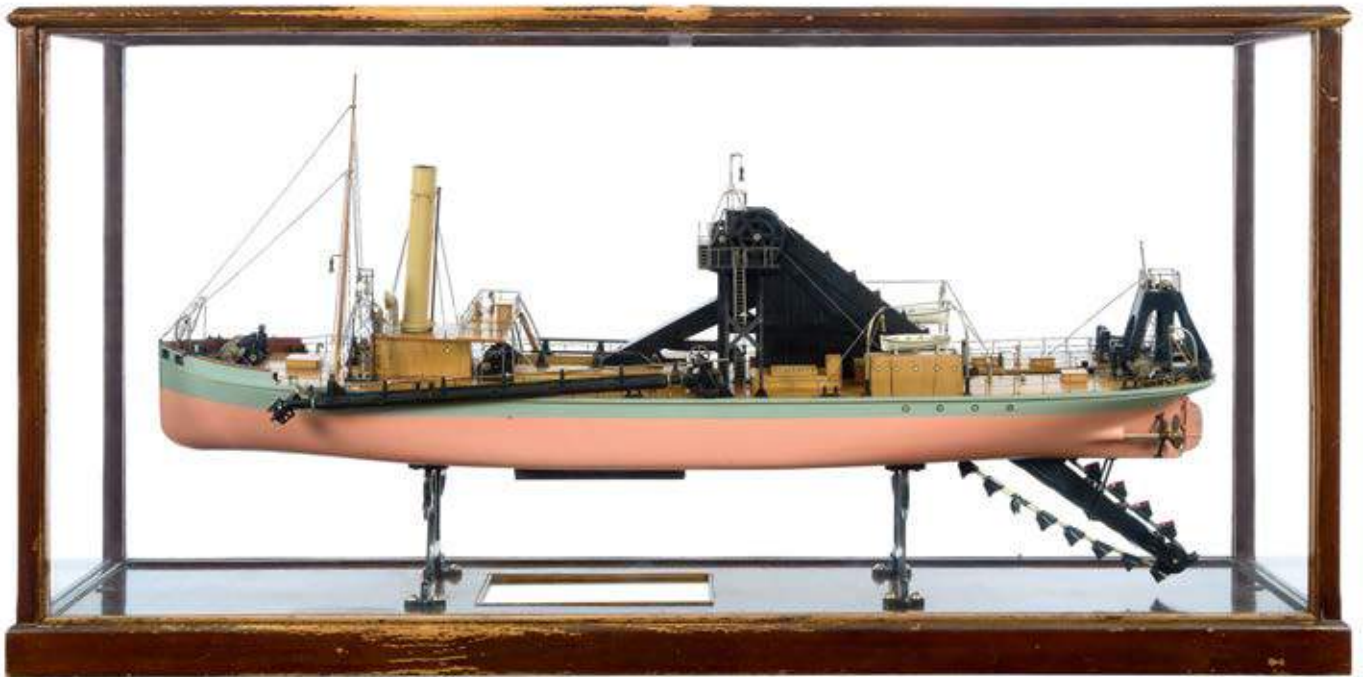
277

A FINE BUILDER'S MODEL OF THE TANK STEAMERS *NERITE* AND *COWRIE* BUILT FOR M. SAMUEL & CO. BY SIR W. G. ARMSTRONG, MITCHELL & CO., NEWCASTLE-ON-TYNE, 1896

the laminated and carved hull with lowered companionway painted with lined decks with detailed gilt deck fittings including anchors with studded chain and winches, bitts, ventilators, deck rails, lamp houses, companionways, gantry with rails, covered oil hatches, cutaway masts with derricks, raised superstructure with bridge, glazed wheel house with open helm and telegraph over, fire buckets, engine room with lights and cutaway funnel and extension pipes, fitted boats in davits and much other fine detail, finished in pink, black and white and mounted on four plated columns to display base with builder's plates and contained within original glazed mahogany case with table. Overall measurements — 52½in x 113 x 24in. (133.3 x 287 x 61cm.); Case — 31in. (79cm.) high £8,000-12,000

Both these 4,893 tankers were transferred to Shell in 1898. On 13th March, 1902, the tanker *Bulysses* grounded badly during a sandstorm whilst in Kabret (Great Bitter Lake), Egypt. *Nerite* came to her assistance with the plan of drawing off some oil, proceeding to Suez to deposit it in tanks and return until the stranded ship was light enough to float off the sandbar. In their wish to make haste, *Nerite's* crew filled her tanks to the brim without taking into account oil expansion in heat. The cargo burst the aft coffer dam and the oil flowed freely into the stokehold setting the ship ablaze. A total loss, she was towed to Genoa for breaking and Shell built another of the same name in 1904 which lasted until 1931; *Cowrie* enjoyed a normal career and was broken in 1929.

Viewing by appointment only — full set of additional images available via charlesmillerltd.com or on request by email.



278



278 (detail)

278

A FINE BUILDER'S MODEL OF THE TWIN SCREW STERN WELL BUCKET AND SUCTION HOPPER DREDGER *PARITUTU* BUILT FOR THE NEW PLYMOUTH HARBOUR BOARD, WELLINGTON, NEW ZEALAND, BY FLEMING AND FERGUSON LTD, PAISLEY, 1910

the laminated and carved hull with silver plated and oxidised brass fittings as appropriate, mounted at an oblique angle on decorative oxidised brass Art Nouveau stands over mirror located under hull doors, finished in pink and grey with lacquered decks with original mahogany glazed case and table with builder's plate — 57 x 56 x 14½in. (145 x 142 x 37cm.)

£3,000-5,000

This lot will be available for viewing at Imperial Road



278 (detail)



279



279 (detail)



279 (detail)

279

A FINE BUILDER'S MIRROR-BACK HALF MODEL FOR THE CARGO SHIP S.S. *PORT CAROLINE* BUILT FOR THE DOMINION AND COMMONWEALTH LINE LTD (PORT LINE) BY WORKMAN CLARK & CO. LTD, BELFAST, 1919

the laminated and carved hull painted red below the waterline and grey above with bilge keel, gilt-brass propeller and rudder with lined boxwood decking, replete with gilt brass fittings as appropriate and including anchor with studded chain, winches and crane, cleats, bitts, ventilators, deck rails, wooden companionways, covered lined hatches, rigged masts and derricks with blocked tackle and winches, raised white painted superstructure with bridge and wheel house with binnacle over, water tank, telegraph and lamps, covered lifeboats in davits, stayed funnel with safety valve, extension pipe and hooter, engine room lights, aft superstructure with emergency steering and binnacle and other details, mounted on two turned gilt brass columns on original front silvered mirror within original carved display case with external ivory builder's plates and mounted on later metal table stand — cased 32 x 104½in. (81 x 265.5cm.) overall; 65½in. (166.5cm.) high £3,000-5,000

Built for the Dominion & Commonwealth Line (re-branded Port Line in 1937), *Port Caroline* was the first of a class of ten ships and her service speed was a healthy 14 knots. At the start of her maiden voyage she collided with Ellerman Line's *City of Valencia* but thereafter she did the Australian meat run without incident - including throughout World War II. After a brief period of use by the Ministry of Food as a meat storage ship, she was scrapped at Blyth in February 1950.

This lot will be available for viewing at Imperial Road



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280 (detail)

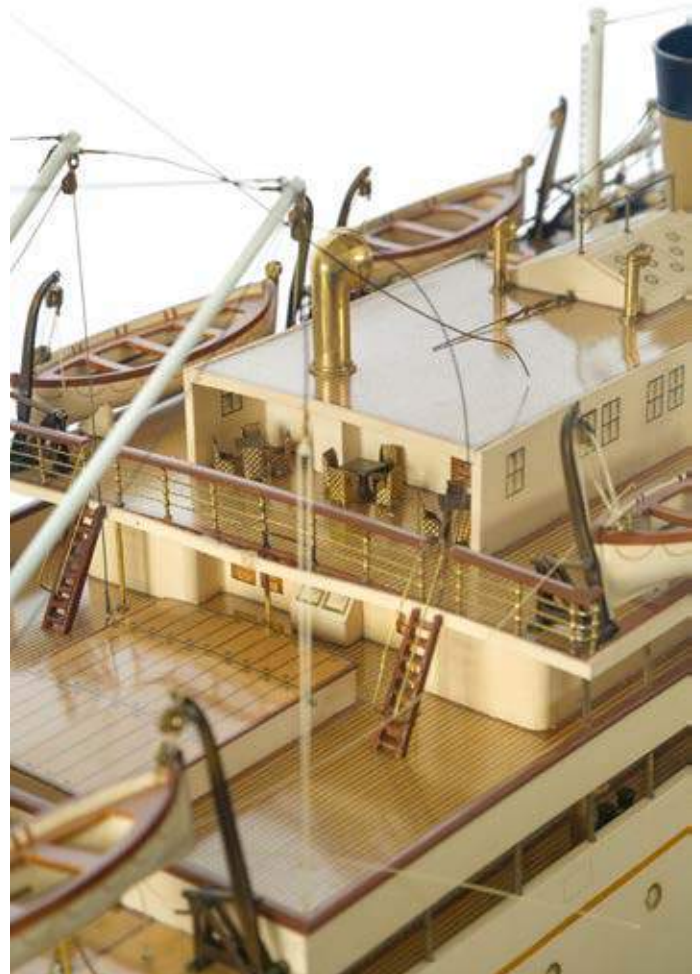
280

A BUILDER'S MODEL FOR THE PASSENGER/CARGO M.V.S *ISIPINGO*, *INCHANGA* AND *INCOMATI* BY WORKMAN CLARK (1928) LTD, BELFAST FOR THE BANK LINE, 1933-4

the laminated and carved hull with bilge keels, gilt brass propellers, lowered companionways, lined portholes and rudder, with lined boxwood decks with gilt and oxidised brass fittings as appropriate and including anchors with studded chain and winches, deck rails, bitts, ventilators, companionways, covered hatches, racked masts rigged with derricks and derrick winches, lined superstructure with bridge and overbridge with binnacle and wireless point, water tanks, fitted lifeboats in davits, stayed funnel with safety value, extension pipe and hooter, engine lights, slated deck benches, passenger cafe with tables and seats, the lower decks with ventilators and other details, mounted on four turned wood green columns secured raised baize lined display base with signed written details within original wood bound glazed case with solid top — 27½ in x 66½ x 17in. (70 x 169 x 43cm.)
£3,000-5,000

These three 7,369 ton sisters were designed and built for the Bank Line Ltd (Andrew Weir & Co.) India-Africa route. The *Inchanga* received a Doxford engine salvaged from the hapless S.S. *Bermuda* (built by Workman Clark & Co. in 1928) which had caught fire in 1931 and had a slightly better speed than her 15-knot sisters. She and *Isipingo* both served out their full careers and were both sold for breaking in 1964; the *Incomati* was less fortunate and was torpedoed and shelled by U-508 on 18th July, 1943 between Takoradi and the Middle East, sinking with the loss of one life, but 212 survivors.

This lot will be available for viewing at Imperial Road



280 (detail)



281



281 (detail)



281 (detail)

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**A BUILDER'S MODEL FOR THE T.S.M.V. *SACRAMENTO*
BUILT BY CAMMELL LAIRD, BIRKENHEAD FOR
ELLERMAN'S WILSON LINE LTD, HULL, 1945**

the laminated and carved hull with lined wooden and red painted decks with gilt fittings including anchors with studded chains and winches, ventilators, deck rails, hose drums, companionways, bitts, cleats, rigged masts with derricks and ladders, covered hatches, covered lifeboats in derricks, white painted superstructure with bridge and overbridge, awning stanchions, stayed funnel with whistle, rangefinder, aft superstructure with duplicate controls and much other fine detailing, mounted on four painted turned columns to display base with builder's plates within original glazed wooden case and mounted on associated wooden table base. Overall measurements 75 x 130½ x 32in. (190.5 x 331.5 x 81.5cm.); case 41in. (104cm.) high

£6,000-8,000

Viewing by appointment only — full set of additional images available via charlesmillerltd.com or on request by email.



282



282 (detail)



282 (detail)

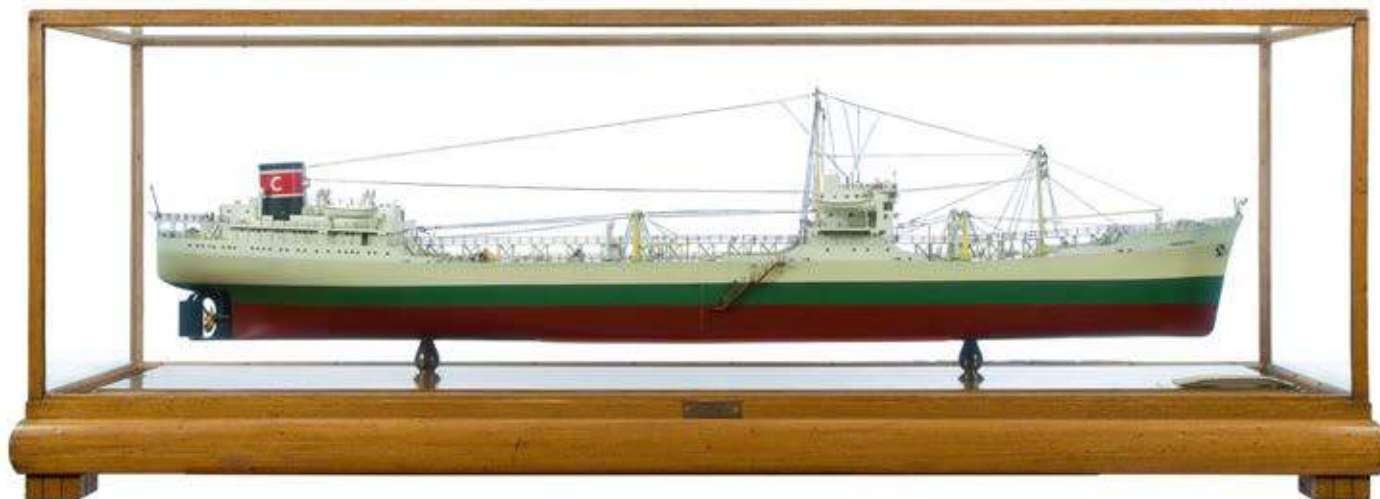
282

A FINE BUILDER'S MODEL FOR THE M.V.S. EGYPTIAN, IONIAN, PATRICIAN, AND VENETIAN BUILT FOR ELLERMAN AND PAPAYANNI LINES LTD BY JOSEPH L. THOMPSON & SONS LTD, SUNDERLAND, 1947

the laminated and carved hull with grey painted lined decks and details, mainly painted, fittings including anchors with studded chain and winches, deck rails, ventilators, finished in light and dark red and grey with white upperworks and grey and brown decks, bitts, companionways, rigged masts with ladders, covered hatches, raised superstructure with brass-lined portholes, glazed bridge with bell and wooden overbridge with binnacle, rangefinder, awning stanchions, four covered lifeboats in davits, liveried funnel with whistle and safety value extension pipes, aft superstructure with emergency steering and telegraphs, and much other fine detail, mounted on four plated columns on display base with builder's plate in original glazed mahogany case with painted rear panel and table (*paint craquelure throughout*) — 7½ x 112 x 30in. (19 x 284.5 x 76.2cm.); Case — 37½in. (95.5cm.) high

£6,000-8,000

Viewing by appointment only — full set of additional images available via charlesmillerltd.com or on request by email.



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283 (detail)



283 (detail)

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A BUILDER'S BOARDROOM MODEL FOR THE TANKER KURDISTAN BUILT FOR COMMON BROTHERS LTD, NEWCASTLE, BY HARLAND & WOLFF LTD, BELFAST, 1950

modelled by Sunderland Model Engineering Co., laminated and carved hull with bilge keels, lowered companionways, four blade gilt brass propeller, green painted lined decks with painted and plated fittings as appropriate including anchors with chains and winches, deck rails, bitts, companionways, raised gantries with handrails, masts rigged with derrick, ventilators, deck lights, oil hatch covers, raised white painted superstructure with white lined decks, bells, over deck, lockers, comms mast, covered boats in davits, spare propeller, aft superstructure with engine room lights, liveried funnels with hooter, emergency steering with compass and the details, mounted on two turned oxidised brass mounts to raised display base with builder's and maker's plates, contained within wooden glazed case of issue with brass owner's plaque to front and associated table stand. Overall measurements — 56 x 74½ x 18in. (142 x 189 x 46cm.); Case 25in. (63.5cm.) high

£3,000-5,000

Built for the Hindustan Steam Shipping Co. Ltd, and run by Common Brothers, she was sold to Bulgarian owners and re-named *Arda* in 1961 and was broken at Split in 1977.

This lot will be available for viewing at Imperial Road



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284 (detail)



284 (detail)

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A FINE BUILDER'S MODEL FOR THE PASSENGER/CARGO FERRY M.V. *IRISH COAST*, BUILT FOR COAST LINES LTD BY HARLAND & WOLFF, BELFAST, 1952

the carved and laminated hull with bilge keels, main wale, lined passenger and vehicle access points, portholes and gilt brass propellers, with lined yellow decks with ebonised and painted fittings as appropriate including anchors with winches and chains, bitts, hose drums, bell, deck rails, companionways, covered hatches, masts rigged with derricks and winches, white superstructure with overbridge with binnacle, helm and telegraphs, rangefinder, mast, eight covered lifeboats in davits, livered funnel, wood cap deck rails, back-to-back passenger benches, emergency helm and other details, mounted on four turned gilt columns to raised display base with builder's plates, contained within original wood bound display case with table stand. Overall measurements — 41 x 72 x 17in. (104 x 183 x 43cm.) including stand; case 26½ x 66in. (67 x 168cm.)

£4,000-6,000

This lot will be available for viewing at Imperial Road

OTHER PROPERTIES



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286 (detail)

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A BUILDER'S MODEL OF THE PASSENGER / CARGO SHIP M.V. CITY OF PORT ELIZABETH, BUILT FOR ELLERMAN LINES LTD BY VICKERS ARMSTRONG LTD, NEWCASTLE, 1952

the laminated and carved wooden hull with gold plated propellers, boarding companionways, bilge keels and rudder, lined and painted decks with fittings including anchors with studded chain, winches and hawse pipes, ventilators, companionways, covered hatches, masts with rigged derricks, superstructure with fitted open bridge over main, rangefinder, signal mast, liveried funnel with horn, engine room lights, open lifeboats in davits, swimming pool, aft emergency steering and other details, mounted on four silvered supports to satinwood display base with ivory builder's plates and glazed wooden case. Cased measurements — 32 x 80 x 19½in. (81.5 x 203 x 49.5cm.)

£6,000-8,000

The first of a class of four new ships built for the London-Cape Town service (with sisters *City of Exeter*, *City of York* and *City of Durban*), they were notable for their luxurious accommodation. Registered at 13,363 tons, she measured 541ft with a 71ft breadth and a draught of 28½ft, with 607,000 cubic feet of stowage. Her twin screw Doxford diesel engines provided a service speed of 16½ knots completing the passage in 16days for her 107 First Class only passengers. Sold in 1971 to Greek owners and used for cruising, she was broken up in 1980.

This lot will be available for viewing at Imperial Road



286 (detail)



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287 (detail)

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THE BUILDER'S MODEL FOR THE S.S. CORLAND BUILT FOR CORY COLLIERS LTD, BY S.P. AUSTIN & SONS LTD, SUNDERLAND, 1917

the laminated and carved hull with gilt brass four-blade propeller ebonised above the waterline with lined and lacquered boxwood decks, with gilt brass fittings including anchors with studded chain, anchor winches, deck rails, ventilators, companionways, lined hatch covers with derricks and winches, open bridge with binnacle, telegraphs and lanterns, stayed livered funnel with safety valve extension pipe and hooter, fitted boats in davits, engine room lights, emergency helm and other details, mounted on two ebonised pedestal stands on raised moulded display base with ivoryne builder's plate within original glazed wooden case. Overall measurements — 20 x 58½ x 12in. (51 x 149 x 30.5cm.); **together with** a fleet register for Cory Colliers Ltd completed in manuscript with index of vessels to front, and owner's inscription for Mr R. Beale, Marine Superintendent, leather bound with gilt titles £3,000-5,000

Provenance: Presented to Mr Greenacre, marine engineer and then ship broker at Cory, and thence by descent

Built and launched for Cory as *Bufs* in 1917, she was renamed and remained *Corland* in 1920 for the rest of her career. Her untimely end came on 5th February, 1942 when she was caught by German aircraft at anchor about 2½ miles north of 62 B buoy (near the Wash) carrying 4,800 tons of coal from Blyth to London and bombed. Fortunately her crew of 27 were able to abandon her without loss of life.

This lot will be available for viewing at Imperial Road

END OF SALE

Our next sale will be held on Tuesday of 5th November, closing for entries on 6th September.



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- (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;
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Charles Miller Ltd

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Maritime & Scientific Models,
Instruments & Art

Date
30th April 2019

Code: HESPERUS

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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 be 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 open 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.

Methods of Payment

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

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

Please ensure all bank charges are met so that we receive the total invoiced amount

IBAN No.: GB84HBUK40190401754750
BIC.: HBUKGB4128K
Sort Code: 40-19-04
Account No.: 01754750
Account Name: Charles Miller Ltd

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.

ABSENTEE BID FORM

(Please print or type)

Name	
Address	
Postcode	
Telephone/Home	Business
Mobile	
Fax	Vat No.
Email	
Signed	Date
If you would like to receive sales notifications and alerts from us, please select one or both of the options below. Email: <input type="checkbox"/> Post: <input type="checkbox"/>	

Card type (Visa, Mastercard, Debit)	
Card Number	
Cardholder Name	
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

Lot	Description	£ Bid Price

Telephone bid requests must be received by 12pm on the day prior to sale

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&
23rd October 2019



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30th April 2019
&
5th November 2019



EUROPEAN & ASIAN WORKS OF ART

22nd May 2019
&
20th November 2019



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26th June 2019
&
4th December 2019





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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.

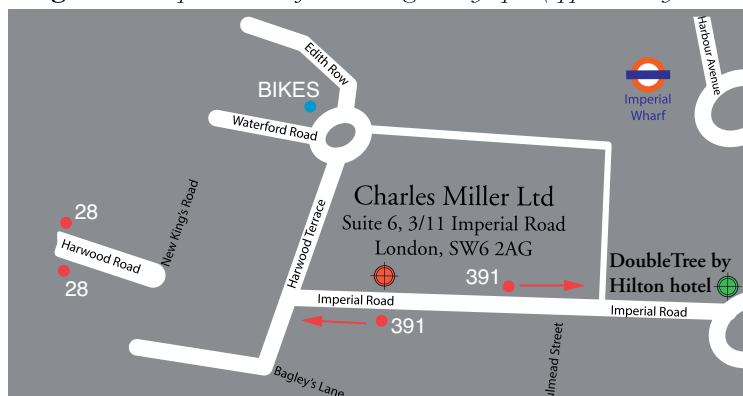
Post Sale Collection

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.

For lots imported from outside the EU, the following VAT symbols are used:-

- ‡ 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 EU, 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.

● Bike Bank ● Bus 28 / 391
Tube: Fulham Broadway – Kensington Olympia (limited service)
Overground: Imperial Wharf – Kensington Olympia (approx. every 15 mins)



Office, Post-Sale Collection and Large Object View:
6 Imperial Studios, London SW6 2AG

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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