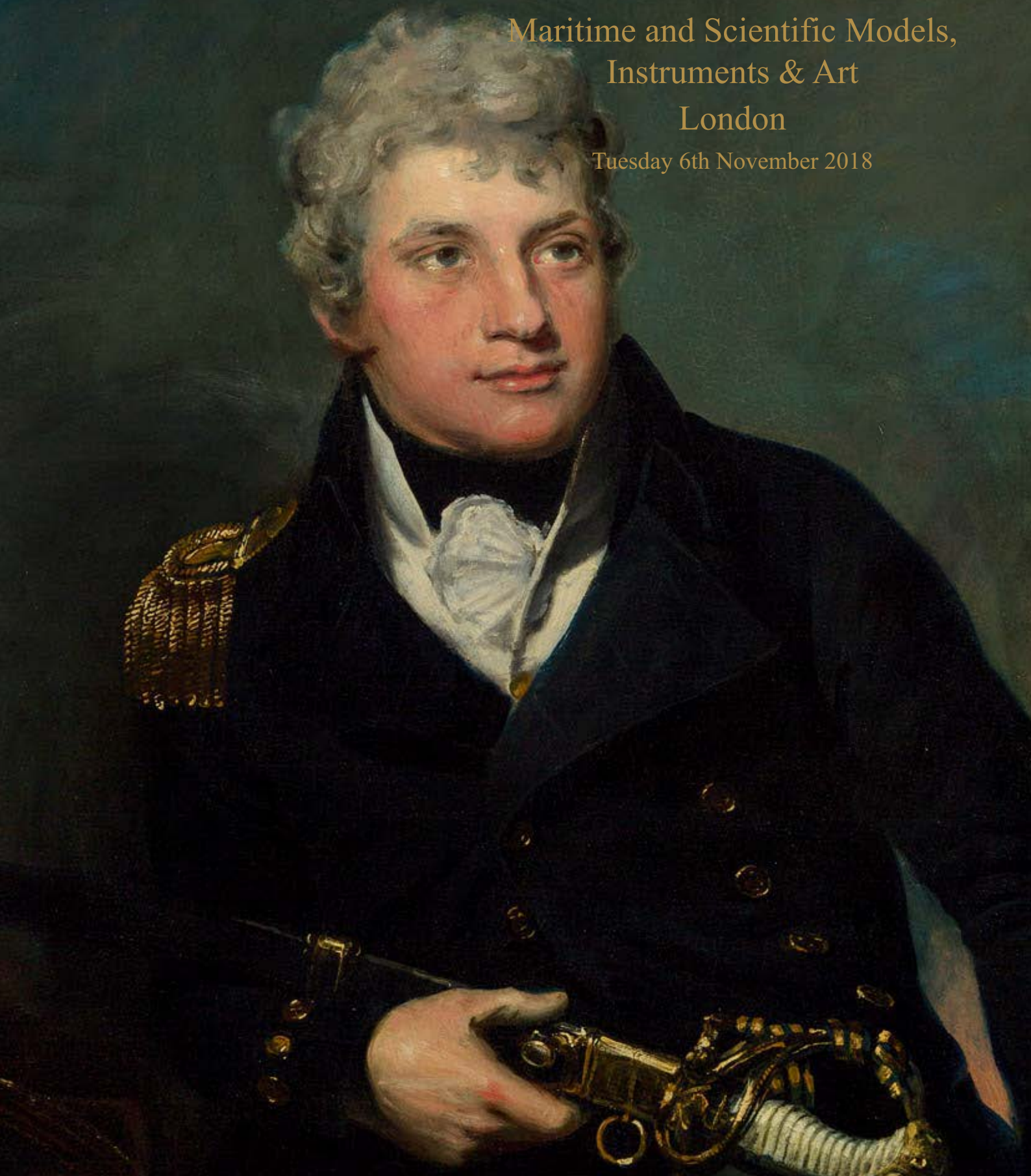


Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 6th November 2018



Auction Enquiries and Information

Sale Number: 022
Code name: SPEEDY

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- + Telephone, where available, must be booked by 12noon on Monday 5th November.
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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 6th November 2018 at 11am, precisely

POST SALE COLLECTION

Important Notice: Lots not collected by 5pm on day of sale will be available on
Wednesday 7th November at 2pm from:

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

Public Exhibition

Saturday 3rd November 12pm-5pm
Sunday 4th November 12pm-5pm
Monday 5th November 10am -5pm
Tuesday 6th November 10am-11am
(Limited View Only)

Order of Sale

Pictures	1-34
Sailor Art	35-111
Liner	140-151
Collectables	155-190
Instruments	195-295
Models	300-345

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.



SOCIETY OF FINE ART AUCTIONEERS AND VALUERS

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



Lot 39 (detail)



1

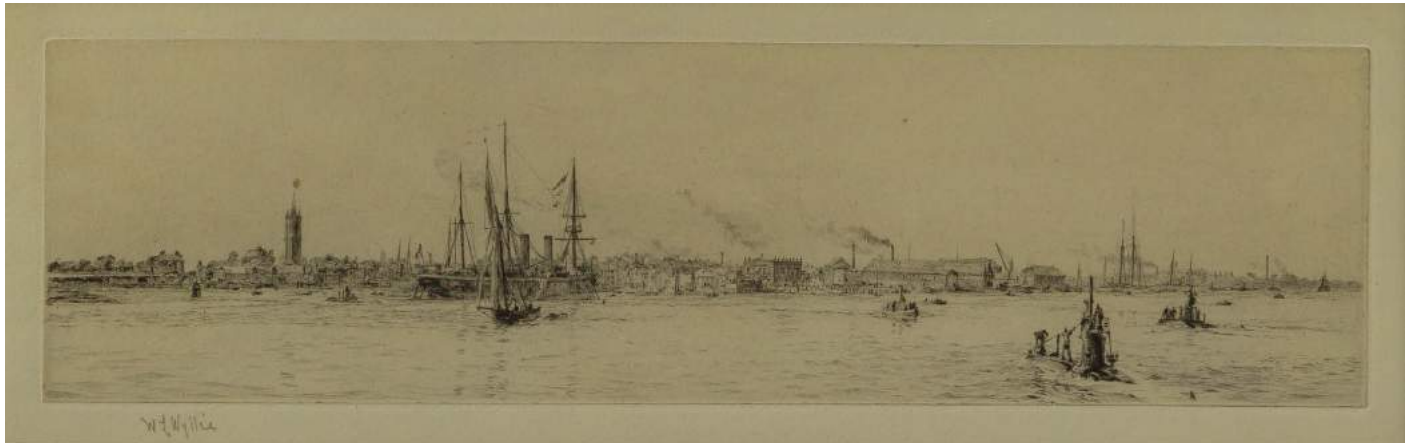
1
GERMAN SCHOOL, EARLY 19TH CENTURY

Hamburg Waterfront

Watercolour and gouache

6 x 8in. (15 x 20cm.)

£100-£150



2 (part)

2
WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Views of Portsmouth and the surrounding area

A set of four etchings

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

Pl. 3¼ x 13¼in. (8 x 33.5cm.) each

(4)

£300-£500



3 (part)

3

WILLIAM HENRY WILLIAMSON (BRITISH, 1820-1883)

Coastal scenes with fishing boats, a set of four

Oil on board

Each 7¼ x 13¼in. (18.5 x 33.5cm.)

(4)

£400-£600



4

4

WILLIAM ADOLPHUS KNELL (BRITISH, 1805-1875)

Scene near the Bourse

Watercolour with scratching out

Signed 'W.A. Knell' (lower right)

7½ x 13¼in. (19 x 35.5cm.)

£200-£400



5



6

5

THOMAS LUNY (BRITISH, 1759-1837)

Fishermen unloading their catch on the foreshore under a cliff near Teignmouth

Oil on copper

Signed 'Luny 1837' (lower left)

7½ x 10in. (19 x 25.5cm.)

£400-£600

6

FOLLOWER OF ALFRED STANNARD (BRITISH, 1806-1889)

Landing the catch

Oil on canvas

16½ x 27in. (42 x 68.5cm.)

£300-£500



7



7

WILLIAM ADOLPHUS KNEEL (BRITISH, 1805-1875)

Hauling in the nets

Watercolour with scratching out

7½ x 10½in. (19 x 26.5cm.); **together with** another by the same hand of a man 'o war and other shipping (7½ x 9½in. (19 x 24cm.)

(2)

£200-£400



8

8

THOMAS BUSH HARDY (BRITISH, 1842-1879)

Landing the catch on the coast of France

Watercolour

Signed and dated 'T.B. Hardy 1893' (lower left)

9 x 27in. (23 x 68.5cm.)

£500-£700



9

9

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 30in. (30.5 x 76cm.)

£400-£600



10

10

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)

11¼ x 24¾in. (28.5 x 63cm.)

£400-£600



11

FRANZ JOHANN WILHELM HÜNTEN (GERMAN, 1822-1887)

Dutch coastal scenes, a set of three

Watercolour

All signed 'F. Huntén' (lower right)

Largest 8 x 10¼in. (20 x 26cm.)

(3 a set)

£400-£600



12

12

ÉMILE MAILLARD (FRENCH, 1846-1926)

A Hamburg trading brig off the French coast; French harbour scene with shipping

Oil on canvas

Both signed 'Emile Maillard' (lower right)

Each 12 x 16in. (30.5 x 40.5cm.), unframed

(2, a pair)

£500-£700



13

13

ENGLISH PIERHEAD SCHOOL, 19TH CENTURY

The three-masted topsail schooner 'Gladstone'

Watercolour

13¾ x 22¾in. (35 x 57.5cm.)

£100-£150



14

14

FRANK KELSEY (BRITISH, Fl. 1887-1923)

A clipper lying in the Falmouth Roads with an oyster boat

Watercolour

Signed 'F. Kelsey' (lower left)

13¾ x 18½in. (34 x 47cm.)

£300-£500



15

15 δ

CHARLES KNIGHT (BRITISH, 1901-1990)

Seascape with fishing boats

Oil on canvas

Inscribed on stretcher 'Studio Sale - one of collection of Charles Knight paintings'; painted verso with a view of a farm

17½ x 23in. (44.5 x 58.5 cm.)

£400-£600



16

16 δ

ERIC TUFNELL (BRITISH, 1888-1978)

'Sea Witch'; 'Surprise'; 'Flying Eagle', a set of three

Watercolour

All signed, inscribed and dated 'E.C. Tufnell 1975' (lower right)

10¼ x 14½in. (26 x 37cm.)

(3)

£300-£500



17

17 δ

ERIC TUFNELL (BRITISH, 1888-1978)

'Flying Cloud' 1851; 'Vermont' U.S. clipper bark

Watercolour

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

14¼ x 20½in. (36 x 52cm.)

(2)

£400-£600





18

18
ATTRIBUTED TO CHARLES NAPIER HEMY (BRITISH, 1841-1917)
Harbour scene in Newcastle
 Oil on canvas
 Fragmented signature and date 'C.N. Hemy '69' (lower left)
 14 x 16in. (35.5 x 48.5cm.)
 £800-£1,200



19

19
PELHAM JONES (BRITISH, 1890-1950)
Study of the three-masted schooner 'Benicia'
 Watercolour heightened with bodycolour
 Signed and dated 'Pelham Jones 1932' (lower right)
 13 x 20in. (33 x 51cm.)
 Original artwork from 'Sailing Ships of the London River' 1930 and
 'London Ship Types', 1938
 £300-£500



20

20
FREDERICK JAMES ALDRIDGE (BRITISH, 1850-1933)
A coastal scene with paddle steamer and other shipping
 Watercolour
 Signed 'F.J. Aldridge' (lower right)
 10 x 13¼in. (25.5 x 35cm.)
 £200-£300



21 (part)

21
EMIL AXEL KRAUSE (DANISH, 1871-1945)
Saint Sampson's Harbour, Guernsey
 Watercolour
 Signed 'E.A. Crause' (lower left and inscribed to the reverse
 with title
 6¾ x 9¼in. (17 x 24.5cm.); **together with** another coastal scene,
 possibly a view of Eastbourne 4½ x 12½in. (11.5 x 31.5cm.)
 (2)
 £100-£200



22

22

THOMAS GOLDSWORTHY DUTTON (BRITISH, 1819-1891)

The clipper 'Forfarshire'

Watercolour laid on card

Signed 'T.G. Dutton 1872' (lower left)

14½ x 28½in. (37 x 72.5cm.)

£400-£600

Built in 1867 by J. Morison of Sunderland for his own account, Forfarshire was a 211ft clipper of 1238 tons with a 37ft beam. Completed in March 1867 at a cost of £17,332 she was initially used for the London-India run. Sold to the Shaw, Savill in 1873 (Shaw, Savill & Albion Line when they merged in 1883) and used thereafter as an emigrant ship to Australia and New Zealand, her fastest recorded passage was 85 days between London and Dunedin at a time when the average was 100 days. Throughout her life she had a small but permanent leak which was never found and thus she required regular pumping. In 1894 she was severely storm-damaged when outward bound for Wellington and this seems to have prompted her sale to the Argentine on her return. Thereafter she passed 'out of commercial service' and was almost certainly broken up shortly after.



23

23

STUDIO OF CHARLES DIXON (BRITISH, 1872-1934)

Greenwich

Watercolour heightened with bodycolour

Bears signature and inscription, dated '09'

9¾ x 24in. (25 x 61cm.)

£400-£600



24

24

CHINESE SCHOOL, CIRCA 1884

S.S. 'Gulf of Papua' off the China Coast

Oil on canvas

17½ x 23in. (44.5 x 58.5cm.)

£300-£500

This 2042 ton general purpose cargo ship was launched 27th December 1883 by the builder's Sir Raylton Dixon & Co., Middlesbrough for the Greenock SS Co. Fleet (all of which were named *Gulf of...*) was sold to the German firm of Zerssen & Co in 1897 and renamed *Ida*. On 24th December 1899 she was in passage between Blyth and Bordeaux with a cargo of coal when she disappeared with all hands, her wreck has yet to be located.



25 (part)

25

J. MATENA (?DUTCH, EARLY 20th CENTURY)

A general purpose steamship

Oil on board

Signed 'J Matena' and dated '39' (lower right)

5 x 9in. (12.5 x 22.5cm.); **together with** another of a paddle steamer off Dover 5¼ x 11¼in. (14.5 x 28.5cm.)

(2)

£100-£200



26

LUCA PAPALUCA (ITALIAN, 1890-1934)

S.Y. 'Cutty Sark' R.Y.S.

Gouache

Signed 'L. Papaluca' (lower right) and titled (lower left)

15 x 27in. (38 x 69cm.)

£400-£600

Built for Major Keswick in 1920 by Yarrow from plans intended for a destroyer, *Cutty Sark* registered 883 gross tons, was powered by two of her builder's own turbines and could develop 5000bhp giving a healthy 24 knots - enough to attract the attentions of the Duke of Westminster to whom she was sold in 1927. She became well-known in yachting circles and even sported a mention in Noël Cowards *Private Lives* when alluded to steaming along the Riviera in view of the cast. In World War II she served as a submarine tender and was fitted with a gun platform in front of her bridge. After the War she passed into commercial service and, as the *Joseph Hertz* smuggled immigrants into Palestine in 1947-8, being scrapped shortly thereafter.



27

27 δ

FRANK HENRY MASON (BRITISH, 1875-1965)

Willem Barentsz probably anchored off Spitzbergen Island in 1596

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

Oil on canvas

19¼ x 25½in. (50 x 65cm.)

£800-£1,200



28

28

NEAPOLITAN SCHOOL, 19TH CENTURY

Isola and Ischia

Gouache

Inscribed with title on mount

7 x 10¼in. (18 x 26.5cm.)

£100-£150



29

29

WILLIAM CUSHING LORING (BRITISH, 1879-1961)

A junk and other shipping off Hong Kong island

Oil on canvas

Signed 'W. Loring' (lower right)

13½ x 25½in. (34.5 x 65cm.)

£150-£250



30 (a pair)

30

RICHARD HENRY NEVILLE CUMMING (BRITISH, 1843-1920)

Big class yachts racing in the Solent

Watercolour heightened with bodycolour

Signed 'R.H. Neville Cumming' (lower right)

Each 11 x 16¾in. (28 x 42.5cm.)

(2 a pair)

£300-£500



31

31 δ

ATTRIBUTED TO FRANK HENRY MASON (BRITISH, 1875-1965)

'Britannia' leading 'Shamrock' off Cowes with the R.Y. 'Victoria & Albert III' in the distance

Watercolour

17½ x 13in. (45.5 x 33cm.)

£200-£400



32 (part)

32

RICHARD HENRY NEVILLE CUMMING (BRITISH, 1843-1920)

Big class yachts racing

Watercolour heightened with body colour

Signed 'R.H. Neville Cummings '02' (lower right)

4½ x 10in. (11.5 x 25.5cm.); **together with** another two studies of yachts by H. Stafford and H. Gresley

(3)

£250-£350



33

33 6

WILLIAM E. POWELL (BRITISH, 1878-1955)

The J-Class yachts 'Shamrock V' and 'Enterprise' racing off Cowes
Watercolour

Signed and dated 'W.E. Powell' (lower left) and titled (centre)

11 x 14½in. (28 x 37cm.)

£200-£300



34

34

GERINGHAM* (BRITISH SCHOOL, 19TH/20TH CENTURY)**

Studies of 'Britannia' and 'Vigilant'

Watercolour

Signed, inscribed and dated 'Geringham 1899' (lower right)

9½ x 12¼in. (24 x 31cm.)

(2, a pair)

£200-£300

Naval



No Gentleman will be admitted unless in Full Dress.



35

35

EUROPEAN SCHOOL, 18TH-19TH CENTURY

The Maltese Knights Hospitaller armed carrick 'Santa Anna' shortly after her launch with knights and dignitaries in attendance, circa 1522

Oil on canvas

48 x 33½in. (122 x 85cm.)

£2,000-£4,000

Although precise technical detail for this ship is scant, by all accounts she was a remarkable ship in many ways and must have represented a considerable investment on the part of the ancient order of Knights Hospitaller who ordered her construction in Nice. When launched in 1522 she had six decks (two of which were armoured), was sheathed in lead below the waterline, equipped with a forge, bakery and 'garden' which was suspended from her stern. She could carry five hundred marines in addition to her crew and all were housed in roomy messes. During her brief career she altered the balance of power in the Mediterranean and in 1531 single-handedly defeated a Turkish squadron of twenty-five ships. A year later, under the command of Andrea Doria, she seized Koroni and Patras, the twin Turkish forts guarding the entrance to the Gulf of Corinth and went on to capture or destroy several dozen Barbary Corsair pirate ships. She was even briefly deployed as a wheat carrier where her 900 ton carrying capacity proved very useful. Perhaps, however, the overheads of maintaining such a large vessel were too much and in 1540, just eighteen years after launch, she was condemned and broken up. The large 'clock tower' seen by the fo'c's'le has remained something of an enigma with opinion divided over whether it was an early attempt at longitude (a conventional pendulum being useless at sea), a depth sounder or perhaps a mechanical log.

36

ATTRIBUTED TO WILLEM VAN DE VELDE THE ELDER (DUTCH, 1611-1693)

Dutch vessels under sail

Black chalk and grey wash

6 5/8 x 4 3/4 in. (17 x 12 cm.)

Provenance: With Spink, London, no.K38006
£500-£700



36



37

37

FOLLOWER OF WILLEM VAN DE VELDE (DUTCH, 1633-1707)

Man o' war in a storm

Oil on panel

7 1/2 x 10 in. (19 x 25 cm.)

£150-£250



38

38

CONTINENTAL SCHOOL, LATE 18TH CENTURY

Two Turkish figures observing a naval battle

Oil on canvas

28 1/4 x 36 in. (72 x 91.5 cm.)

£150-£250



39

39

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)

See illustration on picture section title page

£6,000-£8,000



40

40

PETER MONAMY (BRITISH, 1681-1749)

The morning gun

Oil on canvas

Signed 'P. Monamy' (lower right), signature strengthened

20 x 28in. (51 x 71cm.)

£3,000-£5,000



41

41

CIRCLE OF PETER MONAMY (BRITISH, 1681-1749)

The 'Royal Sovereign' drying her sails and attended by an Admiralty yacht

Oil on canvas

32 x 48in. (81.5 x 122cm.)

£2,000-£3,000



42

42

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.)

£2,000-£3,000



43

43

SAMUEL DRUMMOND (BRITISH, 1765-1844)

Portrait of Captain William Parker, R.N., 1801 commemorating his promotion at the age of 20

Oil on canvas

29¼ x 24½in. (74.5 x 63cm.)

£5,000-£7,000

Admiral of the Fleet Sir William Parker, Baronet, GCB (1781-1866) was a nephew of Earl St. Vincent and a great favourite of Nelson's who wrote to the Earl *Your nephew has very much pleased me, as indeed he always does.. I admire his spirit and resolution to attack.. under all the disadvantages of situation: such conduct will some happy day meet its reward.* These words were indeed to prove prophetic and Parker enjoyed rapid promotion. In 1803 he was given command of the *Amazon* (38) and although part of Nelson's chase of Villeneuve, he was not present at Trafalgar as he was detached for service in the West Indies with Sir John Borlase Warren's squadron, arriving December 1805. On 14th March *Amazon* took a notable part in the capture of *Marengo* (74) and *Belle Poule* (40), taking the latter's surrender. Thereafter he was awarded many civil honours in addition to his naval promotion and became a Knight of the Bath in 1834 with the GCB ten years later. He became Admiral of the Fleet in April 1863 and died of bronchitis in November 1866.



44

44
ENGLISH PROVINCIAL SCHOOL, CIRCA 1830

Portrait of a young midshipman

Oil on canvas

19¼ x 15¼in. (49 x 40cm.)

£250-£350



45 (part)

45
AFTER JOHN RISING (BRITISH, 1753-1817)

Full-length portrait of Lord Nelson

Stipple engraving

Pl. 15¼ x 11¼in. (38.5 x 30cm.); **together with** another engraving of the head of Lord Nelson

(2)

£100-£150



46 (part)

46
FOUR 18TH CENTURY MEZZOTINTS OF BRITISH ADMIRALS

comprising Lord Viscount Duncan; Lord Bridport KB; Earl Howe; Sir Peter Parker, Bart, all contained within period verre églomisé frames

26 x 19½in. (66 x 49.5cm.), within frame

(4)

£300-£500



47

47

ATTRIBUTED TO ALEXANDER CARSE (SCOTTISH, 1770-1843)

The King's shilling

Oil on canvas

16½ x 25½in. (42 x 65cm.)

£1,000-£1,500



48

48

ATTRIBUTED TO ALEXANDER CARSE (SCOTTISH, 1770-1843)

A Jack Tar in a tavern brawl

Oil on panel

12¾ x 16¾in. (32.5 x 42.5cm.)

£300-£400



49

49

CHARLES HARVEY (BRITISH, 1832-)

An Ottoman xebec sailing off the Rock of Gibraltar with a British Squadron anchored in the distance

Watercolour

Inscribed C. Harvey (to mount), and dated 'May 1849' (lower left)

9 x 13½in. (23 x 34.5cm.)

£300-£500



50

50

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.)

£800-£1,200



51

51

ATTRIBUTED TO THOMAS BUTTERSWORTH (BRITISH, C.1768-1842)

The Capture of the U.S.S. 'President' by H.M.S. 'Endymion', 15th January, 1815

Oil on Canvas

19 x 23in. (48 x 58.5cm.)

£4,000-£6,000

The U.S.S. *President* (53), captained by Stephen Decatur, attempted to escape the British blockade of New York harbour when the British squadron was briefly blown off station. Decatur lost time when *President* grounded on a sandbar for two hours and was spotted by the British who gave chase. H.M.S. *Endymion* (47) captained by John Hayes - considered the Royal Navy's fastest ship - eventually caught up by about 2pm and, despite being considerably smaller (1277 tons to *President's* 1533 tons), managed to place herself off the *President's* stern quarter where her guns couldn't bear and exploit her larger 24pdrs to devastating effect. Aiming for the hull and guns, the *President* sustained heavy losses - including Decatur who was wounded by a huge splinter. At 7.58pm *President* surrendered. However, with no fit boats available, *Endymion* could not immediately claim her prize and concentrated on repairs. Decatur then tried to escape again, but ran into two of the British squadron which had finally caught up and who resumed action before Decatur hailed them to say he had already surrendered and requested his sword be given to the Captain of the 'black ship'. Unusually *Endymion* used an all-black livery and this detail has been faithfully reproduced by Buttersworth in all his depictions of this action. The captured *President* was absorbed into the Royal Navy as H.M.S. *President*, but broken up in 1818 - although her lines were reused for a new H.M.S. *President* which was placed on the North American Station, captained by George Cockburn who had led the burning of Washington, to serve as a political reminder to the United States of its losses during the War of 1812.



52

52 δ

RICHARD WILLIS (BRITISH, B. 1924)

A naval engagement between H.M.S. 'Guerriere' and U.S.S. 'Constitution' off the coast of Nova Scotia, 19th August 1812

Oil on board

Signed 'Richard Willis' (lower left)

29 x 39in. (73.5 x 99cm.)

£800-£1,200



53

53

ATTRIBUTED TO NICHOLAS POCKOCK (BRITISH, 1740-1821)

Capture of the 'Raison' & 'Prévoyant' by H.M.S. 'Thetis' (Capt. Hon. A. Cochran) & H.M.S. 'Hussar' (Capt. J.P. Berresford) off Cape Henry, Chesapeake 17th May 1795

Watercolour

15½ x 23in. (39.5 x 58.5cm.)

£200-£400

Provenance: With the Parker Gallery, London.



54

54 δ

PETER G. POWER (BRITISH, B. 1938)

A frigate action; Coming ashore

Oil on canvas

Both signed 'Peter G. Power' (lower right), one dated '1984'

13½ x 19½in. (34 x 50cm.)

(2)

£300-£500



55 (part)

55

AFTER ROBERT DODD (BRITISH, 1748-1815)

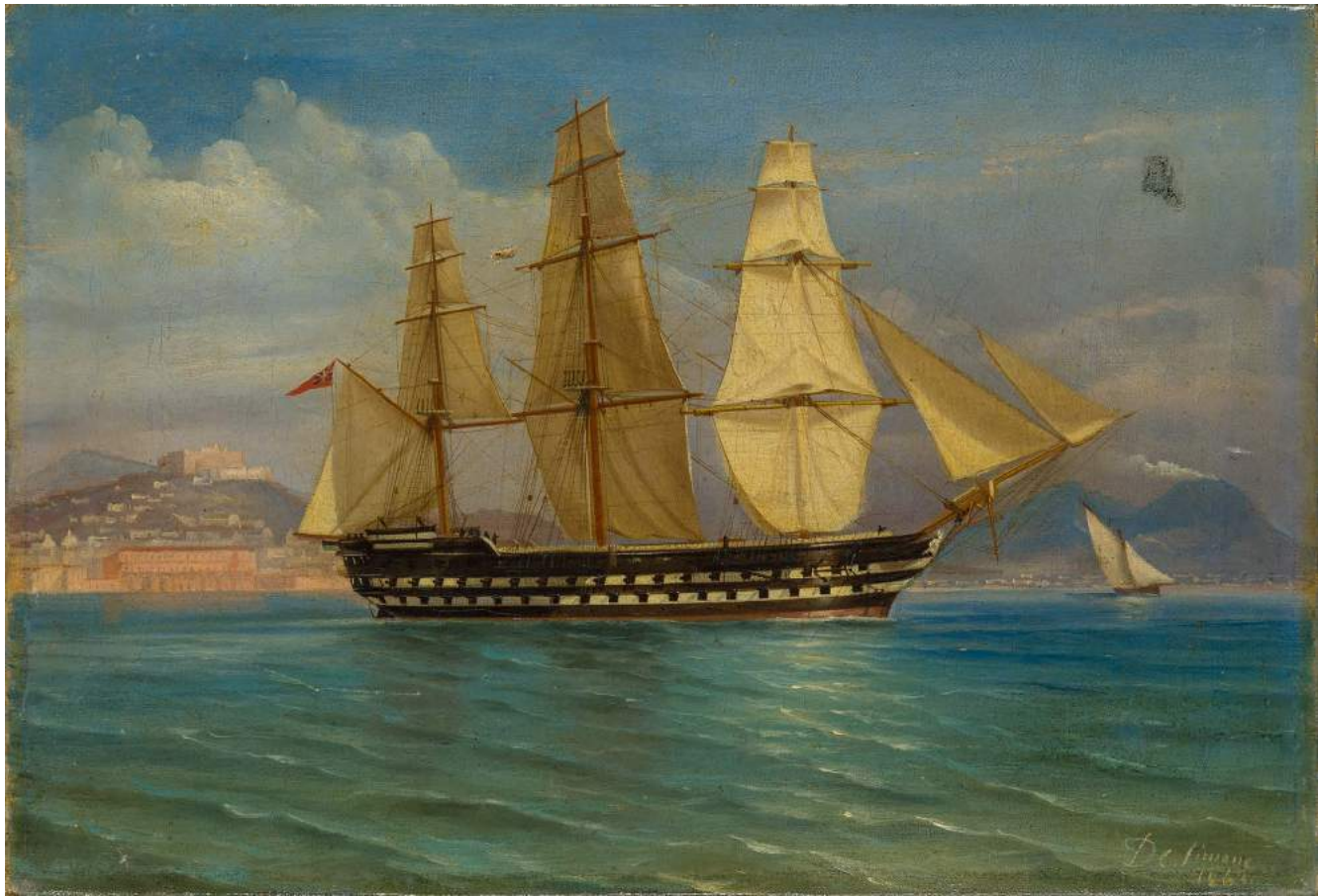
Battle of Trafalgar, a set of four designs comprising: Van Division; Rear Division; In the Rear; In the Van

Colour aquatints published by J..W. Laird, 1853, Leadenhall Street, London

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

(4)

£400-£600



56

56

TOMMASO DE SIMONE (CIRCA 1805-1888)

H.M.S. 'Trafalgar' becalmed in the Bay of Naples

Oil on canvas

Signed and dated 'De Simone 1863' (lower right)

10 x 15in. (25 x 38cm.)

£600-£800

Originally a First Rate of 120 guns ordered in 1825 as one of five 'Saint George' class three deckers, *Trafalgar* was cut down to a two-decker in 1859 and fitted with Maudslay engines. When launched in 1841 her fine bust-length figurehead of Nelson was sporting a hat as, in 1843, the carvers Hellyer & Son were allowed £5.15.0 to modify the figure as the hat was fouling the bowsprit — although interestingly the contemporary model and engravings depicted a hatless Nelson. A new figurehead, complete with hat as seen in this picture, was issued in 1859 and survives to the present day at Portsmouth Dockyard. *Trafalgar* only served in the Mediterranean in 1863 before becoming a Coastguard vessel at Portland, a cadet training ship (when she was re-named *Boscawen*) and was broken up in 1906 after sixty-five years afloat.



57

57

GIROLAMO GIANNI (ITALIAN, 1837-1895)

H.M.S. 'Condor' after the Bombardment of Alexandria, 1882

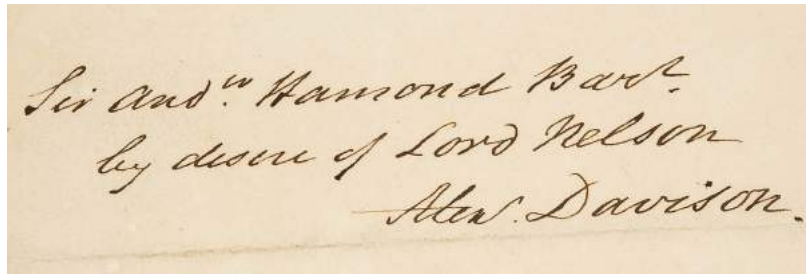
Oil on canvas

Signed and dated 'G. Gianni 1882' (lower right)

12½ x 20¼ in. (32 x 51.5cm.)

£1,500-£2,500

A composite gun-vessel designed by Nathaniel Barnaby, *Condor* was the name-ship of a class of four ordered in 1875. Launched at the end of 1876, they were typical transitional sail/steam ships which were barque-rigged but under steam could race along at an impressive 11½ knots and were armed with one 7in. and two 64pdr. muzzle loading guns which could strike hard and accurate shots when required. *Condor* joined the Mediterranean Fleet in 1877 and remained there for twelve years, however she achieved immortality in July 1882 at the Bombardment of Alexandria. A fleet of fifteen ironclads had been sent there to protect British property after rioting. When a local militia persisted in strengthening defences, the Commander, Admiral Seymour, commenced a bombardment. The *Temeraire* was sent to deal with the Mex Forts but grounded and *Condor* - captained by a young Lord Charles Beresford - assisted her re-floating and then took on the fort at Marabout at a range of only 1,200 yards, but did so with such a spectacular rate of fire that the fort was soon silenced and the rest of the fleet could concentrate on the main attack. Afterwards Seymour famously signalled "Well Done Condor" to the Fleet, which not only secured the ship's reputation, but Beresford's who rose to the rank of Admiral.



58 (part, detail)

58

Sir Graham Eden Hamond (1779-1862) enjoyed a long and illustrious naval career; when he died he was Admiral of the Fleet and a Knight Grand Cross of the Bath. He captained the *Blanche* (36) at Copenhagen, holding the prayer book from which Nelson read at the thanksgiving service afterwards, and clearly knew and socialised with Nelson and other luminaries of the age. He has a full biography in O'Byrne and the following five lots are sold by a descendant.

INVITATION FROM NELSON TO A BALL AT RANELAGH, JUNE 1, [1803]

'No Gentlemen will be admitted unless in full dress', engraved by Rainsbach after R. Smirk; the reverse with hand-written inscription: *Sir and Lady Hamond Bart. by desire of Lord Nelson / Alex Davidson* — 6½ x 6¼ in. (16.5 x 16cm.); **together with** a glass negative of Lady Hamond's invitation

(2)

Lady Hamond's own invitation to this ball is held at Greenwich, reference NWD-28

See illustration on section title page

£300-£500

59

A COPY LETTER FROM ADMIRAL SIR GRAHAM HAMOND MENTIONING NELSON'S MEDALS, 1847

4pp, 4to, mentioning Nelson's medals for the action at Cape St. Vincent and 'that for the Nile', and his prayer book, dated 24th July 1847; **together with** another asking Secretary Vidal to prevail upon Prince Henry of Orange (third son of Willem II) to accept a drawing by Vidal of the entrance to Pernambuco, 1p., 4to, in a wallet envelope with red wax seal, dated 5th December 1836; nine other letters, mostly with envelopes and mostly concerning Rio de Janeiro, three glass negatives believed to be of portraits of Admiral Hamond, his wife and daughter and a collection of press cuttings

(a lot)

£800-£1,200



58 (part)

60

BOAT SIGNALS, 1820

kept by Capt. Graham Hamond and comprising six leaves, 12 signals hand-coloured and 12 pen and ink, original limp boards — 4½ x 3½ in. (11.5 x 9.5cm.)

£80-£120

61

CAPTAIN GRAHAM HAMOND'S ACCOUNTS BOOK AT MESSERS COUTTS & CO., 1801-1815

the account begins on 24th January 1801 at £31.12.0 and ends in 11th January 1815 at £143,759.7.10, 22 pages bound in soft marbled boards with labels — 7 x 5 in. (18 x 13cm.)

£100-£150

62

ANONYMOUS LETTER TO CAPTAIN HAMOND, CIRCA 1822

in which he remarks upon the present border with Canada (and mentions Benjamin Franklin) and maintains that the Americas have no rights to territories to the west of the Rockies and that the British should seize them, 4pp, 4to, no place given

£100-£150



58-62



63 (detail)

63

A MIDSHIPMAN'S LOG OF H.M.SHIPS CUMBERLAND AND SIREN, CIRCA 1858-9

kept by T.A. Sneyd Kynnersley between 5th April 1857-30th April 1858, comprising 58 leaves, four watercolours including one of **Rio de Janeiro**, five pen and ink maps, one pen and ink drawing, from Madeira to Rio de Janeiro, Raya Island, back to Rio and cruising off Cape Frio, keeping the crew occupied with furling and unfurling sails, keeping parts of the ship clean, etc.; including a log of H.M.S *Siren*, 16 guns commanded from 1st May to 8th May by Captain J.A. Selwyn and from 9th May 1858 by Comr G.H. Belfour, two parts, 39 leaves, five watercolours, 10 pen and ink drawings including one of Rio de Janeiro, four pen and ink maps, plying between Montevideo, Rio de Janeiro, Cape Frio, Port Frio, Buenos Aires, Bahia and returning to Portsmouth, two works in one vol., bound in contemporary half roan, (*very slightly rubbed*) — 12½ x 8½in. (32 x 21.5cm.)

Thomas Alfred Sneyd Kynnersley (British/New Zealander 1839–1874) retired from the Royal Navy due to ill health not long after writing this log and settled in New Zealand in the early 1860s, where he became MP for

£250-£350

64

COPY LOG BOOK OF H.M. PADDLE SHIP GORGON, CIRCA 1858

48 leaves, written in a 19th century hand on blue paper, contemporary half sheep, spine and corners worn, small folio, May 16 1856-August 1 1857 — 12¾ x 7¾in. (32.5 x 20cm.)

A copy of a description of the log of H.M.S. *Gorgon*, a paddle-steamer calling at Malta, Smyrna, Bodrum (a lengthy stay and also witnessing a court martial), a short stay at Malta, and then Woolwich where the log ends at July 29, 1858

£150-£250

65

AN ARCHIVE OF MATERIALS RELATING TO THE CAREER OF COMMANDER R.R.M. HALL, R.N. (1845-1894), CIRCA 1870

comprising four daily journals covering November 1873-August 1875, the log of H.M.S. *Bellerophon*, moored in the Tagus and voyaging to Gibraltar, Malta, Port Said, Candia, Tenedos, Palermo, Vigo, Spithead, Syracuse and Funchal, and the logs of the *Monarch*, *Vigilant*, *Lively*, *Valiant*, *Sultan* and *Pallas*, together in one vol., 94 leaves, contemporary vellum, folio, 1869-72; a 'Rough Sketch of my Life Cruise', Hall's autobiography, 1859-72, 122 leaves, covering his school days (and the career advice of one of his schoolmasters to take to the sea). He recounts his early naval career including the capture of a Dutch slaver off the coast of Africa narrating their journey back to Africa where they lost 14 as a result of illness. 'The stink when near the hatches which could not always be kept off or uncovered was truly nauseous in the extreme'. At this time Hall mentions Richard Burton and David Livingstone. He also recounts the extraordinarily adventurous 'yarns' of a Captain Bowen; a set of four daily journals, mostly personal, recording daily events and correspondence with his wife Nell. Hall appears to be on the South coast of England at this time approx. 90 printed certificates and copy letters covering the years 1869-94, completed in manuscript; **together with** another manuscript

(A lot)

£500-£800

66

A COPY LETTER BOOK, PORTSMOUTH, 1886-1888

43 leaves, in several hands, (19th century and early 20th century), Portsmouth, 14 February 1886-7 April 1888)

Discourses on such subjects as 'Prevalation of Contagious Diseases'; 'Imprisonment and Punishment of Leavebreaking'; and 'Rum-Ration - proposed substitution of Beer', quarter calf marbled boards — 12½ x 8in. (32 x 20cm.)

£200-£300



67



67 (detail)

67 Ø

AN UNIDENTIFIED NAVAL SWORD, THE SILVER-MOUNTED HILT POSSIBLY CAPTURED DURING THE WAR OF 1812

the 30¼in. curved steel blade with simple etched device of Athena and a Royal cypher, signed *J. Bennett, Royal Exchange*, the hilt with quillons embossed with right-facing spread eagles, oak leaf and acorn guard, carved ivory grip with silver-mounted back contained within silver-mounted leather scabbard with London hallmarks lacking date letter and inscribed "*R. Johnston / late / Bland & Foster / Sword Cutler & Belt Maker to his / MAJESTY / 68 St James's Street / London — 36½in. (92.5cm.)*"

£1,000-£1,500

This hilt does not appear in May & Annis or Comfort and, to date, it has not been possible to identify the pattern. The date of the blade and scabbard suggest it may have been captured by a British officer during the American War of 1812 who decided to have this exceptionally attractive hilt attached to an English blade and scabbard by Johnston, a high quality cutler in London who produced many naval swords.



67 (detail)



68 (part)

68

A VERY RARE SET OF TWELVE MAHOGANY CONCERTINA-ACTION CAMPAIGN OR NAVAL CHAIRS, ENGLISH, CIRCA 1795

including a pair of armchairs, each having a rectangular back with three pierced and tapering vertical bar splats headed with leaf carved detail, the original seat pads with their horsehair stuffing and webbing, on square legs joined by stretchers, the inner cross stretcher lifting out to enable each chair seat to fold away after the seat pad has been removed — 35 x 20¼ x 16¼in. (89 x 51.5 x 41cm.)

£10,000-£15,000

Provenance: Recently discovered in the cellars of a house in Spain

The design for this fashionable chair-back appears in Thomas Sheraton's 'Cabinet-Maker's and Upholsterer's Drawing Book' published in four parts 1791-1794.

It is very rare to find such a complete and long set of 18th century Campaign or Naval chairs, in fact no other known sets of twelve are documented. The very nature of their design and use made such chairs vulnerable to wear and tear. The speed with which these chairs can be folded and packed made them ideal for use in the Navy where it would be necessary to clear the decks very quickly.

There is a similar group in Nelson's cabin aboard H.M.S. *Victory*, although some are reproductions.

A set of four plus one armchair (although with cane seats) belonging to Admiral Boscawen are recorded in 'Some aspects of 18th century Naval Furniture', by Treve Rosoman, an article published in *The Journal of The Furniture History Society*, Vol XXXIII, 1997.

A similar example with a padded seat, but plain vertical bars in the back, was included in the exhibition catalogue 'At Ease Gentlemen: A catalogue of 18th, 19th and early 20th Century Campaign Furniture and Travel Equipment', published by Christopher Clarke (Antiques) Ltd., 2002, item 8.

One chair and one armchair will be on view at Blythe Road, the remaining chairs will remain at Imperial Road



69

70

69

A DROP FRONT ESCRITOIRE BY GOODALL, LAMB & HEIGHWAY LTD, MANCHESTER, MADE FROM *FOUDROYANT* OAK, CIRCA 1899

the carved front inscribed *FOUDROYANT* with silver presentation plaque from St. Paul's Church, Blackpool 1899 over, hinged to reveal an interior fitted with document drawer over three pigeon holes and eight further drawers with drop handles, three exterior drawers and shelf — 47 x 26 x 13.¼in. (119 x 66 x 33.5cm.)

£700-£900



71

70

A 'YORKSHIRE' PATTERN CHAIR BY GOODALL, LAMB & HEIGHWAY LTD, MANCHESTER, MADE FROM *FOUDROYANT* OAK, CIRCA 1900

with plain tapering seat, matching carved splats and turned spindle stretchers, the front inscribed *FOUDROYANT*, with copper makers label pinned behind seat — 38 x 20.25in. (96.5 x 51.5cm.)

This pattern of chair is listed as No.30 in the Goodall, Lamb & Heighway catalogue and, in 1897 Cost £6.7s.0d.

£300-£500

71

A TÉMÉRAIRE TREEN TABLE SNUFF BOX, CIRCA 1838

turned from *Téméraire* oak with plain sides, the lid with period label issued by C. Thorn, Cabinet maker ... Well's Road — 3½in. (9cm.) diameter

£200-£400

72

A SET OF SIX PRESSED BRASS COMMEMORATIVE DRAWER ESCUTCHEONS FOR TRAFALGAR, CIRCA 1806

each pressed with embossed image of pyramidal tomb inscribed *TRAFALGAR* and *SACRED TO NELSON* with Greek Key border and mounting holes 3in. apart — 2¾in. (7cm.) high

(6)

£100-£150



72



73

73

A 19TH CENTURY SECTION MODEL OF A CARRONADE SETTING ABOARD A SHIP OF THE LINE

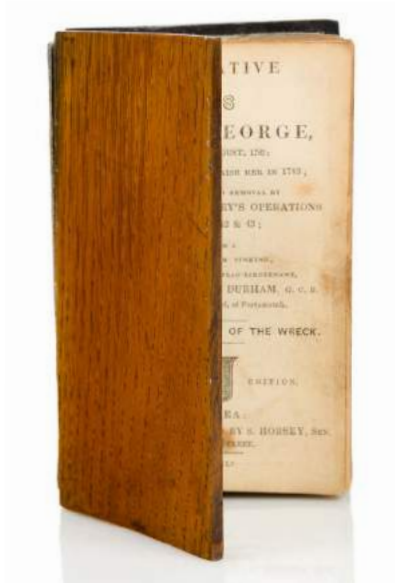
the hull planked in contrasting woods and pinned with trenails, interior with $\frac{1}{2}$ in. bore brass carronade mounted on slider and rigged with block-and-tackle to gun port, the underside with pasted provenance label — 7 x 14 x 14 $\frac{1}{2}$ in. (18 x 35.5 x 37cm.)

Provenance: Estate sale of Sir Bernard and Laura Ashley, Rhyldoldog House, Powys, 1985, following her death.
£500-£800

74

'A NARRATIVE LOSS OF THE ROYAL GEORGE'

seventh edition, by S. Horsey, 1845, fold-out engraving by title page, bound in wood recovered from the wreck by Major General Pasley, leather spine with gilt titles — 4 $\frac{1}{4}$ in. (11.5cm.) high
£150-£250

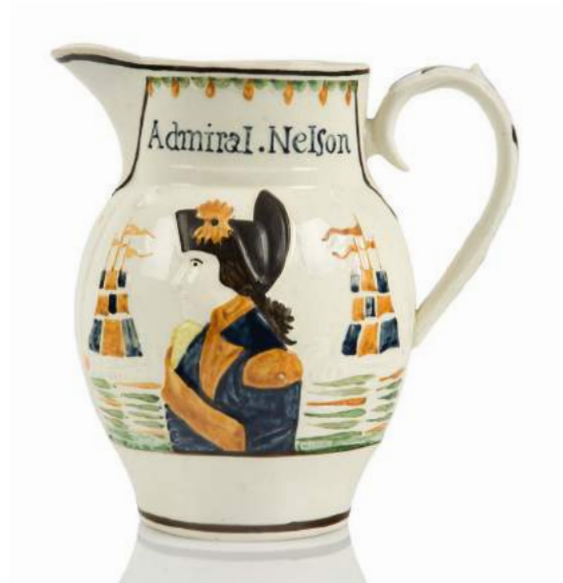


74

75

A 19TH CENTURY ADMIRAL NELSON/CAPTAIN BERRY COMMEMORATIVE POTTERY JUG, CIRCA 1820

with embossed polychrome sides, named for their characters, marks for Leeds Pottery to base — 7in. (18cm.) high
£150-£250



75



76 (part)

76

W.J. SUTTON (BRITISH, 20TH CENTURY)

H.M. Cruisers 'Devonshire' (1904-1921) and 'Cressy' (1899-1914), a pair

Watercolour

Each signed 'W.J. Sutton'

10¼ x 15in. (26 x 38cm.); **together with** another two by the same and, one of H.M.S. *Téméraire*

(4)

£200-£300



77

77

H.E. STEPHENS (19TH/20TH CENTURY BRITISH SCHOOL)

H.M.S. 'Aboukir' (1900-1914)

Oil on canvas

Signed and dated 'H.E. Stephens 1902' (lower left)

19½ x 29½in. (49.5 x 75cm.)

£300-£500

This picture depicts *Aboukir* in her smart Victorian livery of red below the waterline, black topsides and buff funnels - the Royal Navy adopted battleship grey from 1902. *Aboukir* was, like her sister *Cressy* in the previous lot, one of the three cruisers lost in a single September morning in 1914 to the torpedoes of *U-9*.



78

78

ALMA CULL (BRITISH, 1880-1931)

A study of the Majestic class battleship H.M.S. 'Jupiter' (1897-1920)

Watercolour

Signed and dated 'Alma Cull '98' (lower left)

5¼ x 7½in. (13.5 x 19cm.)

£100-£150

79

VINCENZO D'ESPOSITO (MALTESE, 1886-1946)

Study of the Diadem class protected cruiser H.M.S. 'Argonaut' (1898-1920)

Gouache

5 x 6¾in. (12.5 x 19.5cm.)

£150-£250



79



80

80 ♂

GUY STANDING (BRITISH, 20TH CENTURY)

Battlecruisers at dusk

Watercolour

Signed and dated 'Guy Standing 1917' (lower left)

6 x 10¼in. (15 x 26cm.)

£100-£150

81 δ

FRANK WATSON WOOD (BRITISH, 1862–1953)

Study of a torpedo boat

Watercolour

Signed and dated 'Frank Wood 1911' (lower right)

4½ x 6¾in. (11.5 x 17cm.); **together with** another study of a torpedo boat by the same hand

(2)

£250-£350



81 (part)



82 (part)

82 δ

WILLIAM DRING R.A. (BRITISH, 1904-1990)

Study of the P.S. 'Lorna Doone' circa 1949, ex-H.M.S. 'Atherstone', Racecourse Class minesweeper 1916

Watercolour sketch

9¼ x 13½in. (23.5 x 34cm.); **together with** another three watercolours and five prints

(9)

£200-£300

83

GERALD M. BURN (BRITISH, 1862-1945)

H.M.S. 'Renown' carrying the Prince of Wales en route to Australia

Sepia watercolour

Signed 'Gerald M. Burn' (lower right) and inscribed 'H.M.S. Renown Nov. 1919' (lower left)

9 x 20¼in. (23 x 51.5cm.); **together with** a signed etching of Thames barges by W.L. Wyllie; a reproduction print of the Battle of Jutland by Wyllie and a coloured etching by Henry Walker

(4)

£150-£250



83 (part)



84 (detail)

84

AN 1875 BRITISH ARCTIC EXPEDITION STONEWARE BEER JUG

with glazed rope-work decoration flanking expedition transfer crest to front, the base with maker's transfer anchor mark for W.T. Copeland & Sons, impressed '12', and inscribed *DISCOVERY* (rim chip left of spout) — 8in. (20cm.) high
£600-£800

For this expedition (led by Sir George Strong Nares), Copeland produced special services for both H.M. Ships *Alert* and *Discovery* and stoneware and porcelain using either blue or sepia transfers have been seen. Sent by the Admiralty in an attempt to reach the North Pole by way of Smith Sound, it culminated in Commander Albert Hastings Markham's Farthest North of 83° 20' 26" N (May 12, 1876), a record latitude at the time.



84

85

A RARE LEATHER FIRE BUCKET FROM H.M.S. VERNON, CIRCA 1880

with gold transfer of pre-official crest comprising a contact mine with crossed torpedoes over, under the naval crown, seam, base and top rivetted with copper studs, leather carry handle — 12 x 10½in. (30.5 x 26cm.)
£100-£150

86

AN UNOFFICIAL SHIP'S BADGE FROM H.M.S. NILE, CIRCA 1900

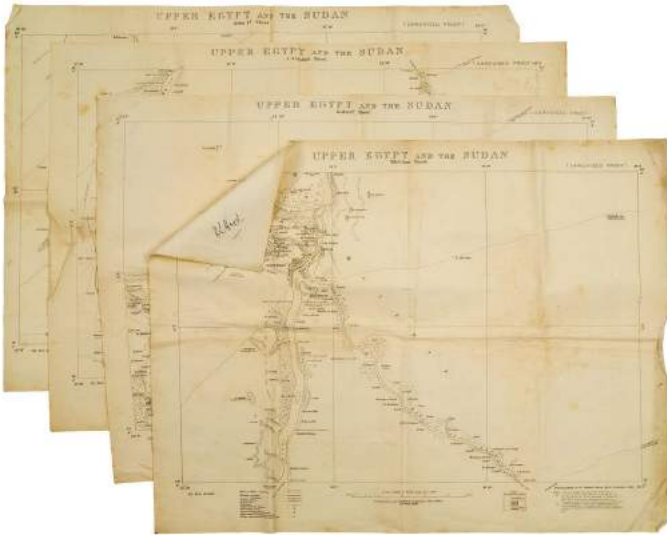
cast with left facing bust length profile of Lord Nelson and inscribed *The Nile 1798* within rope border — 9½in. (24cm.)
£100-£150



85



86



87

87

AN HISTORICALLY INTERESTING SET OF FOUR WAR OFFICE- ISSUED CHARTS OF UPPER EGYPT AND THE SUDAN, USED BY LT. HORACE HOOD TO GUIDE THE GUN BOAT *NASR* TO SUPPORT THE BATTLE OF OMDURMAN, 1898

compiled by the intelligence division of the War Office in January 1898 and 'photozincographed' on linen by the Ordnance Survey with subtitles *Khartum Sheet*; *J. Arashkol Sheet*; *Abba Id Sheet*; and *Gedaref Sheet*, each complete with keys, scale, notes etc., signed on reverse *HL Hood* and inscribed for either *Blue Nile* or *White Nile* and numbered, each — 22 x 28½in. (56 x 72.5cm.)

£400-£600

Lead by General Kitchener, the Battle of Omdurman was a direct response to the death of General Gordon at Khartoum in 1886. One of the last grand exercises of Empire, Kitchener's troops, supplemented by the Camel Corps and eight gunboats, advanced up the Blue and White Nile to recapture the Sudan from the Mahdi. Taking no chances Kitchener's highly disciplined troops were armed with modern rifles, machine guns and artillery backed up by the gunboats. By contrast, whilst the Dervish army had some guns, they included flintlocks, and some were found to be wearing chain-mail captured from Christian knights in the Crusades. It was also the scene of the British Army's last cavalry charge, in which the young Winston Churchill took part. **Lt. Horace Hood (1870-1916)** captained the gunboat *Nasr* in a squadron commanded by David Beatty. Descended from a long line of famous naval officers, he was the great-great grandson of Admiral Samuel Hood. He became a Rear-Admiral but died at Jutland when his ship, the battlecruiser *Invincible*, blew up causing Admiral Beatty to comment "*there's something wrong with our bloody ships today*".

88

A PRIVATE R.N. LOG AND PHOTOGRAPH ALBUM

kept by R. B. Hosking between 1909-1924 containing a lively account of his ships in peace and war and describing voyages to New York, Malta and Gibraltar aboard H.M. Ships *Duke of Edinburgh*; *Britannia* and *Victory*, 47 card leaves with calligraphic title, Hosking's watercolour and gilt arms as frontispiece, 31 watercolour drawings and caricatures, mostly of a humorous nature, 147 actual photographs of life aboard and ashore of varying sizes, interspersed with daily line of highly social activity pre-War and War news as received, original calf boards — 12 x 10in. (30.5 x 25.5cm.)

£150-£250



88 (detail: H.M.S. 'Britannia' c. 1910)

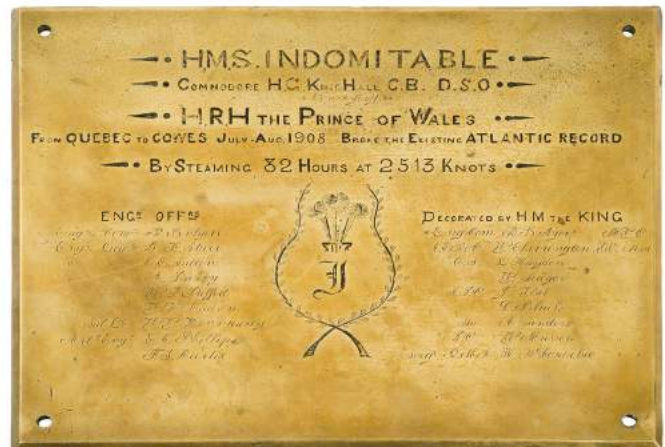
89

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.)

£400-£600

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 the 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 in this lot.



89



90

THE SHIP'S BELL FROM H.M.S. AFRICA (1905) THE FIRST SHIP FROM WHICH AN AIRCRAFT WAS SUCCESSFULLY LAUNCHED, 10TH JANUARY, 1912

cast in brass with red-filled lettering inscribed *H.M.S. AFRICA* and loop suspension (*suspension adapted from crown type; clapper later*) — 13 x 12½ in. (33 x 32 cm.); **together with** iron bracket for wall suspension
£2,000-£3,000

One of eight King Edward VII Class battleships, *Africa* was built at Chatham Dockyard and launched 20th May 1905 being completed and commissioned in November 1906. Despite displacing nearly 16,000 tons and being given an impressive armament lead by four 12in. guns, she was rendered all but obsolete by the revolutionary *Dreadnought* which completed just a month later. After initial service in the Atlantic and Channel fleets, she returned to Chatham as flagship in 1911 but was relieved of this by her sister *King Edward VII* that November. Thus, when in January 1912 the Admiralty (sensing that aircraft may have an important future role with the navy) needed a ship to adapt for their experiments, *Africa* was available. Anchored in the River Medway, she was fitted with a 100ft downward-sloping ramp extending from foredeck to bow and tested for strength by the crew jumping up and down on it. **Lt Charles Samson (1883-1931)** climbed into the cockpit of a Gnome-engined Short Improved S.27 pusher seaplane and, on 10th January 1912, successfully completed the world's first powered flight from a ship. The aircraft moved quickly down the runway, dipped slightly after leaving it, but then pulled up and climbed easily. Samson circled *Africa* several times to the cheers of the crew and, after a few minutes, landed safely at an airfield ashore. It was a tentative start, but shipborne aviation had begun and by 1917 was an important part of naval operations. *Africa* survived the Great War (although 52 of her 800 crew were lost to Spanish Flu in September 1918), was placed in reserve in November 1918 and broken up at Newcastle in 1920.





91

91 δ

CECIL WYND, AFTER CHARLES PEARS (BRITISH, 20TH CENTURY)

H.M.S. 'Revenge' coming out of a squall

Oil on canvas

Signed 'C Wynd' (lower left)

29½ x 23½in. (75 x 60cm.)

£400-£600



92

92 δ

GRAHAM JOWETT-IVE (BRITISH, 1946-2012)

Atlantic Fleet

Oil on canvas

Signed 'G. Jowett-Ive '00' (*lower left) and inscribed 'Atlantic Fleet' to centre

19½ x 23½in. (46.5 x 59.5cm.)

£150-£250



93 (part)

93 δ

ERIC TUFNELL (BRITISH, 1888-1978)

Study of a Shakespeare class destroyer H.M.S. 'Keppel'; study of the 'Q' and 'R' class destroyer H.M.S. 'Racehorse'

Watercolour

One signed with monogram (lower right)

Each 7 x 10in. (17.5 x 25.5cm.)

(2)

£300-£500



94

94 δ

EDWARD D. WALKER (BRITISH, B. 1931)

The last battleship, H.M.S. 'Vanguard'

Oil on canvas

Signed 'E.D. Walker' (lower right)

19½ x 29¼in. (49.5 x 74.5cm.)

£150-£250



95

95 δ

GEOFF HUNT (BRITISH, B. 1948)

Submarines of World War II

Watercolour heightened with bodycolour

Signed and dated 'Geoff Hunt '76' (lower left)

13½ x 25½in. (34.5 x 64.5cm.)

Original artwork for the book 'Submarines of World War II' published 1976, Arms & Armour Press.

£300-£500



96

96 δ

GEOFF HUNT R.S.M.A. (BRITISH, B. 1948)

Japanese capital ships at sea: 'Kongo'; 'Kirishaina'; 'Fuso'; 'Haruna' and 'Ise'

Watercolour and gouache

15¼ x 26¼in. (38.5 x 66.5cm.)

Original artwork for the cover of 'Warships of the Imperial Japanese Navy', published in 1977, Arms & Armour Press.

£200-£300



Lots 97 and 98: H.M.S. 'Duke of York'

The sixth ship to bear this name, *Duke of York* was a King George V Class battleship built by John Brown & Co. Commissioned in November 1941, the next month she carried Winston Churchill to the United States for the first Anglo-American staff meeting. After supporting some convoys and Operation Torch, she returned to Arctic waters providing distant cover for convoy JW55B when, on 26th December 1943, the cruisers *Norfolk*, *Belfast* and *Sheffield* began shadowing the commerce raiding battlecruiser *Scharnhorst*. With hard steaming, *Duke of York* commenced accurate fire with 14in. shells about 20 minutes after *Norfolk*'s initial salvos had knocked out her radar and denied her the range and weight advantage she had. Joined by *Jamaica*, *Scharnhorst* was hit at least 13 times before getting out of range, but a lucky shell from *Duke of York*, fired at over 18,000 yards (about ten miles) plunged into her boilers and, for about twenty minutes, her speed was reduced from 26kts to 10kts - enough time for destroyers to manoeuvre and launch a torpedo attack, four of which struck home. The *Duke of York* and *Jamaica* closed range and subjected *Scharnhorst* to withering fire. Fifteen minutes later, with a further eight torpedoes finding their mark, *Scharnhorst* exploded and sank with the loss of 1,803 crew only 36 survived. *Duke of York* remained in Arctic waters until September 1944 before joining the Pacific Fleet, taking part in the bombardment of the Japanese home islands in August 1945. Placed in reserve in 1949, she was scrapped at Faslane in 1958.

DUKE OF YORK

97

97 A NAME BOARD FROM THE WORLD WAR II VETERAN BATTLESHIP H.M.S. *DUKE OF YORK* (1940)

the ¾in. deep polished brass red-sided lettering secured to D-ended wooden display board with iron suspension hooks behind — 21 x 149in. (53.5 x 378.5cm.)

£3,000-£5,000

Provenance: Ex-Ferrers-Walker Collection; Formerly on loan to the Royal Navy Museum, Portsmouth

This lot will be available for viewing at Imperial Road

98

A UNION FLAG FLOWN BY H.M.S. *DUKE OF YORK* DURING HER FAMOUS ACTION AGAINST S.M.S. *SCHARNHORST*, 26TH DECEMBER, 1943

stitched bunting with canvas sleeve stencilled *UNION 8 BDS* and rope lanyard, contained in hinged wooden box with brass plate engraved *THIS ENSIGN WAS WORN IN H.M.S. DUKE OF YORK ON 26TH DECEMBER 1943, DURING THE ACTION IN WHICH THE GERMAN BATTLE CRUISER 'SCHARNHORST' WAS SUNK* and faintly inscribed in pencil behind 'P6964', the flag — 68 x 140in. (173 x 355.5cm.); the box — 6 x 16 x 10½in. (15.5 x 40.5 x 27cm.)

Provenance: Ex-Ferrers-Walker Collection; Formerly on loan to the Royal Navy Museum, Portsmouth; P6964 is an old Portsmouth Trophy Store reference number.

£1,500-£2,500



S.M.S. 'Scharnhorst'



98

99

A NAME BOARD FROM H.M.S. *NEWCASTLE* (1937)

the ¾in. deep cast brass lettering with red-painted sides secured to wooden display board — 15 x 97in. (38 x 246.5cm.)

£1,000-£1,500

Provenance: Ex-Ferrers-Walker Collection; Formerly on loan to the Royal Navy Museum, Portsmouth

H.M.S. *Newcastle*, 9,100 tons and also a heavy cruiser was built by Vickers Armstrong on the Tyne and completed in 1937. Joining the 2nd Cruiser Squadron of the Home Fleet, on the 23rd November 1939 she picked up survivors from the ill-matched H.M.S. *Rawalpindi*, an ex-P&O liner turned armed merchant cruiser, which had taken on the two battlecruisers *Scharnhorst* and *Gneisenau* with fatal consequences (see lot 100); Serving in the South Atlantic in 1941 she was sent to join the Eastern Fleet in 1942 but badly damaged in a torpedo attack that June. Returning to duty in the Far East in March 1943, she remained there until the War ended and was scrapped in 1959.

This lot will be available for viewing at Imperial Road



99

Image reproduced with kind permission of P&O Heritage Collection



Norman Wilkinson: H.M.A.M.C. 'Rawalpindi' in action against 'Scharnhorst' and 'Gneisenau'



100

AN HISTORICALLY INTERESTING SETTLE, CONSTRUCTED FROM THE GANGWAY BOARDS AND REMOVED PANELLING OF THE P&O LINER R.M.S. RAWALPINDI, SUNK IN ACTION AGAINST SHARNHORST AND GNEISENAU, 23 RD NOVEMBER, 1939

constructed in flame mahogany with hinged box seats, arched panelled backs and sunburst motif over with brass plaque inscribed *P. & O. S.S. 'Rawalpindi' Sunk in Action, 23 rd November, 1939*, flanked by a pair of carved gangway boards with P&O crest and ships name — 49½ x 43¼ x 18¼in. (126 x 110 x 46cm.)

£800-£1,200

Rawlapindi was one of four 'R' Class liners launched for the P&O Line in 1925. Built by Harland & Wolff Ltd., Belfast she registered 16,619 gross tons and her quadruple expansion four cylinder engines could develop a respectable 17 knots. Classed as an armed merchant cruiser, upon the outbreak of World War II, she together with her sisters were requisitioned by the Admiralty who removed their aft funnels and fitted eight 6" and two 3" guns. Manned by 302 officers and men from the R.N.R., *Rawalpindi* was attached to the Northern Patrol and, on 23 rd November 1939, was south east of Iceland when she sighted the German battlecruisers *Scharnhorst* and *Gneisenau* attempting to break out into the Atlantic for commerce raiding operations. Laying a smoke screen, she tried to place herself in a nearby fog bank but the Germans were far faster. Defying a warning shot to stop, Captain Kennedy decided to deny them a prize and was heard to say *We'll fight them both, they'll sink us, and that will be that. Good-bye. Rawalpindi* reported the enemy's position and, despite the disparity in armament, managed to hit *Scharnhorst* in the quarter of an hour before she was sunk. The cruiser *Newcastle* (see lot 99) which was next in the patrol line, closed and sighted the battlecruiser's lights forcing them to return to base as their position was known. *Rawalpindi* sank taking her Captain, 38 officers and 226 ratings with her, 37 men were picked up by the German ships, 11 by H.M.S. *Chitral*, another converted liner, and a further 11 by *Newcastle*. Captain Kennedy (father of broadcaster Ludovic Kennedy) was mentioned in dispatches, and the crews of the German ships awarded the High Seas Fleet badge for the sinking. Of the fifty-five liners converted to armed use, fifteen had been sunk by the close of 1941 and the remainder were withdrawn from Atlantic service as soon as possible.



101



102

102

AN UNOFFICIAL PATTERN SHIP'S 6IN . TAMPION FROM THE LIGHT CRUISER H.M.S . COVENTRY, CIRCA 1916

cast in brass with profile elephant and castle with lion over, and motto *AVIS MEA CREDO* under within rope border, mounted to a circular section of circuit board, the tampion — 7in. (18cm.) wide
£150-£250

Built by Swan Hunter in 1916 but not commissioned until February 1918, *Coventry* was a C-Class light cruiser of just over 4,000 tons and capable of 29 knots. Assigned to the Atlantic Fleet, from 1920 she was HQ ship to Admiral Sir Andrew Cunningham. As WWII approached she was converted to an anti-aircraft cruiser to meet the threat of increasingly sophisticated aircraft and was damaged by German aircraft attacking the Shetland islands in January 1940. Assigned to the Mediterranean, she survived an Italian torpedo attack and, on 18th May 1941, won the campaign's first VC, awarded posthumously to Albert Sephton for his defence against repeated Stuka dive bomb attacks. On 14th September 1942 she was attacked by a squadron of Junkers 88s and damaged to such an extent H.M.S. *Zulu* was obliged to scuttle her. Her official pattern badge, also an elephant and castle, was granted on 2nd December 1919.

101

THE MAIN SHIP'S BELL FROM THE ALGERINE CLASS MINESWEEPER *PINCHER* (J294), BUILT BY HARLAND & WOLFF, 1943

cast in brass with moulded rim, ebonised crown top suspension, black-filled lettering inscribed *PINCHER* over an arc dated '1943', with Government broad arrow mark to reverse, white-painted interior with clapper staple (*lacking clapper*) — 13 x 13in. (33 x 33cm.); mounted on a later wooden stand — 18 x 20in. (46 x 51cm.)
£600-£800

Provenance: The Algerine Association.

Essentially an enlarged 'Bangor' Class vessel, ultimately 110 of these 950 ton ships were built by yards in the UK and Canada between 1941-45. Originally intended to be turbine powered, supply issues meant that only twenty-seven were thus built, including *Pincher*, the rest were VTE (vertical triple expansion) engined, however both types were capable of developing 16.5 knots. Armed with a single 4in. quick-firing gun and four 40mm Bofors, they needed up to 138 crew to man them. Only half a dozen were lost on active service, including the name-ship of the Class to an Italian submarine, and most were used as anti-submarine escorts. Most of the surviving ships were sold for breaking in the 1960s with *Pincher* broken at Dunston in March 1962.



103

103

A CAST BRASS SCREEN BADGE FROM I.N.S. *RAJPUT* (EX.-H.M.S. *ROTHERHAM*), CIRCA 1949

the 19in. high badge mounted on substantial wooden display board — 24 x 14½in. (61 x 37cm.)

£300-£500

Built by John Brown & Co and launched in 1942, the *Rotherham* was an 'R' Class destroyer of just over 1,700 tons and could develop 37 knots if required to do so. As *Rotherham* she served mainly in the Far East and Japan - her Commander personally received the surrender of 34,000 Japanese naval personnel in Singapore in 1945. In 1948 she was sold to the newly independent India which formally received her in July 1949 as the I.N.S. *Rajput* and she took part in the 1971 Indo-Pakistani War, in which India claimed she was responsible for the sinking of Pakistani submarine *Ghazi*, claims disputed to date by Pakistan which maintains an accidental discharge was responsible. *Rajput* was broken up in 1976.



104

104

LT CMDR CHARLES GOODEVE'S ROYAL NAVY DRESS SWORD

the half basket hilt inscribed on the thumb piece *C.F. GOODEVE R.N.V.R.*, 31in. etched regulation blade, scabbard and chamois-lined travel case — 39in. (99cm.) overall

£500-£800

Sir Charles Frederick Goodeve O.B.E. (1904-1980) was a research chemist born in Canada but won a scholarship to study at UCL in 1927. An active member of the R.N.V.R., he was promoted to Lt Cmdr in 1936 and began turning his attention to naval issues. When War broke out he was transferred to the navy's gunnery and mine research establishment H.M.S. *Vernon* where he developed the principal method to counter the threat of magnetic mines and which essentially girdled a ship's hull with electrical pulses in opposition to their natural field, effectively cancelling it out - he called it 'degaussing' after the German scientist, whose name was used for a unit of magnetism, and the name stuck. It was used on over 10,000 allied ships during the war but was expensive and he developed a cheaper method called 'wiping' in which ships trailed magnetised cables - the British 'wiped' 400 ships in four days before D-Day alone. He was then transferred to the Department of Miscellaneous Weapon Development (DMWD) where he devised plastic armour and the 'hedgehog', an forward-thrown anti-submarine weapon for which he was appointed his O.B.E. By 1942 he was running the Navy's research and development strategy and created a special branch for India to deal with specialised problems faced in the East. In 1946 he was knighted, and awarded the U.S. medal of freedom with silver palm.



104 (detail)



106

106

AN HISTORICALLY INTERESTING PAIR OF 7 X 50 NAVAL BINOCULARS FORMALLY OWNED BY ADMIRAL SIR CECIL HARCOURT

signed in the backplate Barr & Stroud 7x C.F.30, Glasgow and London / C.H.J.Harcourt, complete with neck strap and contained within original fitted leather case of issue, the lid embossed with Harcourt's initials — 10.5in. (27cm.) high

£400-£600

Admiral Sir Cecil Halliday Jepson Harcourt GBE KCB (1892-1959) saw action in both World Wars and, from September 1945 to June 1946, was the de facto governor of Hong Kong. He was appointed Director of the Admiralty Operations division in 1939; in 1941 was Flag Captain of the Home Fleet aboard the *Duke of York* and between 1942-44 was involved in the North Africa Campaign culminating in the landings at Salerno. However, his fame was secured when he took the surrender of the Japanese forces (under Vice-Admiral Fujita and Lieutenant-General Tanaka) in Hong Kong and then remained there until a civilian Government could be restored. He was a sensitive administrator, and was called by the Chinese name Ha Kok, a reference to a distinguished fourth-century Chinese nobleman Chung Kok. He was knighted in 1945 (KCB), was promoted vice-admiral in 1946, and awarded the grand cordon of the Chinese order of the Cloud and Banner. He retired in 1952.



105

105

AN ADMIRALTY PATTERN TILLER YOKE

cast in brass in the form of two opposing dolphins, their tails containing spools — 20in. (51cm.) wide

£150-£250



107

107

AN ANEROÏD BAROMETER FORM H.M. SUBMARINE *THAMES*, CIRCA 1939, AND H.M. SUBMARINE *OSWALD*, 1940

the 4½in. painted dial signed *Short & Mason, London* and numbered *6080/37*, ebonised and red indicators, contained in brass bulkhead type case with typed provenance to reverse, and suspension loop to top — 6in. (15cm.) high overall £200-£400

Provenance: Rear Admiral Michael Donald Kyrle-Pope CBE and thence by descent.

The provenance states that the barometer was used on the H.M. Submarine *Thames* until 1939 and was transferred with Kyrle-Pope's effects to the *Oswald* where it is was found to be surplus to requirements and forwarded to the deport ship *Maidstone*. Shortly afterwards the *Oswald* was sunk by a mine.



108

108

A WORLD WAR II U-BOAT CLOCK

the 6¼in. silvered dial numbered 7432, Nazi emblem over 'M', black-filled Arabic numerals, black steel hands, single winding arbor to going barrel movement stamped 3755, slow/fast lever, contained within brass bulkhead case counter stamped to back 3755, ?repairers label inscribed *Andreas Möller's Eftf, Aarhus*, securing lugs and face plate securing lock — 8in. (20.5cm.) overall £1,000-£1,500

Provenance: Captain David Dickson (1894-1975), acquired at the close of hostilities; and thence by descent.

109

AN ANEROÏD 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



109

110

GERMAN PLANS FOR THE INVASION OF ENGLAND IN 1940, OPERATION 'SEALION'

edited by W.E. Parry, Director of Naval Intelligence, 48 leaves and one map, typescript, original cloth-backed printed boards, February 1947, one of 80 copies — 12½ x 8in. (32 x 20cm.)

£300-£500

A fascinating account compiled by Vice Admiral Kurt Assman taken from German naval archives of the events that ultimately proved to be the cancellation of the invasion of England, code named 'Sealion'. The account varies from exaggerated hopes to pessimistic forecasts and the operation probably failed owing to Goering's lukewarm support and doubt that an invasion would take place or succeed. A summary of the Naval Staff's appreciation, dated 10th September, noted There is no sign of the defeat of the enemy's airforce over Southern England. Sealion was postponed until January 1941, again in May 1941 and then shelved indefinitely.

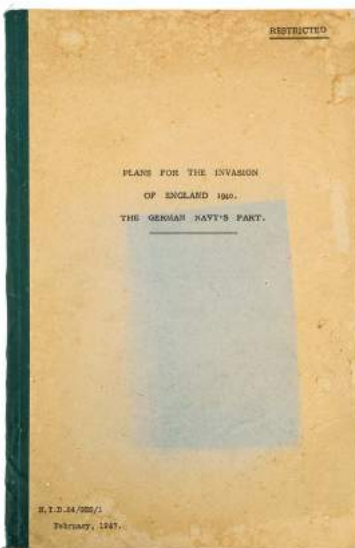
Kurt Assman (1883-1962) in WWI commanded the 'Torpedoboat Flotilla Flanders'. In WWII he was head of naval archives until his retirement in June 1943.

111

A WOODEN BOX COMMEMORATING THE ITALIAN SUBMARINE X-2, CIRCA 1930

the lid with cast brass ?engineer's profile of the submarine, the base lined with aluminium — 9in. (23cm.) wide

£150-£250



110



111

Sailor Art





113

113

A CHARMING SAILORWORK JEWEL CASKET, CIRCA 1860

carved in the round with reliefs framed with parquetry borders, the designs including a swan; lovers' hearts; a prison entrance and fish, the lid recessed with half-model for a 12-gun brig, the plush-lined interior with three lined yellow pine jewellery trays, two compartments, mounted on four turned feet — 8 x 8¼ x 6¼in. (20 x 21 x 16cm.)

£500-£800



114

114

A SAILOR'S WOOLWORK PICTURE, CIRCA 1865

depicting a two-deck auxiliary man o' war with raised funnel sailing in a choppy sea, with finely detailed rigging — 17½ x 27¼in. (44.5 x 69cm.)

£250-£350



115

115

AN INTERESTING LATE 18TH CENTURY POLISHED 'BUG BEAR' NUT OF WHALING INTEREST

carved overall with six whale profiles, a three-masted whaler and three whale boats with raised oars and harpoons readied, inscribed around typical gaping mouth *Henry Beck* — *JUNE 1790 S+R*, the terminus with compass star — 5in. (13cm.) high

£600-£800



116

116

A SCRIMSHAW-DECORATED COCONUT SAILOR'S SWEETHEART GOBLET, CIRCA 1840

incised in the round and depicting a three-masted warship at sail off a headline with a lighthouse and palm tree and a double terraced street with church, mounted to an engraved foot — 6in. (15cm.) high

£600-£800



117

117

A 19TH CENTURY SAILOR'S WOOLWORK PICTURE

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

£400-£600



118

118 Ø

AN EARLY 19TH CENTURY IVORY TEE TOTUM

engraved with numbers over 25 sides, one surface with finely worked crown — 1½in. (4cm.); 60g

£1,000-£1,500



119

119 Ø

A MID-19TH CENTURY FIJIAN TABUA, CIRCA 1840

comprising a plain sided sperm whale tooth drilled at each end and complete with coconut husk suspension rope — the tooth 7in. (18cm.); 546g

£800-£1,200



120

120

AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR PAIR OF BONE SALAD SERVERS, CIRCA 1800

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

£400-£600



121

121

TWO EARLY 19TH CENTURY NAPOLEONIC PRISONER-OF-WAR BONE STATUETTES

carved from shin bone in the form of a fashionable gentleman in tailcoat, top hat and with stick; and a native American holding a bow with quiver of arrows over his shoulder, each on pedestal mount — 5½in. (14cm.) high

See illustration on section title page

£300-£500



122

122

AN EARLY 19TH CENTURY FRENCH NAPOLEONIC 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

123 Ø

A FINE AND RARE SAILOR-MADE WHALEBONE AND MARINE IVORY SILVER-MOUNTED ARCHITECTURAL WALKING STICK, CIRCA 1860

the tapering four-stage shaft finishing with a box with barley-twist inner shaft and inlaid with ebony and silver motifs, terminating in a marine ivory Turk's head knot — 36½in. (92.5cm.)

£3,000-£5,000

124 Ø

A SAILOR-MADE WHALEBONE AND MARINE IVORY WALKING STICK, CIRCA 1870

with tapering barley-twist shaft with tortoiseshell inlay and marine ivory dome topped handle — 32¼in. (81.5cm.)

£1,000-£1,500

125 Ø

A SAILOR-MADE WHALEBONE AND MARINE IVORY WALKING STICK, CIRCA 1890

with plain tapering whale bone shaft, wooden divider to handle to the form of a fist grasping a serpent — 37½in. (95.5cm.) high
£600-£800

126 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 hand and brass ferrule — 33¼in. (84.5cm.) long

(2)

£150-£250



123 (detail)



127

127 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALEBONE STAY BUSK

incised near the top with scenes the South Downs off Dover and a Solent fort near Portsmouth, a whaling kill scene and a cliff top look-out, slightly tapering shape with chamfered corners — 22¾in. (58cm.) high; 123g

£300-£500



128

128 Ø

TWO MARINE IVORY INUIT CARVINGS, CIRCA 1900

comprising a walrus; and a sperm whale on pedestal mount — walrus 4½in. (11.5cm) wide; 103g (combined)

(2)

£200-£300

129 Ø

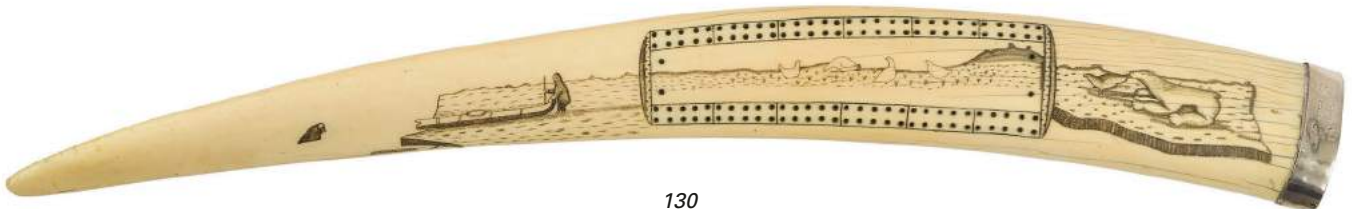
A PAIR OF WHALE EAR BONES, CIRCA 1905

of typical form, one with remnants of pasted label dated '27.7.1905' — 6in. (15cm.) wide; 1,838g (combined)

£300-£500



129



130

130 Ø

A LARGE INUIT SCRIMSHAW DECORATED CRIBBAGE BOARD WALRUS TUSK, CIRCA 1910

the top depicting an Inuit with his canoe, and polar bear capturing a seal flanking the cribbage board, the reverse with coastal profile chart of ?Greenland, the root capped in white metal, engraved *G.H. 1910* — 25¾in. (65.5cm.); 2003g

£2,000-£3,000

131 Ø

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

incised overall with natural history scenes
comprising a giant Galapagos tortoise, a
full profile of an Orca and a serpent — 8in.
(20cm); 615g

£800-£1,200



131

132 Ø

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

incised over one side with Byzantium
townscape — 8½in. (21.5cm.); 831g

£1,000-£1,500



132

133 Ø

**A PAIR OF 19TH CENTURY SCRIMSHAW DECORATED AMERICAN
WALRUS TUSKS**

each incised over one side with sailors, sweethearts, the American
crest and a whaler, each — 11¼in. (29cm) long; 549g (combined)

(2)

£2,000-£3,000



133



134

134 Ø

AN UNUSUAL PAIR OF SAILORWORK SCRIMSHAW DECORATED TEETH, CIRCA 1840

each incised over one side with portraits of Queen Victoria and her half-sister Princess Feodora of Leiningen — 5½in. (14cm.) high; 760g (combined)

(2)

£1,500-£2,500



135

136

135 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH

incised over both sides with King Neptune riding a hippocamp, three-masted Royal Navy warship with name underneath *Ed. Beard*, a masonic eye over the Royal Arms flanked by British flags, the reverse with depiction of Britannia entitled *VICTORIUS* — 5¾in. (14.5cm.); 278g

£350-£450

136 Ø

A 19TH CENTURY SAILORWORK SCRIMSHAW DECORATED WHALE'S TOOTH

incised over both sides and depicting an American and French whaler underway — 4½in. (11.5cm.); 235g

£300-£500



137

138

139

137 Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH COMMEMORATING ADMIRAL NELSON AND H.M.S. VICTORY

incised over both sides depicting a view of the *Victory* with banner titles over inscribed *Nelson's ship Victory*; the reverse with a whaling scene — 6in. (15cm.) high; 619g

£1,500-£2,500

138 Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH COMMEMORATING AMERICA AND HER BRITISH AND FRENCH ALLIES

incised over one side with depiction of a Royal Navy auxiliary gun vessel flying the Stars and Stripes on the foremast and flag inscribed U.S.N. within a laurel wreath and flags for Britain, US and France united over — 4¾in. (12cm); 403g

£550-£750

139 Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH

incised with a half-length view of a huntsman with percussion rifle pursuing a duck, and inscribed *W. S. Bisbee* — 6½in. (16.5cm.)

£300-£500



Liner



140

140

A RARE, POSSIBLY UNIQUE, PAIR OF CHADBURN TELEGRAPH DECK RACE INDICATORS, THOUGHT TO BE FROM THE R.M.S. AQUITANIA, CIRCA 1920

heavily constructed in brass with enamelled game instructions and friction indicator, signed in lower section *CHADBURN'S (SHIP) TELEGRAPH CO. LTD. LIVERPOOL* — 36in. (91.5cm.) diameter

(2, a pair)

£2,000-£3,000

Provenance: Acquired circa 1980 from the son of a retired crew member in Liverpool in whose possession they were understood to have already been for some considerable time and whom it's believed saved them from destruction after a re-fit. As yet we have been unable to trace any period image of them *insitu*, but the scale and quality - certainly the products of Chadburns factory - testify to a large liner of quality. The gold medal and lantern slides, both for *Aquitania*, came from the same source.



141

141

A RARE GOLD CREW MEDAL FROM R.M.S. AQUITANIA, 1923

the obverse with depiction of a liner's lifeboat being rowed, the reverse inscribed *WINNERS 1923 R.M.S. AQUITANIA A. VALENTINE COXSWAIN*, embossed with maker's marks *T&S* and marked for 9ct gold — 1¼in. (2.8cm.) diam; 6.6g

£100-£150



142

142

A DECKHEAD SALOON LAMP, PROBABLY FROM R.M.S. AQUITANIA, CIRCA 1915

the frosted etched glass bowl contained within hinged brass deckhead fitting inscribed on two of the three arms DECK I / CABIN
4 — 16½in. (42cm.) diameter

£400-£600



143 (part)

143

"THE MAKING OF A MAMMOTH LINER": A SET OF MAGIC LANTERN LECTURE SLIDES DESCRIBING THE CONSTRUCTION AND INTERIOR OF R.M.S. AQUITANIA, CIRCA 1913

comprising 94 3¼in. square glass slides, some with maker's label inscribed *Made by Ormskirk Photo Services, Lantern Slide Bureau, Ormskirk*, each numbered and beginning with the laying of the keel blocks to the engines, passenger accommodation and bridge etc. for all areas of the ship, contained in a thickly lined three-compartment wooden box with remnant rail labels etc., the box — 14½in. (37cm.) wide; **together with** a few black and white prints for some of the slides; and a 1924 British Empire Exhibition Cunard brochure in original envelope inscribed for owner 'W.L. Fear'

(3)

See illustration on section title page

£400-£600



144

145

144

A STATEROOM CARPET FROM R.M.S. MAURETANIA (1938)

stenciled behind MAURE M.32 13'0 x 6'0 for cabin 'M32' — 156 x 72in. (396 x 183cm.)

£600-£800

145

A STATEROOM CARPET RUNNER FROM R.M.S. QUEEN ELIZABETH (1938)

stenciled behind "QE" B155 for stateroom B155 — 96 x 29in. (244 x 74cm.)

£400-£600

146

AN ORIENT LINE AUSTRALIA TO ENGLAND SCHEDULE, CIRCA 1914

with large depiction of the *Ormond*, after Norman Wilkinson and schedules for 1914 and 1915 departing from London to Australia with various ports listed below with the addresses of three Australian offices at the bottom (*overall restoration*) — 22 x 16½in. (56 x 42.5cm.); **together with** a quantity of Orient Line ephemera, mostly dating from the 1920s and 1930s and a P&O Pocket Book for 1926

(a lot)

£250-£350

147

FIVE SILVER COMMEMORATIVE CUNARD TEASPOONS

Lusitania, *Aquitania* and *Mauritania* each with enamelled profile of ship and for *Berengaria* and *Queen Elizabeth*; each hallmarked as appropriate

(5)

£300-£500



146



147



148

148

A COLLECTION OF SILVER AND ENAMEL ORIENT LINE TEASPOONS

10 spoons for ships including *Orcades*; *Orford*; *Orvieto*; *Orontes*; *Omar*; *Osterley*; *Ormond*; *Orama*; *Orion* and *Otranto*, each hallmarked to the bowl as appropriate

(10)

£250-£350



149

149

A COLLECTION OF COMMEMORATIVE SILVER AND ENAMEL LINER SILVER

comprising six teaspoons for R.M.M.S. *Orangi*; R.M.S. *Niagara*; R.M.S. *Etruria*; S.S. *Orford*; S.S. *Orcades* and S.S. *Orion*, two silver pillboxes for R.M.S. *Malwar* and R.M.S. *Orvieto*; **together with** an Orient Line menu holder by Elkington Plate

(9)

£150-£250



150

150

AN ORIENT LINE ICE PAIL

constructed in plated metal with stud handles, ribbed decoration and motive to front, raised drainer on pedestal foot inside, stamped on the underside for Mappin & Webb, flanked by a 'H' within a diamond shape and 'I' within a shield and numbered C35/60 — 5in. (13cm) high

£150-£250

151

A RARE SOUVENIR BRACELET FROM THE M.V. WILHELM GUSTLOFF, 1938

comprising 12 enamelled signal flags spelling *WILH GUSTLOFF* and German national emblem, with sprung securing clip — 7 1/4 in. (18.5cm.) long

£300-£500

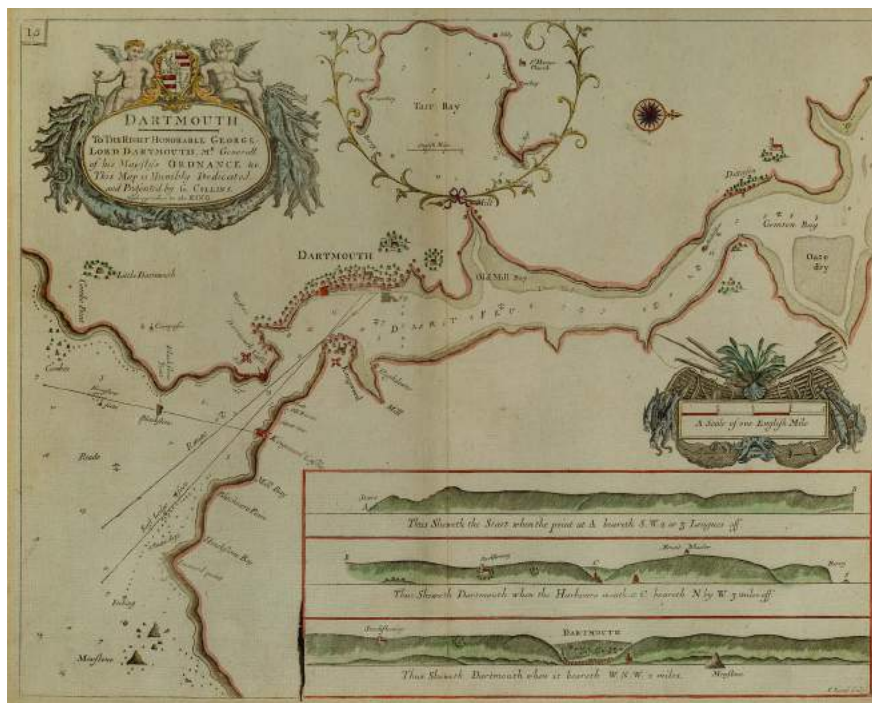
Built by Blohm & Voss and launched in 1937, the *Wilhelm Gustloff* (named for a Swiss Nazi martyr) was the flagship of the *Deutsche Arbeitsfront*, a sort of state relaxation arm of the Nazi party - by the time War broke out, the fleet had provided over 10 million cruises. The *Wilhelm Gustloff* entered service in March 1938 so her intended career was very short, perhaps only eighteen months or so. Requisitioned in September 1939 she had a varied war career - hospital ship, troop transport and even doubled up as *Titanic* in Goebbels 1942 propaganda film of the disaster (with submariners drafted in as extras). On 30th January 1945 she departed from Danzig crammed with about 11,000 troops and refugees fleeing the Red Army's advance when she was spotted by a Soviet submarine and torpedoed with the loss of about 9,434 including some 5,000 children.



151

Collectables





155 (part)

155

MARITIME CHARTS, 18TH CENTURY

comprising 'Dartmouth', published by G. Collins circa 1700; two 'Plan de Tor-Bay' by Lieutenant Mackenzie 1871; 'Le Ile Terre Ceres' by Duval — Dartmouth 18 x 23in. (46 x 58.5cm.)

(4)

£200-£400

156

'PETIT ATLAS MARITIME...'

Paris, circa 1720, second volume *contenant L'Amerique Méridionale et ses Détails*, engraved title and 91 maps and plans of South America, several double-page and/or folding, engraved list of contents, lower margin of title a little frayed, contemporary calf-backed boards, black and red lettering pieces, a gilt anchor in the fourth and fifth compartments, spine slightly worn, vol. II only

£300-£500

157

MARITIME BOOKS

approx. 25 assorted volumes of maritime history to include 'A History of Meteor' by Lammerting (x3); 'Armada' NMM Exhibition; 'Dictionary of Sea Artists', Archibald; and others

(a lot)

This lot will be available for viewing at Imperial Road

£150-£250

158

AUCTION CATALOGUES

a miscellaneous collection of approx. 40 catalogues mainly for Sotheby's and Christie's maritime sales, 1970s-1980s and including the Alexander Davidson Collection 2005 and the Nelson & Napoleon including the Matchem Collection 2005 but also including Firearms and two volumes of Princess Margaret's collection

This lot will be available for viewing at Imperial Road

£50-£80

159

LYBECK, OTTO, ED AND OTHERS, 'SVENSKA FLOTTANS HISTORIA'

3 vol., copiously illustrated with plates and illustrations, some folding, some in colour, original blue half morocco, large 4to, Malmö, 1942-45

(3)

£100-£150



156 (detail)



160

160

**AN EXCEPTIONAL GENTLEMAN'S TRAVELLING DRESSING CASE
BY D. & J. DILLER, CIRCA 1843**

the silver components with heraldic device and London marks for Thomas Dexter, 1843-4, the top tray in deep blue Morocco leather including six crystal jars with three more located behind, and a patent 'magnetic' razor strop by Rigge's; a plush-lined middle tray with set of seven cut-throat razors with mother-of-pearl handles, the blades inscribed for each day, shaving brush and a mother-of-pearl mounted manicure set; the lower tray with boot jacks, button hooks, clippers, scissors, etc.; the base containing brushes, contained within a best quality figured amboyna case with lid containing mirror and stationery compartment with arsenic maker's label and inset with brass plate inscribed *Mr Cottingham*, inset brass handles and outer chamois-lined calf skin travelling case with duplicate maker's label, overall measurements — 9½ x 14¼ x 11¼ in. (24 x 36 x 28.5cm.)

£8,000-£12,000



160 (detail)



161

161

A COPELAND PLATE USED ABOARD THE R.Y. OPHIR, 1901

with hand-painted Royal emblem to centre within green and gilt border, the reverse with maker's marks for Copeland and retailer's marks for T. Goode & Co. and manuscript label inscribed: *Copeland plate of service made for the Duke of Cornwall and York (Prince of Wales) for use on the Royal Yacht Ophir on the occasion of H.R.H. voyage around the world in 1901* — 9½in. (24cm.) diam

See illustration on section title page

£500-£800



162

162

A GREEN PATTERN PLATE FROM THE ROYAL YACHT, CIRCA 1910

with devices for George V and maker's mark to reverse for Spode Copeland and retailer's mark for T. Goode & Co. — 9½in. (24.5cm.) diam

£250-£350



163

163

M.G. PEARSON (BRITISH, 20TH CENTURY)

H.M.Y. 'Britannia' and vessels of the R.Y.S. off the Isle of Wight

Signed 'M.G. Pearson' and dated '9/91' and inscribed in pencil with yacht's names

10 x 20½in. (25.5 x 52cm.)

£200-£400



164

164

AN EARLY 19TH CENTURY TRAVELLING DECANTER SET

metal-bound oak box with paper-lined interior with compartments for 12 stopper-less bottles simple wheel-cut decoration and removable tray containing two glass beakers, two air-twist wine glasses and a glass funnel — 13 x 18½ x 12in. (33 x 47 x 30.5cm.)

£800-£1,200



165

165

AN EARLY 19TH CENTURY SET OF SIX DECANTERS

the 4 x 4in. square form plain glass decanters with mushroom stoppers contained in compartmented wooden tray with shaped fretwork handles — 6½ x 15 x 10½in. (16.5 x 38 x 27cm.)

£600-£800



166

166

A SILVER ART NOUVEAU YACHT PRIZE HAND MIRROR, CIRCA 1890

the reverse inscribed *NRYC won by 'Kathleen', July 5th, 1890*, with foliate wreath handle supported by brackets — 7¾in. (20cm.) high overall

£150-£250

NRYC is thought to represent the New Rochelle Yacht Club, established in 1885 and active from the late 19th-early 20th century, and was one of the foremost yacht clubs based in Long Island Sound.



167

167

A FINE EDWARDIAN ADJUSTABLE DECK CHAIR FOR A STEAM YACHT

constructed in polished wood with brass-lined height settings, hinged folding arms with suspension bolts and padded leather hammock seat — 26½in. (67.5cm.) high

£800-£1,200

168

TWO 19TH CENTURY ELSINORE BOWLS

depicting shipping off Kronborg Castle and at sea, one with faded inscription dated 1856 — 11in. (28cm.) diam

(2)

£150-£250



168

169

A BRITISH INDIA CO. PRESENTATION STANDISH, CIRCA 1911

constructed in gilt brass and alloy, comprising two pen rests, two inkwells and a stamp holder, inscribed to front *CHIEF ENGINEER N.J. JACKSON, S.S. ELLENGA, 1ST MARCH 1911, ALEXANDER STEPHENS & SONS, LINT HOUSE, GOVERN*, mounted on four ball feet — 9in. (23cm.) wide

£150-£250

Built by Stephens of Linthouse and completed in March 1911 for the British India S.S. Co., *Ellenga* was a large passenger/cargo ship of nearly 5,200 tons. Her twin triple expansion steam engines gave her a healthy service speed of 16 knots, something that seems to have been recognised by the presentation of this standish to her Chief Engineer. Surviving both Wars, she was broken up at Bombay in 1948.



169

170

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

£600-£800



170

171

A MARQUETRY WORK BOX, CIRCA 1850

the lid inlaid with depiction of an early twin funnel paddle steamer within Tunbridge ware border, compartmented tray inside — 12¼in. (31cm.) wide

£200-£400



171



172

172

A SEAT BACK FROM A MALTESE DGHAISA, 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.)

£600-£800



173

173

A 19TH CENTURY SAILOR'S CHEST

of traditional form with slightly tapering sides with wooden brackets carved with stars, painted inside lid with three-masted barque *Lady Maud*, hinged candle box to side, main chest now containing a quantity of assorted tools – 16 x 40½ x 16in. (40.5 x 103 x 40.5cm.)

£300-£400



174

174

AN ATTRACTIVE AMERICAN MERCHANTMAN PORTRAIT FIGUREHEAD, CIRCA 1880

depicted as a society hostess with diadem in her hair, necklace and heavily embroidered border to gown with pendant profile of her husband, and tartan waistband, one arm carved with gown sleeve, slotted base, thole pin behind and bowsprit channel in back of head (*one arm piece missing, old wear*) – 28in. (71cm.) high

£4,000-£6,000



175

175

A FINE FULL-LENGTH FIGUREHEAD OF A BRETON ARCHER, CIRCA 1870

the bearded warrior with helmet, cloak, chain mail tunic, arms holding a bow and quiver of arrows, terminating in a scroll with thole pin behind — 64in. (163cm.) high

£4,000-£6,000



176

176

AN AMERICAN MERCHANTMAN FIGUREHEAD, CIRCA 1860

bust length and depicting a Romano-British tribal chief with red flowing hair and beard, wearing a tunic with brooch pins and terminating in a foliate scroll, mounted on ebonised display base — 36in. (91.5cm.)

£3,000-£5,000



177

177

AN AMERICAN MERCHANTMAN PORTRAIT FIGUREHEAD, CIRCA 1840

bust length, depicting a typical gentleman owner with lamb chop whiskers, high collar with neckerchief, pleated shirt, shawl collar waistcoat and terminating in a cloak around his waist, the back with billet head (*refinished*) — 33 x 24in. (84 x 61cm.)

£3,000-£5,000



178

178

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

£350-£450

In the early days of propeller development, founders had trouble casting them in one piece and it was common to case 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.



178



179

179

A COLLIOGRAPH (DISPUTE SET) BY HENRY HUGHES & SONS

comprising twenty four paper-covered vessel types with blueed steel indicators and rudders, wind and tide indicators and three-section wooden chart board, all contained in box of issue with maker's contents label in lid — 16¼in. (41cm.) wide

£150-£250



180

180

AN ADMIRALTY PATTERN SIGNALLING TORCH, CIRCA 1940s

heavily constructed in brass with maker's plate inscribed *Shimwell, Alexander & Co., 30 Bury Street, London*, with retractable contact button and soldered brass loop — 10in. (25.5cm.) long; **together with** a brass maquette of the monument to the lost German gunboat *Ittis*, 1896 — 7½in (19cm) high

£200-£300

The S.M.S. *Ittis* was a 155ft 'Wolf' class gunboat of 1878, lost with all 85 hands in a typhoon while serving in the China sea 23rd July 1896.

(2)



181

A BRIDGE TELEGRAPH BY CHADBURN'S, CIRCA 1900

heavily constructed in brass, signed on the single glass plate *Chadburn's Ship Telegraph, Liverpool*, with maker's plate to top, on tapering brass pillar with holes for deck securing — 44in. (112cm.) high including handle

£400-£600

182

AN EIGHT-SPOKE SHIP'S WHEEL, CIRCA 1880

the iron hub with brass cap, one spindle with brass plate and one with brass cap, bound on both sides with brass — 53in. (135cm.) diam

This lot will be available for viewing at Imperial Road

£200-£400

183

AN EIGHT-SPOKE SHIP'S HELM BY MACTAGGART, SCOT & CO., EDINBURGH, CIRCA 1917

signed on the brass hub as per title and numbered 22902/1910 — 36in. (91.5cm.) diam

This lot will be available for viewing at Imperial Road

£250-£350

184



184

A LATE 19TH CENTURY SHIP'S CLOCK

the 6in. polished brass dial with black-filled Roman numerals, slow/fast lever and winding arbor to chain fusee 8-day movement contained within a brass bulkhead case with bevelled glass faceplate — 4½in. (11cm.) deep

£250-£350

185



185

A BRASS BULKHEAD SHIP'S CLOCK, CIRCA 1930

the 4½in. painted dial with subsidiary seconds, slow/fast lever, single winding arbor to chain fusee 8-day movement, contained in brass bulkhead case stamped 172, the hinged faceplate with bevelled glass — 3¾in. (9.5cm.) deep

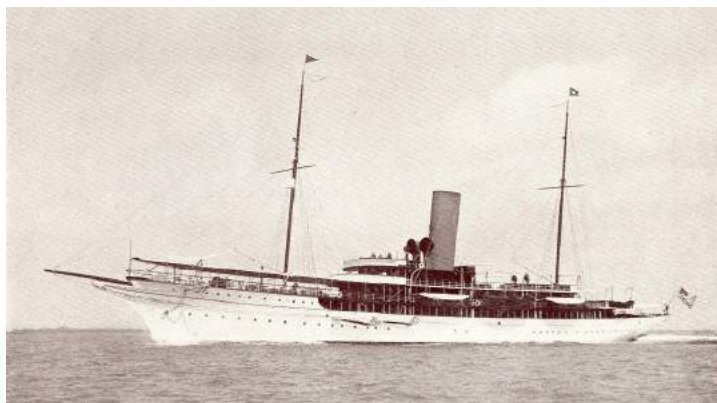
£150-£250



186



187



S.Y. Iolanda

186

THE MAIN BELL FROM THE S.Y. *IOLANDA*, DESIGNED BY COX & KING FOR MORTON PLANT N.Y.Y.C. AND BUILT BY RAMAGE & FERGUSON, LEITH, 1908

cast in brass with moulded shoulder and rim, inset name and date with decorative device between, painted red internally with iron clapper — 15in x 14½in. (38 x 37cm.)

£700-£900

One of the most distinctive yachts of her time with a high superstructure and tall, graceful funnel, she was luxuriously appointed and, shortly after accepting her from her builders, her new owner took her on a 33,000 mile cruise to the Mediterranean and Far East. After World War I she was managed by Camper & Nicholson for chartering before being sold to the U.S. banker Moses Taylor. During World War II she served as a survey ship and renamed *White Bear* for the duration. Sold into commercial service in 1947 she disappears from Lloyd's Register by 1953. Morton Plant owned several shipping lines and *Iolanda* was one of four steam yachts and two large racing yachts he maintained. He seems to have had connections with the Italian Royal Family as one of his racing yachts was named *Elena* after the Queen, and *Iolanda* was the Italian Princess Royal.

187

THE BELL FROM *SHELL MEX 2*, Ex-*HERA* (1915), ACQUIRED BY THE EAGLE OIL COMPANY, 1926

cast in brass with plain shoulder, moulded rim and red-filled lettering inscribed over an arc as per title, iron clapper with sally — 13 x 11½in. (33 x 29cm.)

£300-£500

Originally built for the Anglo-Saxon Petroleum Co. Ltd of London in 1915 at Dordrecht, Holland as *Hera*, she was a 538 ton tanker which became the second in a line of eight 'Shell Mex'-named vessels bought by the Eagle Oil Company between 1915 and 1928 when they became Shell Mex & B.P. Ltd. The *Shell Mex 2* was broken up by Thomas Ward in November 1936.



188

188

AN ADMIRALTY-PATTERN BOAT BINNACLE ISSUED TO THE IRISH LIGHTSHIP TERN, 1912

the 4in. card signed Kelvin & James White, Glasgow and inscribed Captain Chetwynds Patent mounted in liquid-filled gimbal bowl within binnacle with brass hood inscribed C.I.L. "TERN" 1912 (missing candle lamp and front glass) — 12in. (30.5cm.) excluding top handle

£200-£250

C.I.L. - Commissioners for Irish Lights; Tern was a 102ft iron framed steel vessel built by Hawthorn & Co. of Leith for a cost of £7,240, and was withdrawn from service in 1967.



189

189

A DRY CARD BINNACLE COMPASS BY HOOPER & SON, PORTSMOUTH, CIRCA 1850

the 5½in. card signed as per title and engraved to centre with a yachting scene and trade inscription, wax balancing, contained in white-painted brass bowl gimbal mounted within wooden binnacle with removable glass viewing panel, oil lamp, securing rings, top handle and shaped lower edge — 13 x 9in. (33 x 23cm.)

£500-£800

190

A PAIR OF ENGINE ROOM LAMPS, CIRCA 1900

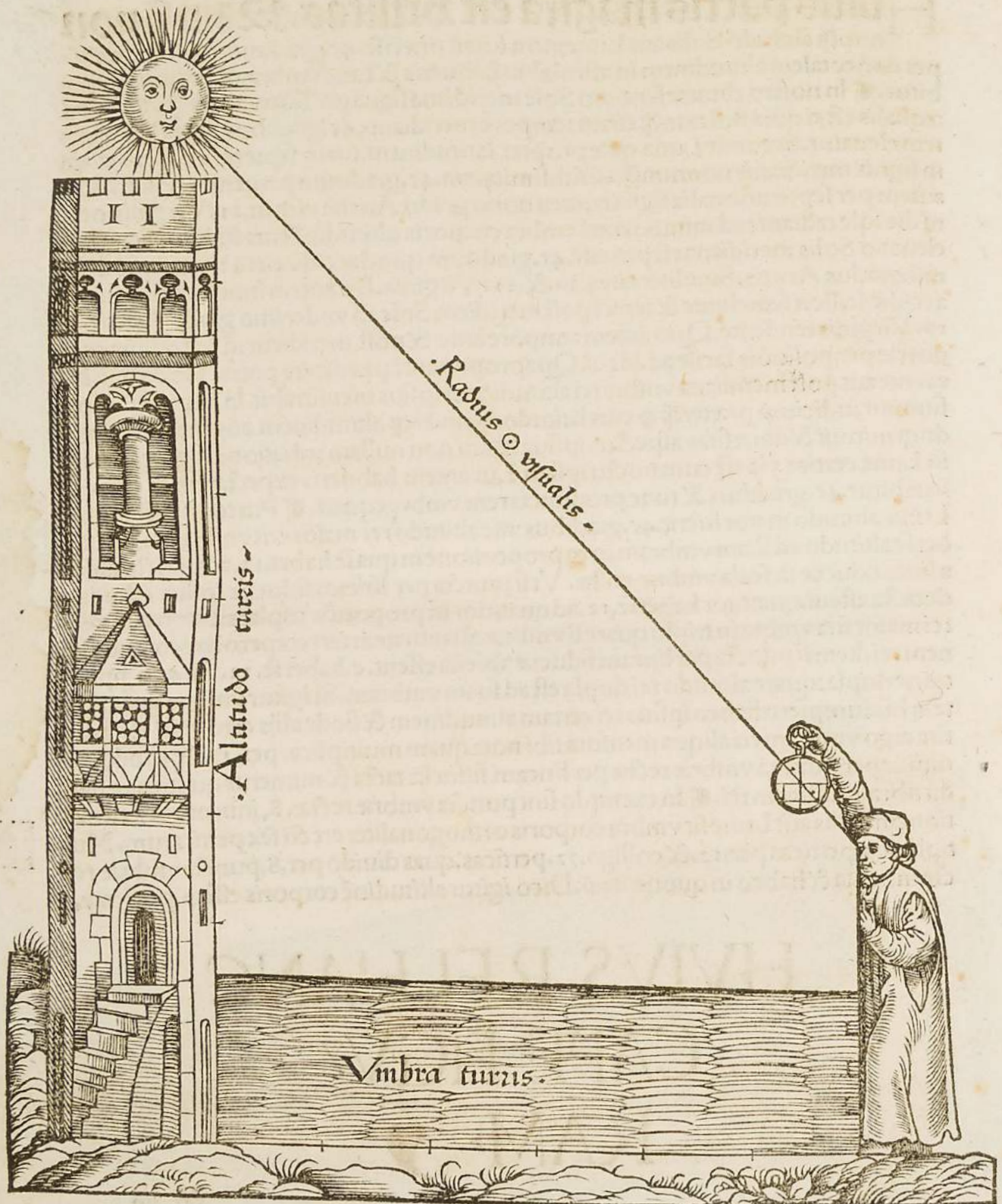
constructed in brass with three-sided glazed front, white painted interior and burners with oil reservoirs, the back with suspension hooks, the tops with hinged chimneys and wooden drop handles — 16in. (40.5cm.) high

£150-£250



190

Instruments





195

195

AN HISTORICALLY INTERESTING 2-DAY MARINE CHRONOMETER BY KELVIN, WHITE & HUTTON EVACUATED FROM THE FALL OF SINGAPORE ABOARD H.M.S. *BULAN*, 11 FEBRUARY, 1942

the 4in. silvered dial signed as per title, inscribed and numbered *11 Billiter St. London 5469* (1919) and impressed with Govt. broad arrow mark, blued steel hands, the Mercer movement mounted between spotted plates stamped *TM10771* with Harrison's maintaining power, Earnshaw escapement, bi-metallic standard balance with helical balance spring, contained within lacquered brass counter-numbered bowl with key shutter stamped *H.S. 1*, gimballed within two-tier wooden box with numbered ivory maker's plate to front, Singapore adjuster's label inside lid for Sept. 1940, and brass carry handles, contained within guard box of issue. Overall measurements — 9 x 13 x 9½in. (23 x 33 x 24cm.)

£2,000-£3,000

The *Bulan* (Malay for 'moon') was built in 1924 for P&O by Alexander Stephens & Sons for their Malayan feeder service. Registered at 1,048 tons, she shared a weekly run with her consort the *Mata Hari* between Singapore and Penang calling at the Malacca Straits ports and carrying rubber and local cargo. In September 1939 she was absorbed into the Royal Navy and initially used for patrol duties with the Malayan Auxiliary Fleet before removing essential refinery equipment from Sarawak to Singapore and was present at Singapore in December 1941 for the first Japanese attack. At this point her native crew were replaced with survivors from the sunk H.M.S. *Prince of Wales*. In February 1942 she rescued the crew of the S.S. *Pina*, which had been sunk by Japanese dive bombers, and a Hurricane pilot who had been shot down. On 11th February she left Singapore crammed with refugees bound for Batavia, arriving on the 15th (the day Singapore capitulated) despite being bombed en-route. She departed the same day for Colombo with 300 sailors and an unserviceable Walrus plane. Eventually making her way back to England, in 1944 this instrument was sent to Mercer for servicing before transfer to the Hydrographic Office who issued it to the Bombay Naval Base where it was used by H.M.S. *Crispin* until its return to the UK in the late 1940s.



196



197

196

A FINE TWO-DAY MARINE CHRONOMETER BY A. JOHANNSEN & CO., LONDON, CIRCA 1898

the 4in. silvered dial signed as per title, numbered 4655 and inscribed with the Government broad arrow mark, movement mounted between spotted plates with Earnshaw escapement, bi-metallic late Kullberg-type balance with silvered helical spring and jewelled detent, contained within gimballed brass bowl inscribed *H.S. ^1* underneath in three-tier brass-bound wooden box with inset drop handles and counter-numbered tipsy winding key, approximately – 7½in. (18.5cm.) square; Photostat service log sheets £1,500-£2,500

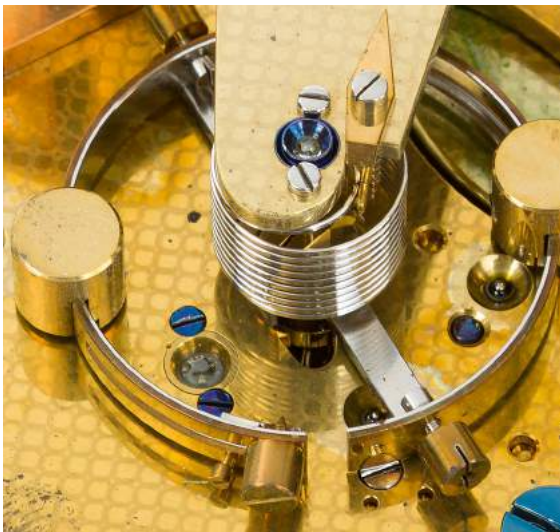
Interestingly one of the last entries in the service issue log places this instrument aboard H.M.S. *Maggie* when based at Malta between 10th May 1946 and 4th August 1949. Prince Philip's first and last Command was *Maggie* before duties as the Queen's consort halted his career as a naval officer. This instrument was latterly used in the laboratory at Devonport before being de-accessioned in the mid-1980s when acquired by the vendor.

197

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.



196 (detail)



198

198

A BRASS COMPASS SUNDIAL BY MICHAEL BUTTERFIELD, PARIS, CIRCA 1700

with four chapter rings for latitudes 52°, 49°, 46° and 43°, folding bird indicator gnomon signed either side *Butterfield à Paris*, 1in. compass with blued steel indicator, the reverse inscribed with latitudes for various European locations, contained within fitted, plush-lined box of issue — 3in. (7.5cm.) wide

£800-£1,200



199

199

A COMPASS SUNDIAL BY LORENZ GRASL, AUGSBURG, CIRCA 1770

the 1½in. silvered compass inset to decorative engraved brass platform with hinged lyre-shaped chapter ring, folding latitude arm and plummet, inscribed behind for several European towns with latitudes and signed *Lorenz Grasl, Augsburg*, with three pin feet — 2½in. (6.5cm.) square

£800-£1,200



200

200

A RARE PORTABLE SILVER COMPASS SUNDIAL BY JOHANN SOMMER, AUGSBURG, CIRCA 1680

signed on the compass plate as per title and engraved with four European latitudes, hinged chapter ring with pin gnomon and folding latitude arm (*lacking compass*) — 2 1/8in. (5.5cm.) wide

£200-£400



201

201

A WOOD AND PAPER POCKET DIAL MADE FOR THE ENGLISH MARKET BY STOCKERT, BAVARIA, CIRCA 1790

of typical form signed on the raised chapter ring as per title *Stockert a Bavaria*, with string gnomon, ¾in. compass with blued steel needle, the top of the lid with paper label with latitudes with English names for principal European and American cities — 3¼in. (8.5cm.) wide

£200-£300



202

202

A FINE COMPASS SUNDIAL BY ROBERT BANKS, LONDON, CIRCA 1820

the 4½in. silvered dial with two inset bubble levels and plain indicator, hinged chapter ring signed *BANKS, Strand, London* with hinged gnomon and latitude arm, set on three adjustable feet and contained within fitted baize-lined box of issue — 8 x 8in. (20 x 20cm.)

£800-£1,200



203

203

A RARE EARLY 18TH CENTURY BRASS DECLINATORY DIAL

unsigned, with inverted Roman numeral chapter ring and gnomon slot — 9½in. (24cm.) diameter

£400-£600

Originally attached to a quadrant-shaped board, a pinhole at the centre allowed the dial to be rotated to read solar time correctly, the gnomon was only added when the dial was in use.

Literature: British Sundial Society: Bulletin Vol 29 (IV) December 2017, p. 14, where this dial is discussed.

A similar example is located in the Harvard collection of Historic Scientific Instruments, item number 7483.



204

204

A POCKET COMPASS BY G. BRADFORD, LONDON CIRCA 1820

the 2½in. card signed *G. Bradford 99 Minorities London*, with brass pivot contained within brass drum case with sealing wax sealed glass and threaded lid with red interior (old wear) — 3¼in. (8.5cm.) diam

£150-£250



205

205

A POCKET COMPASS BY GILBERT & WRIGHT, LONDON, CIRCA 1802

the 1½in. card signed as per title mounted on a jewelled pivot, the silvered case with conical underside contained within boxwood outer case with pivot and dampening ring, threaded top with felt lining — 2¼in. (6cm.) high

£250-£350



206

206

A LARGE QUANTITY OF HAND BEARING COMPASS SPARE PARTS

comprising all aspects for the repair and assembly mainly for British military type prismatic bearing compasses

(A lot)

£400-£600



207

207 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
£1,200-£1,800



208

208 Ø

A 11½IN. RADIUS VERNIER OCTANT, CIRCA 1800

unsigned, the ebony T-frame with scale divided on Ramsden's engine to 100°, brass index arm, double pinhole sight with shade, three interchange shades, two mirrors with single pinhole sight — 14in. (35.5cm) high overall; **together with** a 9½in. radius example by Spencer & Co., London

(2)

£200-£300



208

209

A COMPASS PELORUS COURSE CORRECTOR BY BAIN & AINSLEY, CIRCA 1870

the independently rotating 8in. scale plates signed and inscribed to centre *BAIN & AINSLEY'S "HA-HY" COURSE CORRECTOR / PAT No.6573*, plug fitted raised tapered sighting tube, gimbal mounted with lead weight and contained in wooden box with lid with pasted instructions and sighting tube compartments and maker's label inside, and leather securing strap, assembled — 17in. (43cm.) high
£200-£400



210

210 Ø

AN 11½IN. RADIUS OCTANT BY J.W. NORIE & CO., LONDON, CIRCA 1820

the ebony T-frame inset with ivory maker's label signed as per title, inset ivory scale divided to 100°, braced brass index arm with vernier scale, sight with swivelling shade, two mirrors, three shades and brass pin feet behind, contained within painted stepped keystone box of issue with decorative lock escutcheon, securing hook and owner's name inscribed *C.B. Bushell* inside lid — 13in. (33cm.) wide

£350-£450



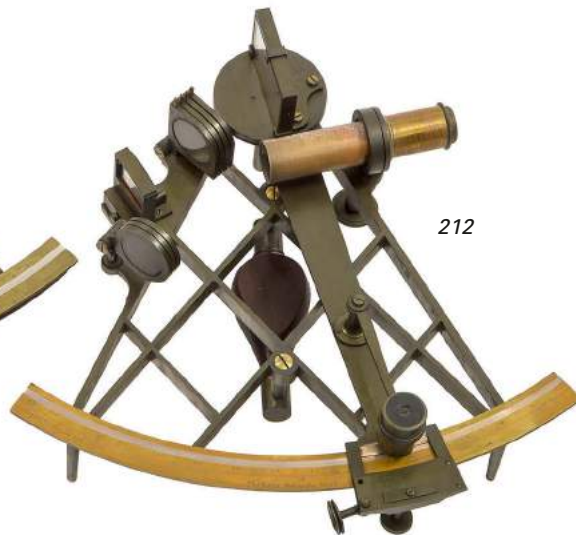
211

211

A 8IN. RADIUS DOUBLE-FRAMED PLATINUM-SCALED SEXTANT BY EDWARD TROUGHTON, LONDON, CIRCA 1820

the ebonised T-frame with polished brass arc signed *Troughton London* and inscribed *Platina* and with later owner's stamp *EE* the inset scale divided to 150°, vernier with bridge mounted swivelling magnifier, braced index arm, two mirrors, seven shades, contained within fitted keystone case with securing hook — 10in. (25.5cm.) wide

£600-£800



212

212

A 8¼IN. RADIUS VERNIER SEXTANT BY THOMAS JONES, LONDON, CIRCA 1811

the oxidised brass lattice frame with polished brass arc signed *Thos Jones, 21 Oxenden Street, London* and engraved Capt Leyland, inset silvered scale divided to 130°, vernier with magnifier, seven shades, two mirrors and wooden handle, contained within fitted keystone box of issue with sighting tubes, box — 12½in. (32cm.) wide

£350-£450



213

**213
A 7IN. RADIUS LATTICE FRAME SEXTANT
BY F. SMITH & SONS OPTICIANS,
SOUTHAMPTON & COWES, CIRCA 1890**

with oxidised brass frame, signed on the arc as per title with inset silvered scale divided to 150°, vernier with magnifier, mirrors, seven shades and wooden handle, contained in original fitted case with four sighting tubes and accessories — 11in. (28cm.) wide

£250-£350

214

**214
A LATE 18TH CENTURY 8IN. RADIUS
OCTANT**

with oxidised brass T-frame, arc with inset scale divided to 110°, lacquered brass vernier with magnifier, seven shades, two mirrors, contained in original fitted case, two sighting tubes and filter, securing hooks and drop handle — case 11½in. (28.5cm.) wide

£200-£300

215

**215 Ø
A 7½IN. RADIUS VERNIER SEXTANT BY
BOTTOMLEY, LONDON, CIRCA 1890**

the oxidised brass ladder frame with polished brass arc signed as per title and numbered 5039 and inscribed *R.M. Harbord, R.N.*, inset silvered scale divided to 140°, vernier with magnifier, seven shades, two mirrors and ebony handle, contained within box of issue with arsenic green maker's label in lid and correction certificate from 1974, sighting tubes, box — 11in. (28cm.) wide

£250-£350



216

**216
A 7IN. RADIUS HEART-FRAMED SEXTANT BY HEATH & CO. LTD,
NEW ELTHAM, LONDON, CIRCA 1933**

the oxidised brass frame with polished arc signed as per title and numbered *U03*, index arm with quick release clamp and swivel magnifier, seven shades, two mirrors, contained in original fitted box of issue with three sighting tubes and test certificate dated for 1933, drop handle and securing hooks — box 11in. (28cm.) wide

£300-£500

217

**217
A 6IN. RADIUS VERNIER SEXTANT BY H. HUGHES & SONS,
LONDON, CIRCA 1911**

with oxidised brass three-circle Mate's pattern frame, the arc inset silvered scale divided to 150° signed as per title and numbered 6765, vernier with magnifier, seven shades, two mirrors, contained within fitted box of issue with four sighting tubes and accessories and error certificate dated 1911 — 10¼in. (27cm.) wide; **together with** a ladder-frame example with rubbed scales in box with tubes (2)

£350-£450



218

218

A SOLID SILVER MINIATURE SURVEYING QUINTANT BY CARY, LONDON, CIRCA 1830, BELIEVED TO HAVE BEEN OWNED BY ISAMBARD KINGDOM BRUNEL AND PASSED TO HIS SON HENRY MARC BRUNEL

the 3in. radius T-frame signed on the cross bar as per title with scale divided to 150°, vernier with ebonised magnifier, pinhole sight and index mirror with ebonised platform, contained within fitted box of issue with inset brass plate to lid inscribed *H.M. Brunel* — box 4¾in. (12cm.) square

£3,000-£5,000

Provenance: Lady Cynthia Noble Jebb (1898-1990) great granddaughter of Isambard Kingdom Brunel; private sale to vendor by her daughter c.1990.

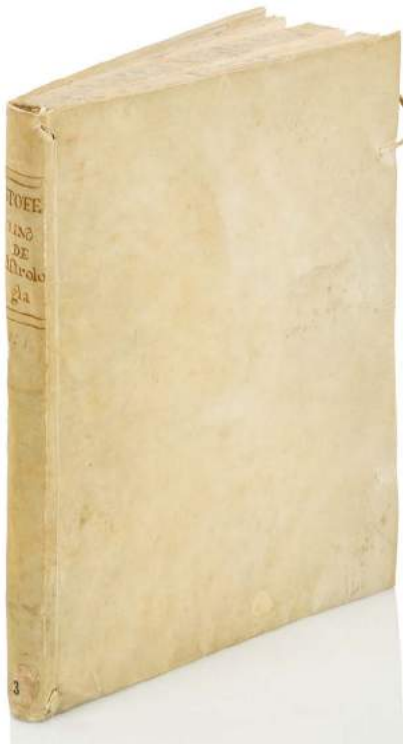
IKB's sons died childless, thus his collection passed down the female line via his daughter **Florence Coleridge née Brunel (1847-1876)** who in turn had daughters **Celia Brunel (1872-1962)** and Lillian. Celia Brunel made the principal donation of artefacts to Bristol University in 1950, however it seems some items were retained as her daughter, **Lady Cynthia Noble Jebb (1898-1990)** passed on this lot as part of a group to one of her daughters, possibly Vanessa Thomas, who had them evaluated when winding up her mother's estate.



218 (detail)



218



219



219 (detail)

219

ASTROLABES: 'ELUCIDATIO FABRICAE USUSQUE; ASTROLABII', CIRCA 1513

published for Johann Stöffler, Oppenheim, title within a fine woodcut border, 33 woodcut illustrations, all but 7 full-page, illustration on B3v with a small overslip, illustration on C4v with folding slip, and two detached overslips, woodcut on D3v with folding flap and an overslip, arms at foot of f12, device on N6v, five astrological diagrams, very fine woodcut initials, a few leaves lightly browned, contemporary German marginalia, 17th century vellum, Oppenheim, (per Jacobum Köbel), 1513 (1512)

See illustration on section title page

£2,500-£3,500

A fine copy of Stöffler's most famous work which appeared in several editions and served astronomers for a long time as a standard work; the last edition appeared in 1620. On f12 there are two gratulatory verses, one by Georg Simler to Jakob Köbel and the other by Melanchthon to his master Stöffler, **the first appearance of Melanchthon in print**. One of the astrological charts is of the Emperor, Maximilian.



219 (detail)



220

220

BILL: PHILOSOPHICAL LECTURES AND SCIENTIFIC EXHIBITION, 1839

The Theatre, Lymington, comprising Mr Popham's exposition of Astronomy, the Earth 'revolving on its Axis', the World as known to the Hebrews, the Moon, the Sun, and the Great Comet, with other scenes and exhibitions, 'tickets to be had at Mr Galpine's Library or of Mr Popham', Lymington, August 1839 — 22¼ x 8¾in. (57 x 22cm.)

£80-£120

221

BAKER, HENRY, 'EMPLOYMENT FOR THE MICROSCOPE'

17 engraved plates (title slightly soiled), modern buckram, 8vo, London for R. Dodsley and J. Cuff, 1753; another edition of the same; *together with* 'Of Microscopes and the Discoveries Made Thereby' (two vols) and 'The Microscope Made Easy', second edition

(5)

£500-£700

222

MICROSCOPY: HUDSON, C.T. AND T.H. GOSSE, THE ROTIFERA OR WHEEL-ANIMALCULES

two volumes, six plain plates, three double-page and 32 double-page chromolithographed plates, title-page of vol. I bound at end of vol. II, a little foxing, original cloth gilt, 4to, London and New York, Longmans, 1889

£70-£100

223

'DIRECTIONS FOR USING THE SOLAR MICROSCOPE..'

published for P. & G. Dollond by W.M. Thiselton, London, circa 1790 — 15¾ x 9½in. (40 x 24cm.) laid to board, framed and glazed; *together with* a further seventeen similarly mounted and framed microscope-related engravings, mostly 18th or early 19th century, some book plates by Adams, Marshall, Dollond, and further instructions or directions for instruments by Culpeper, W. & S. Jones and John Ellis; and two or three adverts for microscopical lectures or exhibitions, various sizes.

(18)

£250-£350

225

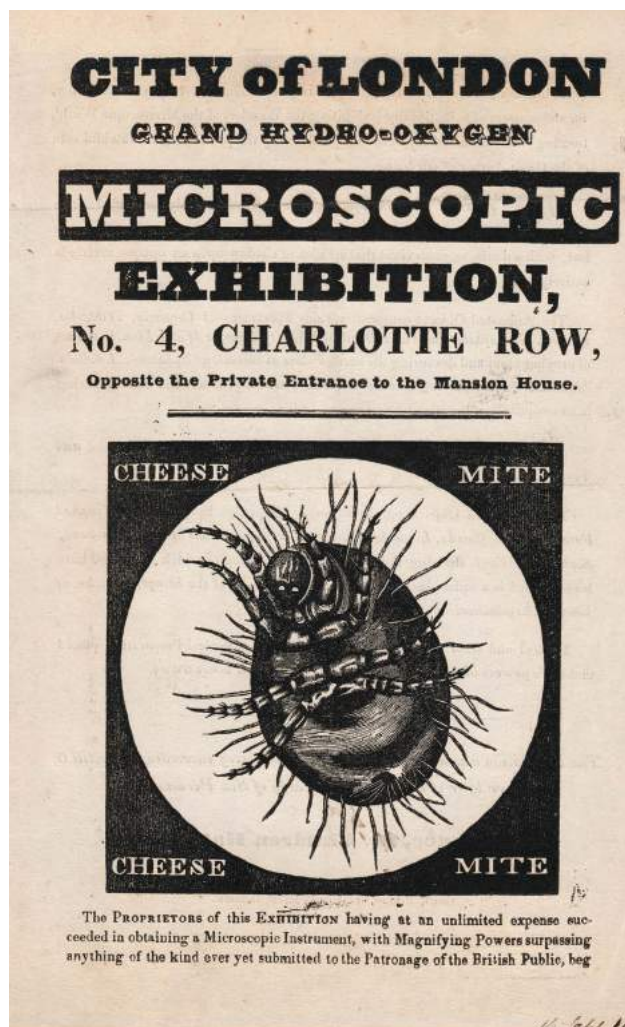
A QUANTITY OF SCIENTIFIC INSTRUMENTS AUCTION CATALOGUES

Sotheby's: approx. 115 between 1968 and 2003; Sotheby's Belgravia: approx. 30 between 1971 and 1982 and four other Sotheby's example; Christie's South Kensington: approx. 45 between 1979 and 1990, Christie's King Street: approx. 24 from 1964-91 and two other Christie's examples and Phillip's: approx. 55 between 1974-91 (includes some duplicates)

(a lot, complete list available on request)

This lot will be available for viewing at Imperial Road

£200-£300



223 (part)



226 (detail)

226

**AN HISTORICALLY IMPORTANT CASED SET OF MICROSCOPY
MAGIC LANTERN LECTURE SLIDES USED BY THE REV. R.G.
DALLINGER D.S.c. F.R.S., CIRCA 1880**

comprising 102 examples, each 3½in. square glass slide with hand-tinted photographic sample framed within a circular mount with dual Latin-Arabic number pasted to one corner, many signed 'W.H. Dallinger' and some with scales and year, each with wooden frame and contained within fitted lined oak box with brass owner's plate inscribed *Rev. W. H. Dallinger D.S.c F.R.S. / Ingleside Lee / London S.E.* — 7 x 18 x 15in. (18 x 46 x 38cm.)

£4,000-£6,000

Rev William Henry Dallinger (1842-1909) was a Methodist minister who, in 1870, began a ten year programme of microscopic research into septic organisms that was recognised by the Church to the degree that he was released from pastoral charge and allowed to write and lecture on the subject, whilst retaining his ordained titles. He remained at the Gilchrist Educational Trust for 12 years, concentrating his research into the life history of certain micro-organisms which, in collaboration with **Dr. James Drysdale (1815-1892)**, proved that organisms could rapidly adapt to temperatures and thus boiling alone was not enough to sterilise instruments. However, it was as an expert microscopist that Dallinger enjoyed the highest reputation. His earliest biological researches were rewarded by an unsought grant of £100 from the Royal Society, and he was elected FRS in 1880. Amongst many other accolades, he occupied the post of president of the Royal Microscopical Society four times between 1884-1887; and that of the Quekett Club 1890-1892.

227

AN ONTOSCOPE BY BREVETTE, PARIS, CIRCA 1930

constructed in Bakelite and oxidised brass, signed as per title and numbered '11330', the stereo lenses each inscribed *BERTHIOT PARIS STELLOR F:4.5 87121 Bte. S.G.D.G* and contained within fitted case of issue with user notes — 7½in. (19cm.) wide

An ontoscope takes stereo images which create a 3D illusion when viewed through a stereoscope.

£150-£200



227



226

228

A DISSECTING MICROSCOPE BY E. LEITZ, WETZLAR, CIRCA 1920

the lacquered supporting columns with rack-and-pinion fine focus, oxidised brass platform signed as per title and supporting thick glass plate and clamp over four-aperture light plate, removable leatherette handrests, hinged magnifier with shades and mirror supported on enamelled horseshoe foot with concave/opaque mirror, contained within original box — 10in. (25.5cm.) high; **together with** Zeiss Mikrotare photographic set in leather carry case of issue with German language booklet and English translation

£150-£250

229

A LEITZ COMPOUND MONOCULAR TRIPOD MICROSCOPE, CIRCA 1920

the 4in. lacquered brass tube signed *Ernst Leitz Wetzlar* and numbered *199804*, with rack-and-pinion fine focus ebonised platform with adjustable settings, substage condenser, reversible mirror, on enamelled tripod frame, contained in original wooden box with some accessories — box 14¼in. (37.5cm.) high

£100-£150



228

229



230



230 (detail)

230 Ø

A CUFF-TYPE MICROSCOPE BY G. RICHARDSON, LONDON, CIRCA 1795

constructed in lacquered brass and signed around the first stage *G. Richardson, Leadenhall St, London*, mounted to mahogany base with single drawer containing six numbered nose pieces, sprung slide stage, fish plate, condensing lens, mica specimen covers etc., contained within original pyramid case with drop handle to top — 14½in. (37cm.) high

£1,500-£2,500



231

231 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 19thC student's microscope in box; and a modern monocular with sprung stand, in card box

(3)

£300-£500



232

232

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 — 4½ x 8in. (11.5 x 20.5cm.)

£600-£800



233

233

A MARTIN-TYPE DRUM MICROSCOPE, CIRCA 1840

constructed in lacquered brass with 7in. main tube, concave mirror, contained within fitted box with accessories including five numbered nosepieces, live box, lieberkühn reflector etc. — 10¾in. (27.5cm.) wide

£250-£350



234

234

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

£500-£800



235

235

A MONOCULAR DRUM MICROSCOPE BY 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

£400-£600



236

236

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 — 14 ¼ (36cm.) wide

£400-£600

237

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 substage 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. — 13 ¾ in. (35cm.) wide

£500-£800



237

238

A MONOCULAR MICROSCOPE BY F. LEITZ, WETZLAR, CIRCA 1895

constructed in lacquered brass and signed on the horseshoe foot *F. Leitz, Wetzlar, 34322, Wetzlar Filiale New-York*, with 4in. main tube, three eyepieces, contained within counter-numbered fitted box of issue — 11 ½ in. (29cm.) wide; **together with** another numbered 473, circa 1880, contained in fitted box with nosepieces, alternative eyepiece and microscope slide of the American Declaration of Independence by J.B.D.

(2)

£200-£300



238



239

239

A MONOCULAR MICROSCOPE BY E. HARTNACK & CO., PARIS AND POTSDAM, CIRCA 1874

constructed in lacquered brass, signed on the telescopic 4in. main tube as per title, oxidised stage with clamps, plano-convex mirror, horseshoe foot, contained with fitted box of issue numbered 13135, with accessories including three nosepieces contained in leather counter-numbered box, two further eyepieces, etc. — 11in. (28cm.) wide

£200-£300



240

240

A MONOCULAR MICROSCOPE BY BOULADE, LYON, CIRCA 1875

constructed in lacquered brass and signed on the 4in. main tube as per title, magnifier, oxidised platform with slide clamps, plano-concave mirror and horseshoe foot, contained in fitted box of issue, accessories including three nosepieces and alternative eyepiece — 11½in. (29cm.) wide

£200-£300



241



242



243

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

£300-£500

242

A MONOCULAR MICROSCOPE BY RUDOLF WINKEL, GÖTTINGEN, CIRCA 1889

signed on vertical support *R. Winkel Göttingen, 1401*, constructed in lacquered brass with 5in. tube, three nose pieces on swivelling platform, rack-and-pinion focusing, brass specimen stage with slide clamps, reversed mirror and oxidised foot, signed on one nose piece, contained within fitted wooden case with two further eyepieces and other accessories, with brass drop handle — 14¼in. (36cm.) high

£250-£350

243

A MONOCULAR MICROSCOPE BY E. HARTNACK, PARIS, CIRCA 1867

signed on the 3½in. tube *E. Hartnack, Place Dauphine 21, Paris, No. 7153*, brass platform with rotating light apertures and slide clamp, concave mirror and oxidised foot, contained in fitted box of issue with three modern eyepieces and other accessories — 10½in. (27cm.) wide

£100-£150

244

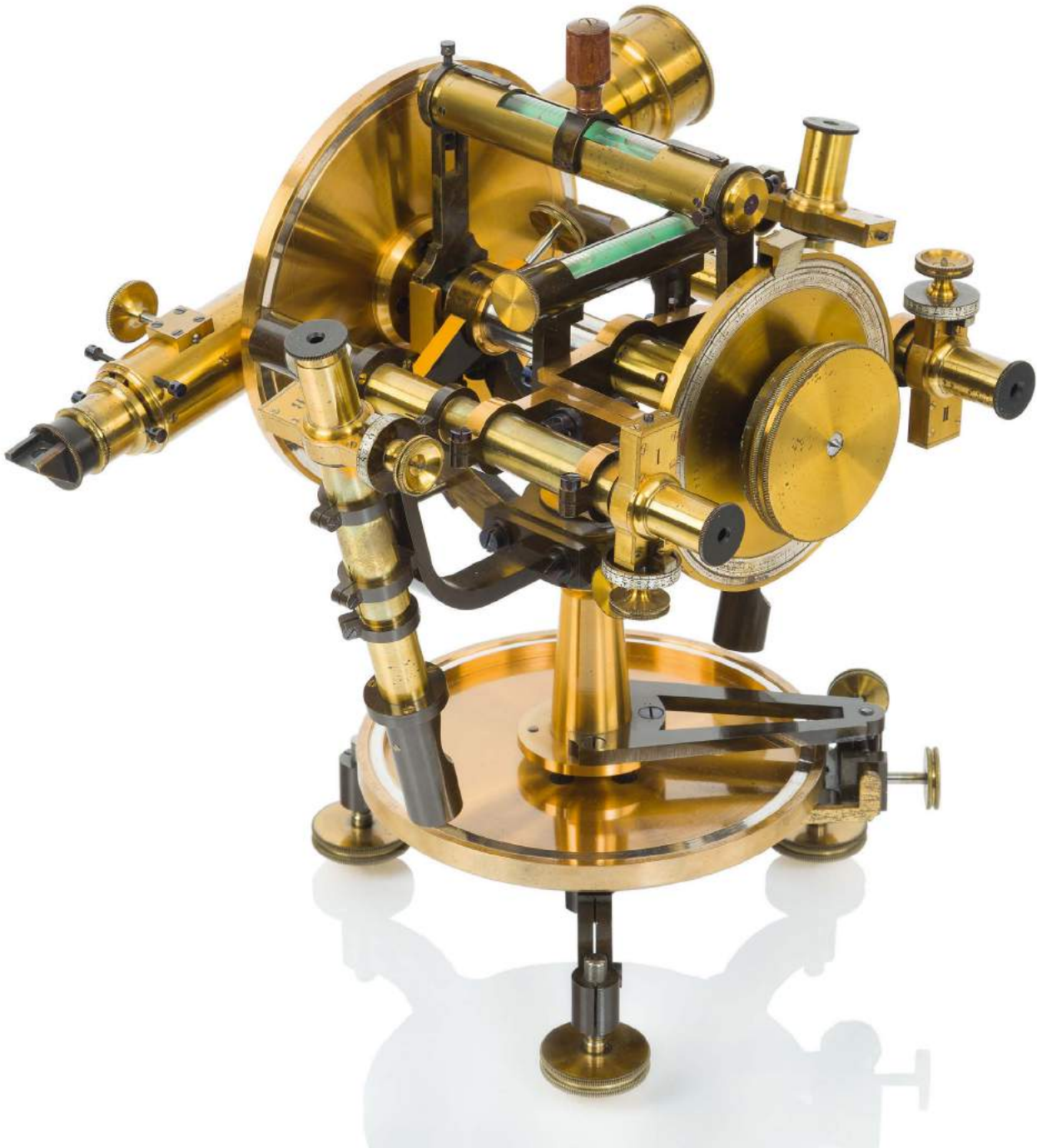
TWO CARL ZEISS MICROSCOPE ACCESSORIES

comprising a camera lucida attachment, lacquered brass, contained in fitted case with period; and reverse prism attachment (2)

£100-£150



244



245

245

**A RARE UNIVERSAL THEODOLITE BY PISTOR & MARTINS,
BERLIN, CIRCA 1860**

constructed in lacquered brass, the 8½in. main sighting telescope with rack-and-pinion focussing, mounted on an axis to circular silvered scale inset to plate signed as per title and numbered 1202, telescopic vernier readers with micrometer adjustment, bubble levels (one detachable), mounted on central pillar to protractor plate and three adjustable feet — 11in. (28cm.) high: **together with** a brass case containing two alternate eyepieces, a plummet bob and spring stabliser

£5,000-£8,000

246

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

£600-£800



246



247

247

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 focussing and mirror, mounted on a ball-joint with lateral and longitudinal thumb-piece adjustment — 11in. (28cm.) high

£400-£600



248

248

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

£1,000-£1,500



249

249

A RARE MINER'S DIAL BY WILLIAM WILTON, CORNWALL, CIRCA 1880

constructed in lacquered brass and mahogany, with 8¼in. telescope and bubble level mounted on hinged bracket over silvered compass with 4in. dial signed as per title with thumb-screw operation underneath, set in mahogany drum on brass swivelling base with quick release clamp, secured to adjustable tri-form base, (*restoration, some components replaced*)— 12in. (30.5cm.) high; **together with** a lacquered brass plumb bob £400-£600

250

A MOUNTAINEERING THEODOLITE BY JOS & JAN FRIC, PRAGUE, CIRCA 1890

constructed in lacquered and oxidised brass, the 9in. main tube with bubble levels, rack-and-pinion fine focus, quadrant with vernier, signed on the platform as per title and numbered 418, mounted on adjustable tri-form base and contained within original box of issue with maker's label and bob plumb — 10½in. (27cm.) wide

£300-£500



250

251

A FINE MINING THEODOLITE BY JOS & JAN FRIC, PRAGUE, CIRCA 1895

constructed in oxidised and lacquered brass with vulcanised rubber adjusted thumbscrews, the 8½in. main tube with bubble level quadrant mounted to A-frame on rectangular compass platform, signed as per title and numbered 928, adjustable tri-form stand, contained in original fitted box with maker's labels — 14 x 12in. (34 x 30.5cm.)

£300-£500



251

252

A LEAN-PATTERN MINER'S DIAL BY NEGRETTI & ZAMBRA, LONDON, CIRCA 1880

constructed in oxidised and lacquered brass, the 4½in. silvered dial signed as per title, with *Diff of Hypo* scale over with 7½in. sighting telescope with rack-and-pinion fine focus top objective, mounted on adjustable tripod base and contained within box of issue — box: 13½in. (34cm.) wide

£400-£600



252

253

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

constructed in oxidised and lacquered brass, the 9in. main tube with threading 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

£500-£800



253

254

AN EXPEDITION THEODOLITE BY W. S. JONES, LONDON, CIRCA 1800

constructed in lacquered brass, the 6in. main tube with bubble level, mounted with A-frames to compass platform signed as per title and with elevation arc, with thumb-screw adjustment, mounted on attractive tri-form stand with bubble, adjustable pin feet and threaded plummet — 8in. (20cm) high (overall); contained in later box

£600-£800



254



255

255

A FINE THEODOLITE BY HILDEBRAND & SCHRAMM, FREIBERG, CIRCA 1880

constructed in lacquered and oxidised brass, the 10in. main tube with rack-and-pinion fine focus and top sights secured to circular protractor with opposing vernier scales on a pillar with fine longitude adjustment, rotating base plate with calibrated edge, bubble level and compass signed as per title and numbered '1558', adjustable triform foot with quick-release to wooden slide, contained within original case and complete with tripod stand — 18 x 10½in. (46 x 26.5cm.)

£800-£1,200

256

A FINE THEODOLITE BY TROUGHTON & SIMMS, LONDON, CIRCA 1875

constructed in oxidised brass with lacquered brass fittings, the 10in. main tube with socket eyepiece, bubble level and rack-and-pinion adjustment, quadrant mounted to A-frame, compass platform with verniers, signed as per title to centre and with adjustable tri-form base — 12in. (30.5cm.) high; **together with** an alternative eyepiece in later brass tube

£350-£450



256



257

258

259

257

**A THEODOLITE BY G. GERLACH,
WARSAW, CIRCA 1900**

constructed in ebonised and lacquered brass, 7¼in. main tube, bubble level mounted circular protractor with verniers to A-frame stand to compass platform signed as per title and numbered 834, on adjustable tri-form base, 12in. (35.5cm.) high; **together with** level by ?retailer's plaque for Hermann Eichler Aussig — 7½in. (19cm.)

(2)

£200-£300

258

**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
£300-£500

259

**A FINE SURVEYING LEVEL BY
TROUGHTON & SIMMS, LONDON, CIRCA
1870**

constructed in lacquered brass, the 14in. main tube with massive bubble level, rack-and-pinion fine focussing, signed on the cross-bar as per title, and contained within original fitted box with alternate mounting accessories and eyepiece — 20½in. (52cm.) wide; **together with** a level by Wild of Switzerland, circa 1950, boxed and with tripod stand, possibly a prototype

(3)

£300-£500



259



260

260

A SURVEYOR'S CROSS BY RICHER, PARIS, CIRCA 1790

constructed in lacquered brass and signed underneath *Richer à Paris*, contained within shaped leather case of issue with lid — case: 3in. (7.5cm.) wide

This was probably made by Jean François Richer recorded as working between 1743-1820 from five addresses in Paris.

£200-£300



261

261

A SURVEYOR'S CROSS BY CALDERONI & CO., PEST, CIRCA 1870

constructed in lacquered brass with silvered scales and thumb screw for turning, contained within fitted box of issue with label for Paris Exhibition 1867 — 7in. (18cm.) high; **together with** a further two unsigned examples contained in boxes

(3)

£150-£250



262

262

A HAND-HELD SPECTROSCOPE, FRENCH, CIRCA 1890

constructed in lacquered brass in three sections and contained in fitted box of issue — assembled length: 17in. (43cm.); box: 7 1/4in. (18.5cm.) wide; **together with** a lacquered brass hydrostatic balance, circa 1900

(2)

£200-£300



263

263

A LIQUID LEVEL BY GAIFFE À. NANCY, FRENCH, CIRCA 1880

constructed in lacquered brass, the 49in. three-section brass tube with opposing glass vase, secured to ball joint on tapering brass stand, contained within fitted pine case with maker's label — 23¼in. (59cm.) wide

£150-£250



264

264

A RARE COMPASS GALVANOMETER BY SIEMENS & HALSKE, BERLIN, CIRCA 1870

constructed in lacquered brass, the compass with 4in. silvered dial signed as per title and numbered 183, black steeled needle with pivot and needle clamp, secured to rotating pedestal with numbered electrical contacts behind, secured to porcelain base numbered 43211234, with threaded terminus points to circular field, mounted to tri-form adjustable base with threaded securing clamp — 11in. (28cm.) high

£500-£800



265

265

A FINELY REFURBISHED 'SKELETON' TELEPHONE BY L.M. ERICSSON & CO., No. 16, FOR THE UK MARKET, EARLY 20TH CENTURY

signed on the iron frame as per title and numbered on the ebonite insulation stage No. 16, complete with original green silk-covered cable to handset and wall — 11½in. (29cm.) high

£300-£500

VARIOUS PROPERTIES



266

266

A SURVEYING LEVEL BY GILBERT, LONDON FOR THE EAST INDIA COMPANY, CIRCA 1820

signed on the 5in. silvered dial as per title and inscribed *4 EIC* art mark, sighting tube and bubble level over and mounted on adjustable brass foot — 8½ x 21in. (21.5 x 53.5cm.); **together with** later lens caps

£400-£600

267

A 1¼IN. THREE-DRAW MAHOGANY AND BRASS TELESCOPE BY T. MASON, DUBLIN, CIRCA 1820

signed by the eyepiece *T. Mason, Essex Bridge, Dublin*, dust slide — 9½in. (24cm.) (closed); **together with** a single-draw telescope by Ross; and a pair of 7 x 50 Soviet binoculars in case

(3)

£250-£350



267



269



266 (detail)

268

A PRESENTATION TELESCOPE BY DOLLOND, CIRCA 1827

comprising a 1½in. three-draw telescope with leather covered main tube, lens cap and dust slide, signed by the eyepiece and inscribed under the third draw *Capt Geo Cheyne R.N. to his friend Alfred W Powles, Jan 1827* and contained within leather travelling case — 9½in. (24cm.) in travel tube

£250-£350

Captain George Cheyne (1791-1863) joined the navy in 1804; His ship (Seagull 16) sank in a heroic action against the Danes in 1808. He rose to Lieutenant Commander in 1812 and Captain in 1814 and was present at the Bombardment of Algiers in 1816. He died on 11th August 1863 in Canada. Nothing is known of the recipient.

269 Ø

AN IVORY AND CARD ¾IN. MONOCULAR, CIRCA 1780

unsigned, the single vellum covered draw with focus line and fishskin outer covering, contained within a fruitwood treen pocket case with threaded lid — 3in. (7.5cm) high

£100-£150



268 (detail)



268

270

**A 2½IN. REFLECTING TELESCOPE
BY AYSCOUGH, LONDON, CIRCA
1760**

constructed in lacquered brass
and signed on the eyepiece as per
title, the 13½in. main tube with
primary and secondary specular
mirror and dust cap and fine
focus, mounted to tapering tripod
stand with folding feet — 15in.
(38cm.) high

£800-£1,200



271

**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



270 (detail)



271 (detail)



272

**A 1¾IN. REFRACTING LIBRARY TELESCOPE BY MERZ,
UTZSCHNEIDER & FRAUNHOFER IN MÜNCHEN, CIRCA 1830**

constructed in lacquered brass with 17in. parallel main tube signed
along top as per title, rack-and-pinion fine focus, threaded eye-
piece, secured to folding 16in. high tripod stand and contained in
fitted wooden box of issue with two further eye-pieces and filter —
25in. (64cm.) wide

£400-£600



273



273 (detail)

273

A FINE 3½IN REFRACTING TELESCOPE BY SECRETAN, PARIS, CIRCA 1880

constructed in lacquered brass and signed on the back plate *Secretan, Epry SUCr, PARIS*, 44½in. main tube with star spotter, threaded 11in. eye-piece tube with rack-and-pinion fine focus, contained within original fitted case with maker's label and three further eyepiece accessories, the case — 51¼in. (130cm.) wide; **together with** original wooden tripod stand with oxidised brass support

(2)

£1,500-£2,500



274

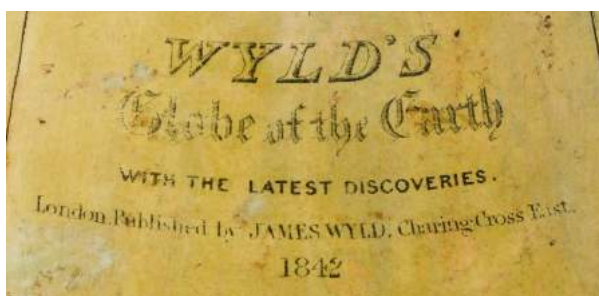
274

A MODERN PAIR OF 25 X 125 BRIDGE BINOCULARS BY FUJI MEIBO

apparently unused, the binoculars with maker's plate to top numbered '10019', 25in. main tubes with covered objectives, shaped rubber eyepieces, contained in fitted wooden case of issue with counter-numbered plate and accessories including battery operated scale lights, coloured filters, spare rubber eyepieces etc. — 15 x 24 x 41in. (38 x 61 x 104cm.); **together with** 25in. high suspension bracket; and substantial aluminium telescopic stand, each contained in cardboard boxes of issue with labels

(3)

£3,000-£5,000



275 (detail)



275

275

A 12IN. TERRESTRIAL GLOBE BY JAMES WYLD, CHARING CROSS, LONDON, CIRCA 1842

the 12 hand-painted gores signed in the North Pacific Wyld's *Globe of the Earth with the Latest Discoveries, London, published by James Wyld, Charing Cross East, 1842*, equator and ecliptic lines, analemma of time, tracks for Cook, Vasquez, Rook and others, mounted with a brass calibrated ring to wooden stand with horizon ring

£1,000-£1,500



276

276

A MID 20TH-CENTURY SIMMANCE PATENT CONTINUITY BAROGRAPH

with 4-atmosphere drum, with counterweighted inking movement, secured above a copper roller with clockwork motor and gravity-mounted paper guides, within front-glazed wooden case with paper slit to bottom, back with plate inscribed *SIMMANCE PATENT*, and the door with ivory maker's roundel for *Alex Wright*, the lower door with plate inscribed *12INS. W.G. PRESSURE* — overall measurements 13¼ x 9¼ x 7¾in. (35 x 23.5 x 19.5cm.)

£100-£150



277 (detail)

277 Ø

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

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

(2)

£400-£600



277 (part)



278

278

A LATE 19TH-CENTURY MAXIMUM AND MINIMUM THERMOMETER BY NEGRETTI & ZAMBRA, LONDON

signed as per title on front of opaque glass thermometer and numbered *D15145*, alcohol tube, lacquered-brass indicator rod, contained in mahogany case for wall mounting, with accessories and glazed chart inside door with mesh sides and securing hooks — 15¼ x 9 x 2¼in. (39 x 23 x 7cm.)

£80-£120



279

279

A FINE AND ORIGINAL TRIPLE LEIDEN JAR CELL, DUTCH, CIRCA 1780

the jars silvered below red-painted shoulder and neck, with wood capped cork stoppers supporting chain, with brass universal conductor, contained within original triangular fitted ebonised pine box with drop handle and castors — 25 x 25in. (63.5 x 63.5cm.)

£8,000-£12,000



280

280

A RARE FLOOR-STANDING PARABOLIC MIRROR OF LARGE SIZE, POSSIBLY BY HENDRIK HEN, AMSTERDAM, CIRCA 1815

the 21¼in. diameter mirror mounted in ebonised frame with lacquered brass adjustable support on tapering tripod stand with caster — 43¼in. (110cm.) high to centre of mirror

£3,000-£5,000



281

281

A TABLE-TOP PARABOLIC MIRROR, CIRCA 1810

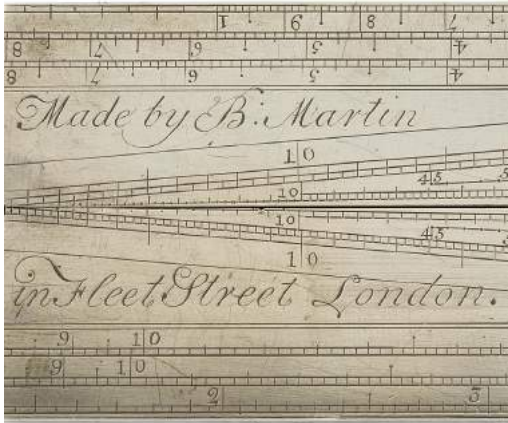
the 12¼in. mirror plate mounted in walnut frame with telescopic brass support and baluster stand with circular foot — 31½in (80cm.) high overall

£1,000-£1,500

282

**AN EXCEPTIONAL SILVER-MOUNTED
DRAWING SET ETUI BY BENJAMIN
MARTIN, CIRCA 1760**

the scissor protractor and folding rule
signed and inscribed *Made by B.
Martin in Fleet Street London*, together
with a full complete of instruments
including compasses, dividers etc.,
contained in a fitted silver mounted
shagreen case — 7in. (18cm.) high
£6,000-£8,000



282 (detail)



282



283

A SMALL BRASS SECTOR BY NICOLAS BION, PARIS, CIRCA 1690

signed *N. Bion à Paris*, and with scales for *Les Cords*, *Les Solides*, *Les Parties à Gap* etc — 4½in.
(7.5cm.) folded length; **together with** a French brass sector circa 1720, unsigned, engraved over
both sides, scales for *Les Cords*, *Les Plans*, *Les Métaux*, the edges inscribed *Pied Francais* and
Pied Anglais — 7in. (17.5cm.) closed length

(2)

£300-£500



283



283 (detail)



284

284

AN EARLY 19TH CENTURY DRAWING SET ETUI

unsigned, mostly complete concentric protractor, parallel box rules, folding sector, compasses etc., contained within sharkskin pocket case of issue with hinged lid — 7in. (18cm.) high
£250-£350

285 Ø

A SILVER AND IVORY 2FT 2-FOLD CARPENTERS RULE, BY H.S. TROWER, LONDON CIRCA 1900

divided for inches and with four other scales, the main hinge signed as per title and *9 Bryanston Sq. W* with London marks for 1900/1901 — 6in. (15cm.) folded; **together with** a brass circular protractor by W. S. Jones, London

(2)

£300-£500

286 Ø

A 19TH CENTURY IVORY PROOF GAUGE RULE BY DYCAS OF LIVERPOOL

inscribed over both sides — 12¼in. (31cm.) long; **together with** a folding 2ft ivory rule by E. Preston; and an unsigned two-draw ivory and gilt brass monocular

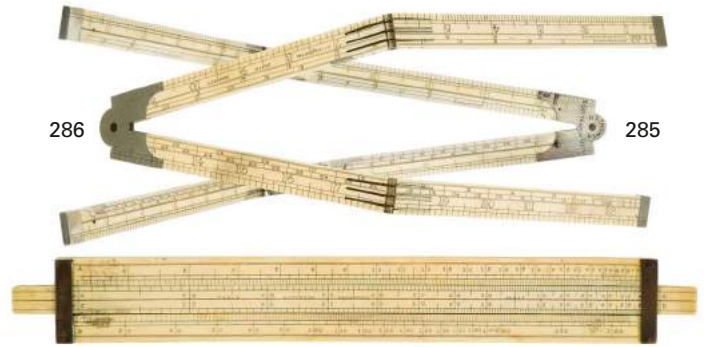
(3)

£100-£150



287

285



286

285

286

287

A CIRCULAR PROTRACTOR BY THOMAS JONES, CHARING CROSS ROAD, LONDON, CIRCA 1830

constructed in lacquered brass and signed on the vernier arms as per title and contained within fitted box of issue with trade label and baize-lined base — box 7½in. (19cm.) wide; **together with** a lacquered brass New Improved Pocket Chronometer by De Grave & Son, contained within fitted box of issue with maker's label inside lid

(2)

£150-£250



288 (part, detail)

288

A NICKEL-PLATED BRASS YARD RULE BY HOLTZAPFFEL & CO., LONDON, CIRCA 1900

signed as per title and one edge delineated with sub-divided inches; **together with** a nickel-plated brass French slide rule contained within a hinged wood case with securing hook — 21½in. (55cm.)

(2)

£100-£150



289

289

AN EARLY 19TH CENTURY SURVEYOR'S POCKET WAY-WISER BY CARY, LONDON

signed on lacquered brass 1 $\frac{3}{4}$ in. dial plate as per title and numbered 1-100, mounted to threaded pillar with indicator and contained with galvanised metal container with other leather travel case — 4in. (10cm.) (cased)

£150-£250



291

291

A POCKET BAROMETER/COMPASS COMPENDIUM, BY J.B. DANCER, MANCHESTER, CIRCA 1900

signed on the 1 $\frac{3}{4}$ in. silvered dial as per title and contained within hinged leather pocket case with compartment to Singer Patent $\frac{3}{4}$ in. compass on pivot and curved bar thermometer set on gilt brass scale plate — 2 $\frac{1}{2}$ in. (6.5cm.)

£150-£250



290

290

A 1 $\frac{1}{2}$ IN. POCKET GLOBE, CIRCA 1830

unsigned, the 12 hand-painted gores over wooden former, showing principal oceans, Australia described as New Holland, ecliptic and equator lines

£150-£250



292

292

A PAIR OF PRISMS BY JULES DUBOSQ A 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 — 16 $\frac{1}{4}$ in. (41cm.) unextended

(2)

£600-£800



293

293

AN INTERGRAPH BY W.F. STANLEY AND CO. LTD, CIRCA 1950

constructed in polished steel with ebonised fittings and contained within original fitted case with accessories with maker's label and instruction books — cased $7\frac{1}{4} \times 35\frac{1}{2} \times 15\frac{1}{2}$ in. (18.5 x 90 x 40cm.)

£250-£350

294

CORDINGLEY'S COMPUTOMETER, CIRCA 1900

the green metallic case with gilt transfer-decoration inscribed as per title and numbered on the underside 1070, the top with seven inset brass dials with indicators — $10\frac{1}{2}$ in. (27cm.) diam

£800-£1,200



294



295

295

A BLOW-PIPE APPARATUS BY J.T. LETCHER, TRURO, CORNWALL, CIRCA 1880

largely complete with components including lacquered brass and fruit wood pipe, fuel cells, metallic samples, miniature test tubes, etc., contained within fitted box of issue with lift-out tray and maker's label in lid for *Thomson Skinner, Glasgow*, the lid with scratched owner's name *R. Knox Paton* — box $10\frac{1}{4}$ in. (27.5cm.) wide

£150-£250

Models





300

300

A SAILOR'S PICTURE HALF MODEL / SHADOW BOX OF THE COMPOSITE BARQUE *OCEAN ROVER* OFF HAWAII, CIRCA 1880

the carved ebonised wooden hull complete with typically simple fittings including cut out painted card crew profiles, deck houses with boats over, masts rigged with blocks, tackle and full suit of painted tin sails with pencil 'stitching', House flags and Marrayatt code pennant number, contained within glazed fronted display case with cloudy blue sky, tropical headland with palm trees and lighthouse, sailing on a green/blue wool 'sea' with native outrigger canoe approaching — 22½ x 42in. (57 x 106.5cm.)

£300-£500



301

301

AN ATTRACTIVE WATERLINE MODEL OF THE BLUE RIBAND INMAN LINER S.S. *PARIS* [EX-CITY OF PARIS] PROBABLY BY TRIGGS MARITIME ARCHITECTS, CIRCA 1895

the carved hull with scored decks complete with typical fittings, lookout in crow's nest, and three raked funnels belching cotton wool 'smoke', mounted on a paper-lined and painted seascape base within glass fronted display case with sky blue and cloud backdrop and gilt frame — 16 x 38in. (40.5 x 96.5cm.)

£600-£800



302

302

A 1:75 SCALE STATIC DISPLAY MODEL OF THE RUSSIAN BALTIC PATROL SHIP *MOSQUITO*, ORIGINALLY BUILT AT THE ST. PETERSBURG ADMIRALTY YARD, 1875 modelled by G. Cheikhet

with carved hull decorated with finely chiselled gilt brass bow and stern decoration, planked deck with detailed brass and wood fittings including anchors with davits, bilge pump, winches, bitts, deck lights, single 4in. gun on brass slides, planked boats in davits, raked masts with rigging and other details, mounted within glazed wooden case with plate — 19½ x 25½ x 10in. (49.5 x 65 x 25.5cm.)

£600-£800



303

303

A WELL PRESENTED BONE SHIP MODEL FOR A THREE-MASTED PASSENGER STEAM SHIP, CIRCA 1910

the wooden hull planked in bone with copper pins, now painted gold below the waterline with propeller and rudder, the deck with fittings including rails, capstan, saloon lights, companionways, eight covered bone boats in davits, open bridge, masts with yards, booms, gaffs and standing and running rigging and other details, mounted on wooden cradle stand within glazed wooden case with sliding access panel by bow. Overall measurements — 22½ x 39 x 17½in. (57 x 99 x 44.5cm.)

This lot will be available for viewing at Imperial Road

£800-£1,200



304

304

AN ATTRACTIVE PROBABLY DOCKYARD APPRENTICE 1:12 SCALE MODEL FOR A FOUR MAN CUTTER OF CIRCA 1850

the hull carved from the solid with contrasting topsides, painted interior with lined ribs, seats, crutches, and stern seat with tiller rudder, mounted on a cradle stand, together with two oars, the model — 25in. (63.5cm.) wide

£1,200-£1,800



305

305

AN ATTRACTIVE EDWARDIAN LIVE STEAM LAUNCH

the hull carved from the solid with 'coppered' bottom, scored oak deck with polished brass boiler to single-cylinder engine, friction tiller steering, forward mast with stays and winch with chain — 18 x 28in. (46 x 71cm.) Cradle stand.

(2)

£1,000-£1,500



306 (part)

306

A MODERN ½IN. TO 1FT HALF-BLOCK MODEL FOR A SADLER 29

modelled by P. Ward with a carved and painted hull, cutaway mast and boom, mounted in a display board with legend — 9 x 18in. (23 x 45.5cm.); **together with** another for a Sadler 34 9½ x 23½in. (24 x 59.5cm.)

(2)

£200-£400



307 (part)

307

A ½IN. TO 1FT. SCALE MODERN HALF-BLOCK MODEL FOR A DRAGON CLASS YACHT

modelled by P. Ward with carved and painted hull with cutaway mast and boom, mounted on display board with legend — 7 x 19¼in. (18 x 49cm.); **together with** another for a Contessa 26 — 9 x 17in. (23 x 43cm.)

(2)

£200-£400



308

308

AN IMPRESSIVELY LARGE NAPOLEONIC PRISONER-OF-WAR-STYLE BONE AND WOOD SHIP MODEL FOR A FIRST RATE SHIP OF THE LINE

the carved 24in. hull planked and pinned in bone with closed lower deck gun ports, rudder, ornately carved stern and figurehead, the decks crowded with details including rope coils, bitts, belaying rails, guns in carriages, fitted boats suspended in rigging, hammock racks, stove pipe, fire buckets, belfry, gratings, plaque by poop inscribed 'DM', swivel guns, deck light etc., three bound masts with yards and s'tun'sl booms, standing and running rigging with remnant French flags and streamers, mounted on two turned wooden mounts to inlaid marquetry base with port and starboard anchor lines attached amidships, secured within glazed wooden case on display case stand. Overall measurements — 66 x 50 x 20in. (168 x 127 x 51cm.)

£6,000-£8,000

This lot will be available for viewing at Imperial Road



309

309

AN EARLY 19TH CENTURY NAPOLEONIC FRENCH PRISONER-OF-WAR WOOD AND BONE MODEL FOR A 74-GUN SHIP

the hull planked and pinned with copper pins, moulded baleen wales with inset bone to gun decks with protruding guns, carved stern and quarter lights with remnant polychrome decoration, chain plates with deadeyes, hammock racks, pinned decks with deck rings and contrasting central strake (*missing components including figurehead, masts, bowsprit and rigging, some guns, old wear*) — 12in. (30.5cm.) wide; Stand.

£500-£800



310

**310
A FINE BUILDER'S HALF BLOCK MODEL FOR AN UNIDENTIFIED
CRUISING YACHT, CIRCA 1895**

carved in two sections of laminated pine, gold leaf below waterline, the ebonised topside with engraved boot-top, flourish to bow, metal hawse pipe, lined lacquered deck with cut-away bowsprit and masts, deck lights with inset mirrored glazed tops and raised cockpit, mounted on moulded wooden display board — 13 x 40in. (33 x 101.5cm.)

£600-£800



311

**311
AN ATTRACTIVE BUILDER'S HALF MODEL FOR THE CUTTER
YACHT *BANTAM*, CIRCA 1920**

the laminated hull carved in contrasting woods with cutaway mast, rudder and tiller and mounted on mahogany display board with name — 8 x 32½in. (20 x 82.5cm.)

£500-£800



312

**312
A ½IN. TO 1FT SCALE BUILDER'S PLATING MODEL FOR A PAIR OF
TWIN SCREW LAUNCHES**

carved from laminated wood inked overall with plate sections and depths and mounted on a display board inscribed *No. 91 & 92 / Steel Twin Screw Launch 50_0x9_3x3_0 Scale ½in. 1 Foot* — 6 x 32½in. (15 x 82.5cm.)

£300-£500



313

313

A BUILDER'S HALF-BLOCK PATTERN MODEL FOR A TWO-MASTED BRIG BY HUGH MCINTYRE & CO., PAISLEY, CIRCA 1878

carved from $\frac{1}{2}$ in. laminated pine with ebonised topside with boxwood stringing, cutaway masts and bowsprit, mounted on two-tone waterline display board with yard numbers 14, 15 and 16 to centre — $9\frac{1}{2} \times 29\frac{1}{2}$ in. (24 x 75cm.) overall
£500-£800



314

314

A BUILDER'S HALF-BLOCK MODEL FOR THE RHINE BARGE *HAMELN* NO. 30, BY SCHIFFSWERFT ÜBIGAU, DRESDEN, 1905

carved from the solid and finished with an ebonised waterline, brown topsides with plimsoll marks and covered hatches, forward accommodation compartment with deck light, mounted on framed oak display board with engraved brass builder's plate — 15 x 60in. (38 x 152.5cm.)
£500-£800



315

315

A BUILDER'S HALF-BLOCK MODEL FOR THE BARGE *BEDALE*, CIRCA 1890

the laminated hull carved in contrasting woods, with blue boot top, covered hatches and cutaway towing masks, mounted on an oak display inscribed *Bedale Regd. Liverpool 1890 Off. No. 166249* — $8\frac{1}{2} \times 36$ in. (21.5 x 91.5cm.)
£200-£300



316

316

A SMALL 1:250 SCALE BOARDROOM MODEL OF THE *CLYDE ORE*, BUILT FOR ORE CARRIERS OF LIBERIA BY SCHLIEKER, HAMBURG, 1960

by Feinmechanischer Modellbau, Hamburg, the carved hull with silvered five-blade propeller, corporate emblem to bow, lowered companionway, red painted decks with lined superstructure, liveried funnel and detailed silvered fittings as appropriate, mounted on two silvered supports to wooden display base with maker's plate and plate glass cover. Overall measurements — 11¼ x 31¼ x 6¼in. (30 x 79.5 x 17cm.)

£800-£1,200

This lot will be available for viewing at Imperial Road



317

317

A 1:100 SCALE BOARDROOM MODEL OF THE CARGO SHIP *ARKLOW SAND* BUILT FOR ARKLOW SHIPPING, IRELAND, BY BARKMEIJER STROOBOS, HOLLAND, 1998

the carved wooden hull with five-bladed metal propeller, bilge keels, bow thrusters, Plimsoll marks, rudder and anchor, finished in Irish green above the waterline with green painted decks and hold covers, white painted superstructure with fittings as appropriate and mounted on four spun aluminium supports to wooden display base with brass builder's plate and plexiglass cover. Overall measurements — 14¾ x 40½ x 9in. (37.5 x 103 x 23cm.); **together with** a 12 x 23in. (30.5 x 58.5cm.) oil painting of *Arklow Sand* underway signed *Stewart Joyce 17*.

(2)

£400-£600

This lot will be available for viewing at Imperial Road



318

318

A SMALL BOARDROOM MODEL OF THE M.T. *STOLT SAPPHIRE*, BUILT FOR STOLT TANKERS BY DAEWOO, OKPO, 1986

the carved wooden hull with corporate and Plimsoll markings, fully fitted with painted metal pipework and superstructure as appropriate and mounted on brass supports to wooden display base with builder's plate and presentation plaque to Woodhouse Drake & Carley Ltd, 1989, and plexiglass cover — 11½ x 28½ x 9½in. (29 x 72.5 x 24cm.)

£400-£600

This lot will be available for viewing at Imperial Road



318

319

AN AUSTIN & PICKERSGILL LTD PROMOTIONAL MODEL FOR THEIR TYPE SD 22 BULK CARRIER, CIRCA 1982

by Central Design and Model Services, Newcastle, the carved hull with brass propeller and rudder depicted fully loaded with coloured containers, central loading masts and aft superstructure fitted as appropriate with comms mast, liveried funnel, lifeboats in davits etc., mounted on four gilt brass supports to display base with specification and loading plate and maker's plate, with metal bound glazed cover. Overall measurements — 25½ x 73½ x 20in. (65 x 187 x 51cm.)

£1,000-£1,500

This lot will be available for viewing at Imperial Road



320

320

A TRAVEL AGENT'S WATERLINE MODEL FOR THE PASSENGER CARGO SHIP M.V. AKAROA, ORIGINALLY BUILT FOR SHAW SAVILL LINE BY HARLAND & WOLFF, 1959

modelled by Heaton Tabb, London, with painted composite hull with internal light fittings, planked boxwood decks with painted metal fittings including bitts, bollard, winches, companionways, rigged derricks, covered lifeboats on davits, forward superstructure with overbridge, benches, tennis courts, deck rails, swimming pools, etc., mounted on a moulded waterline base with bow and stern plates and maker's label, contained within a glazed wooden case — 16½ x 47½ x 14in. (42 x 121 x 36cm.)

£1,000-£1,500

This lot will be available for viewing at Imperial Road



321

321

AN INTERESTING 1:44 SCALE LONGITUDINAL SECTION MODEL OF THE AMERICAN CIVIL WAR BLOCKADE RUNNER *HOPE* [1863]

modelled from his own researches by J. Longstaff, the bespoke preformed hull with complete port side including decorated fret-worked paddle box with feathering paddles, decorated stern, anchor on davits and other details, the starboard side cutaway to reveal internal arrangements including detailed oscillating engine, bridge with rigged double helm and compass, coal bunkers, partially-filled cargo of cotton bales, chain locker, mast steps, crew accommodation with tables, chairs etc., and planked wooden deck complete with fittings, stayed raked funnels with safety valve extension pipes, fitted long boats in davits, raked masts with standing and running rigging and other details, mounted to wooden display base with brass plates and plexiglass cover. Overall measurements — 12½ x 27¼ x 6¼in. (32 x 69 x 16cm.); **together with** two volumes of *Shipbuilding, Theoretical and Practical* published by William Mackenzie, 1866 containing numerous pull-out plans and arrangements for many ships including *Hope*; a quantity of research

£800-£1,200

(A lot)

Built by Jones Quiggan of Liverpool and launched in November 1863, *Hope* was one of the first steel-hulled vessels. Registered at 1,700 tons and at 281ft x 35ft with an 8ft draught, her two-cylinder oscillating engine could develop an impressive 16kts, which her intended career as a blockade runner carrying supplies to the Confederate cause through the ever-tightening Union stranglehold demanded, over half her internal space was given over to cargo. After several successful trips she was captured by U.S.S. *Eolus* and re-named *Savannah* in 1865. The next year she was sold to Spain and was broken up in 1885.



321 (detail)



322

322

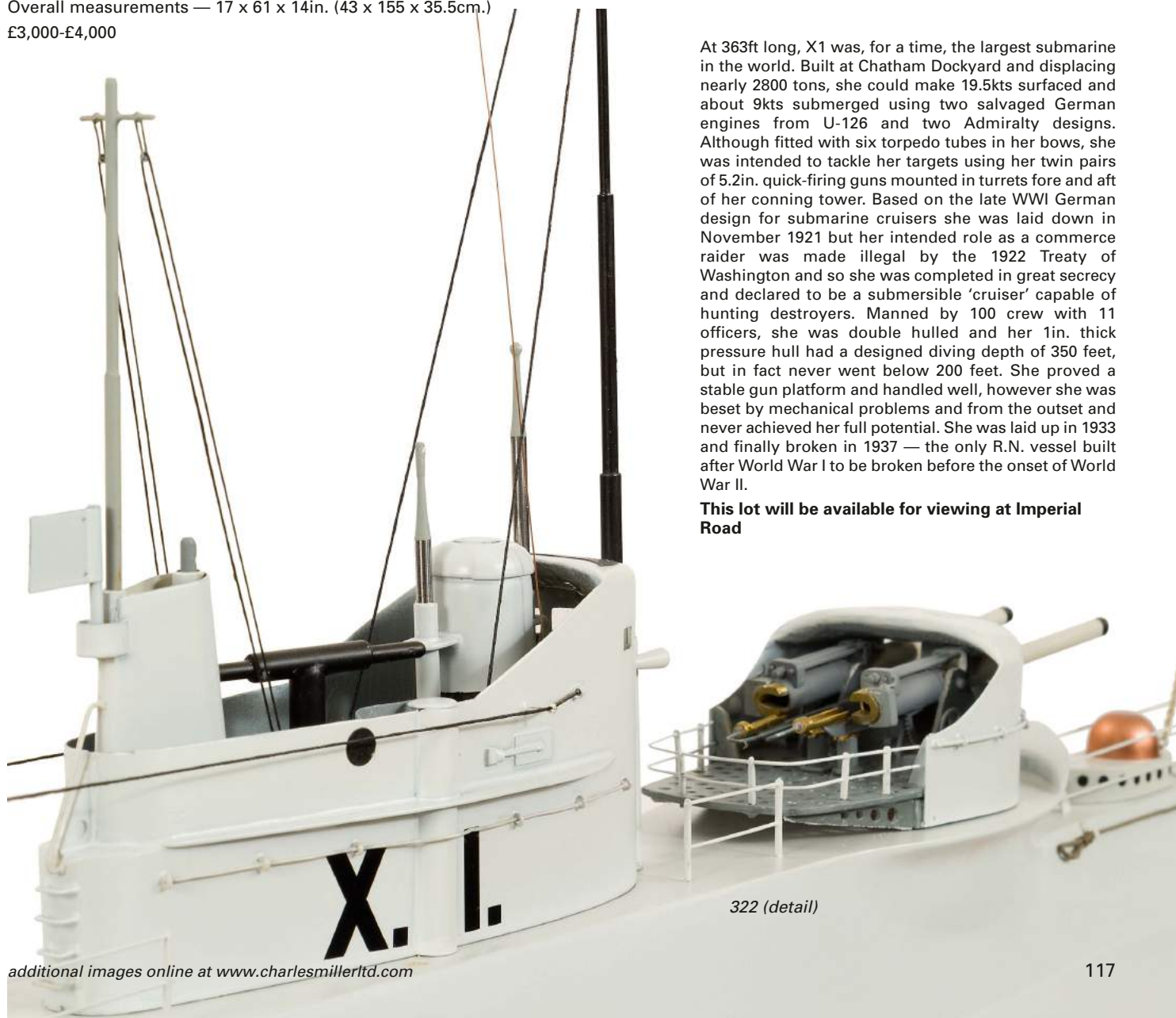
A WELL-PRESENTED 1:85 SCALE MODEL OF THE EXPERIMENTAL CRUISER-COMMERCE RAIDER SUBMARINE H.M.S. X.1 [1923]

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.)

£3,000-£4,000

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 and 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



322 (detail)



323

323

A 1:65 SCALE MODEL OF THE IMPERIAL RUSSIAN PROTECTED CRUISER SVIETLANA [1896]

with carved laminated pine hull, planked cherry wood decks with fittings including main and secondary armament, boats in davits, anchors with chains, open bridge, deck rails, emergency bridge with triple helm and other details, mounted on green baize display base with wood-bound plexi-glass cover with plate. Overall measurements — 26½ x 60 x 12in. (67 x 152.5 x 30.5cm.)

£1,000-£1,500

Built in France by Forges et Chantiers de la Gironde, although technically a protected cruiser, her armour was replaced with luxurious fittings and she was used as a Royal Yacht for Grand Duke Alexei Romanov (younger brother of Tsar Alexander III) for state functions. When the Russo-Japanese War flared up in 1904-5 he volunteered her to reinforce the Russian Pacific Fleet being assembled to steam half way around the world. Massively overloaded with supplies and coal and fitted with wireless and Hotchkiss guns, she lead a squadron at the Battle of Tsushima. Out-gunned and out-classed, they fell back and then tried to flee. *Svietlana*, who had been damaged, was caught off the island of Ulleungdo early the next morning and fought until her engines were damaged and she was ablaze. Her officers scuttled her rather than surrender and she went down with colours flying, her survivors being saved by the Japanese cruiser *America Maru*.

This lot will be available for viewing at Imperial Road



324

324

A QUANTITY OF TRI-ANG WATERLINE 1:1250 ROYAL NAVAL MODELS

including H.M.S. *Vanguard*, three aircraft carriers: *Bulwark*, *Centurion* and *Albion*, three battlecruisers; 16 destroyers, six submarines, nine fast boats, two tugs and a light ship, **together with** a quantity of quays, warehouses, fuel dumps etc., contained in an associated hinged wooden box

(a lot)

£250-£350



325

**A 16FT:1IN. SCALE WATERLINE MODEL OF THE DESTROYER
FLOTILLA LEADER H.M.S. *SWIFT* [1907]**

modelled by E. Dyke with carved and painted hull, grey decks with fittings, main and secondary armament, torpedo tubes, stayed funnels and other details, mounted in a blue sea with plexiglass cover. Overall measurements — 8 x 26 x 8in. (20 x 66 x 20cm.)

£300-£500

Built by Cammell Laird and displacing 2170 tons, *Swift* was capable of an impressive 35kts and had a complement of 126. Initially deployed as leader of the Fourth Torpedo Boat Flotilla based at Scapa Flow, she struggled with the violent seas and, after rescuing the pitifully few survivors from the torpedoed cruiser *Hawke*, was re-assigned to the Dover Patrol. On the night of 20–21 April 1917, while commanded by Ambrose Peck and accompanying the destroyer *Broke*, she engaged a force of six enemy destroyers in what became known as the Battle of Dover Strait. In the ensuing mêlée she hit *G85* with a torpedo whilst *Broke* rammed *G42*. The remaining German ships fled with *Swift* in hot pursuit but after several hits she was compelled to slow and returned to assist *Broke* and rescue survivors of *G42*.

326

**A 16FT:1IN SCALE WATERLINE MODEL OF THE 'N' CLASS
DESTROYER H.M.S. *NEPAL* [1941]**

modelled by E. Dyke with carved and painted hull, grey decks with detailed fittings as appropriate, main and secondary armament, superstructure with comms masts, mounted at anchor in a green sea with plexiglass cover — 7 x 26 x 8in. (18 x 66 x 20cm.)

£400-£600

Initially *Nepal* served with the Home Fleet at Scapa Flow and whilst there was immortalised as the fictional *Torin* in Noël Coward's *In Which We Serve*. Thereafter she had a busy war serving with several fleets, was decommissioned in 1945 and broken at Wards in 1956.

327

**A 16FT:1IN SCALE WATERLINE MODEL OF THE CABLE &
WIRELESS CABLE REPAIR SHIP *EDWARD WILSHAW* [1949]**

modelled by E. Dyke with carved and painted hull, green fore and yellow main decks with fittings and superstructure as appropriate and depicted on a green sea base winding a cable, under plexiglass cover — 7 x 26 x 8in. (18 x 66 x 20cm.)

£250-£350

Built by Swan, Hunter & Richardson and named after Edward Wilshaw, Chairman (later President) of the Eastern Telegraph Company. After serving from bases including Mombasa, Gibraltar and Australia, she was broken up in 1979.

328

**A 16FT:1IN. SCALE WATERLINE MODEL OF THE RIVER CLASS
FRIGATE H.M.S. *CHELMER* [1943]**

modelled by E. Dyke with carved and painted hull, green decks with fittings, main and secondary armament, hedgehogs and detailed superstructure as appropriate, mounted on a green sea base with loose plexiglass cover. Overall measurements — 9 x 26 x 10in. (23 x 66 x 25.5cm.)

£300-£400

Built by George Brown and launched on 27th March, 1943, *Chelmer* was broken up in 1957.





329

329

A 16FT:1IN SCALE WATERLINE MODEL OF THE 'LEANDER' CLASS FRIGATE H.M.S. *PENELOPE* F127, CIRCA 1963

modelled by Julian B. Glossop with carved hull plated with paper and finished with gesso and painted details including anchors and depth scales, dark grey decks with deck rails, anchor chains in hawse pipes with winches, wash deflectors, main and secondary armament including mortars, twin 4.5in. and 40mm guns, superstructure with carved fittings including bridge, fire direction, comms tower, search lights, life rafts, fitted launch and whaler, radar, Wasp helicopter, paravanes and other details, mounted on a painted blue base with printed details plate and brass builder's plate, within glazed wooden case — 12 x 33½ x 11in. (30.5 x 85 x 28cm.)

£2,000-£3,000

Julian Glossop studied under Norman Ough; Latterly his firm established a long association as model makers to the Admiralty.

This lot will be available for viewing at Imperial Road



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330

A DETAILED WATERLINE RECRUITING OFFICE MODEL OF THE SALVAGE AND RESCUE VESSEL R.M.A.S. *SALMOOR* BUILT FOR THE BRITISH GOVERNMENT BY HALL, RUSSELL & CO, ABERDEEN, 1985

by John Glossop Models, the carved hull paper plated and painted with designation number 'A185', grey painted decks with yellow superstructure and fittings including massive universal derrick with glazed cab, glazed bridge with comms towers over, fitted motor launch in davits, quick-release life raft cannisters and much other fine detail, set in a moulded painted seascape with maker's plate to edges within plexiglass cover. Overall measurements — 14 x 43 x 19in. (36 x 109 x 48cm.); **together with** a small waterline model of the tug *Joan* by John Glossop, within plexiglass case with plate — 7 x 15 x 9in. (18 x 38 x 23cm.)

(2)

£800-£1,200

One of three 'Sal Class' vessels, *Salmoor* displaced 2,200 tonnes, measured 252 x 49 x 13ft, had a complement of 19 and her diesel engines could produce 15 knots. Her duties included the laying and maintenance of underwater targets, navigation marks and moorings. Based at Great Harbour, Greenock for use at the Clyde Naval Base, she was run by the Royal Maritime Auxiliary Service until 2008 when she was transferred to Serco Marine Services and has been retired since 2013.

This lot will be available for viewing at Imperial Road

120

additional images online at www.charlesmillerltd.com



331

331

A FINELY DETAILED 1:32 SCALE LONGITUDINAL SECTION MODEL OF H.M. SUBMARINE SATYR P214 [1942]

modelled by J. Longstaff from his own researches with bespoke pre-formed hull cut-away on the starboard side revealing a closely observed fully-fitted interior including torpedo tubes, heads, batteries, torpedo racks, crew accommodation and mess, ammunition magazine, galley, ward room, battery, control room, wireless shack, diesel engines, electric motors, switchboard, stokers' accommodation and other details, the hull complete with hydroplanes, hatches, 3in. gun, conning tower with periscopes, radar, jump wire, twin propellers on shafts etc., mounted on two brass columns to wooden display base with brass plates and plexiglass cover. Overall measurements — 8 x 25 x 5½in. (20 x 63.5 x 14cm.); Research; Silver Model certificate

£600-£800

Built by Scotts of Greenock and commissioned in February 1943, *Satyr* served in home waters but has the rare distinction of sinking another submarine whilst submerged. U-987 was nineteen days out of Narvik on her first mission of the War when, on the 15th June 1944, she was spotted by *Satyr* and sunk with torpedoes. Later that year *Satyr* was stripped of her armament and fitted with long-range batteries and used as a high speed target submarine. Surviving the War, she was loaned to the French navy between 1952 and 1961 and broken at Fife in 1962 after twenty years' service.



331



332 (detail)

332

332

A BUILDER'S CONVERSION MODEL FOR A MARK I DUMB BARGE BY W. BADGER, SMITHFIELD, LONDON, CIRCA 1943/44, PROBABLY FOR TRANSPORTING MUNITIONS DURING THE D-DAY LANDINGS

constructed in ebonised pine, stencilled *CC132* each side, scored foredeck, fitted with bits, bilge pumps and awning posts, the ribbed interior finished in cream, with planked deck, wood and brass ramps and ivory maker's label inscribed *Made by W. Badger, Ship Repairer, 48 East Smithfield E1*, contained within original box with diagonally cut, swivel opening lid — model: 3½ x 29in. (8 x 74cm.) ramp extended

£800-£1,200



333

333

A SMALL MODEL OF THE U-250 [1943]

modelled by G. Cheikhet with carved and painted hull, mounted on ebonised block to display base with plate and Plexiglass cover — 4¼ x 10¼in. (11 x 26cm.)

£80-£120

U-250's only combat sortie began with her departure from Zoppot (Gulf of Finland) on 26 July 1944 when she sank the Soviet submarine chaser *M-105* on 30th July. This sinking resulted in a concerted response on the part of the Soviets to avenge their loss and *M-103* dropped a pattern of depth charges which forced the submarine to surface before sinking in 27m of water. The Soviets raised the submarine and harvested a vast amount of intelligence including two Enigma machines before she was repaired and briefly commissioned as *TS-14* before being broken up, probably in late 1945.



334

334

A HALF-BLOCK BUILDER'S MODEL FOR THE DRIFTER *ROSE*, BY ALEXANDER HALL & CO., GLASGOW, CIRCA 1900

carved from the solid and finished with ebonsied topsides, rudder and propeller shaft and mounted on an oak display board with builder's details — 10½ x 45in. (27 x 114cm.)

£1,000-£1,500



335

335

A HALF-BLOCK BUILDER'S MODEL FOR A CLYDE PUFFER BY HUGH MCINTYRE & CO., PAISLEY, CIRCA 1890

carved from laminated ½in. wood with ebonsied topside with boxwood stringing, plain deck with cutaway mast and funnel, mounted on two-tone display board with ivory yard number 689 to centre — 7 x 22in. (18 x 56cm.) overall

£400-£600



336

336

A HALF-BLOCK BUILDER'S MODEL FOR A COASTER BY YARWOODS OF NORTHWICH, CIRCA 1910

carved from laminated pine with ebonsied main secondary wales and lined scuppers, cutaway mast, superstructure and liveried funnel mounted on shaped ebonsied display board — 11½ x 33½in. (29 x 85cm.)

£300-£500



337



337 (detail)

337

A FINE MIRROR-BACK BUILDER'S MODEL FOR THE S.S. *EZARDIAN* BY WILLIAM PICKERSGILL & SONS LTD, SUNDERLAND FOR THE GOOLE & WEST RIDING S.S. CO. LTD, CIRCA 1909

the laminated hull carved and finished with ebonised topsides, brass bilge keel, gilt propeller, lined and lacquered boxwood desk with gilt-plated fittings as appropriate including anchors with studded chains, winches, ventilators, bitts, fairleads, hose drums, companionways, raised covered cargo hatches with red painted sides and buttresses, cutaway masts, open bridge with binnacle, helm, telegraphs, awning stanchions, green starboard lanterns, line to superstructure, lifeboat rigged in davits, cutaway funnel with safety valve extension pipe and much other fine detail, mounted on back-silvered mirror within original display case with angled end mirrors and ivory builder's plate — 18 x 67in. (46 x 170cm.)

£3,000-£5,000

Built by Wm Pickersgill & Sons Ltd, Sunderland in 1909 for the Goole & West Riding Steam Sg Co Ltd, the S.S. *Ezardian* was, at 875 tons, a relatively small ocean tramp and plied a general trade along the east coast of the UK at a steady 10½ knots. Sold to the Steven Line in 1917, her horizons expanded to European waters and it was off Vlissingen she collided with the Holland-America steamer *Zuiderdijk* on the 2nd September 1922 whilst carrying steel bars between Antwerp and Stockholm, seven men were lost.



338

338

A 1:24 SCALE MODEL OF THE PASSENGER/CARGO S.S. *EVANDALE*, BUILT FOR R. MACKILL & CO, GLASGOW BY CHARLES CONNELL & CO., SCOTSTOUN, 1894

carved from ¾in. laminated pine hollowed behind, ebonised topsides, lined decks and remnant fittings and superstructure (*overall wear; missing parts and display board*) — 13 x 90in. (33 x 229cm.) File of historical data.

(2)

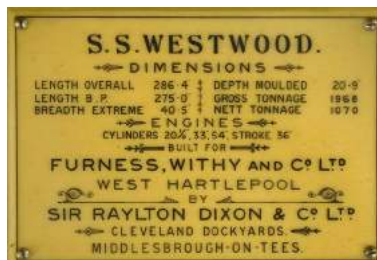
£400-£600

This 3775 ton ship became *Brabandier* (1916); *Eleonore* (1923) and finally *Maria Matilde* (1924). On 21st April 1926 she was loading in Genoa harbour when she suddenly capsized and became a total loss. This model was discovered a few years ago in a dove-cote about to be demolished and was saved by the vendor who researched her career in depth.

This lot will be available for viewing at Imperial Road



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339 (detail)

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A MIRROR-BACKED BUILDER'S MODEL FOR THE S.S. WESTWOOD BUILT FOR FURNESS, WITHEY & CO. LTD BY SIR RAYLTON DIXON & CO. LTD, 1907

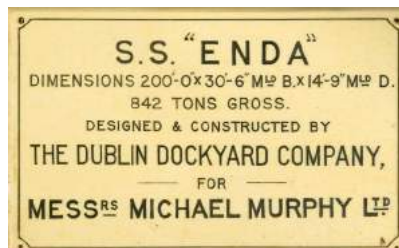
the carved hull with gold plated propeller and anchor, Plimsoll marks and rudder, with lined and lacquered boxwood decks and covered holds, gold plated fittings as appropriate including studded anchor chain, bitts, ventilators, companionways, cutaway masts with derricks and winches, superstructure with open bridge with railings, binnacle, telegraph and helm, covered lifeboats rigged in davits, funnel, engine room lights, emergency helm with named gear cover and other details, mounted on original front-silvered mirror above the water line with angled end mirrors and ivoryine builder's plate within glazed wooden case with top glass (*top glass cracked, wear to mirror*). Overall measurements — 17 ¼ x 85½ x 9in. (44 x 217 x 23cm.)

£1,500-£2,000

A general purpose (and defensively armed) cargo ship of 1968 tons, the *Westwood* was in passage between Barry and Le Havre when, on the 3rd October 1918, she was spotted about five miles off the Lizard by U-112 which torpedoed and sank her with the loss of one life.



340



340 (detail)

340

A MIRROR-BACKED BUILDER'S MODEL FOR THE COASTER S.S. ENDA BUILT BY THE DUBLIN DOCKYARD COMPANY FOR MICHAEL MURPHY LTD, 1911

the laminated and carved hull with silvered propeller and anchor, lined lacquered wood deck and superstructure with silvered fittings including deck rails, bitts, studded anchor chains, winches, cutaway masts with booms, companionways, open bridge with helm, binnacle and telegraph, stayed funnel, covered boats in davits, stern capstan and other details, mounted on a later back-silvered mirror with angled end mirrors within wooden case with glazed top and builder's plate. Overall measurements — 20¾ x 66 x 9in. (53 x 167.5 x 23cm.)

£1,500-£2,000

This 842 ton coaster enjoyed a lengthy career and changed name several times: *Anglesey Coast* (1929); *Norman Queen* (1937); and finally *Kylecroft* (1937) under which name she was finally sold for breaking in 1955.



341



341 (detail)



341 (detail)

341

A HALF-BLOCK BUILDER'S MODEL FOR THE IRON SAILING SHIP JAMES CRAIG (Ex-CLAN MACLEOD), BUILT FOR T. DUNLOP & SONS BY BARTRAM & HASWELL, SUNDERLAND, 1874

carved from 1in. laminated yellow pine with ebonised topsides, boxwood stringing, finely carved female figurehead, cut-away bowsprit and masts, scored decks with lined deck housing as appropriate, mounted on blue-green painted display board with engraved brass builder's plate lower right (*old wear, missing components*) — 12 x 54¼in. (30.5 x 139cm.) overall
£3,000-£5,000

An iron framed ship of 671 gross tons, the *Clan Macleod* was a typical barque-rigged cargo ship of her day and served with the Dunlop fleet from her launch until 1883 when sold to Sir Roderick Cameron who in turn sold her to Mr J.J. Craig of Auckland, New Zealand in 1899. He re-named her after himself in 1905 and sold her on in 1911. She continued plying an ever dwindling trade, becoming ever more uneconomic against steam propulsion and, in 1932 her last owner, the Catamaran Coal Mining Company (who had used her as a collier), gave up and abandoned her as a beached hulk at Recherche Bay, Tasmania. It seems her iron frames withstood the next forty years tolerably well as, in 1972, she was purchased by a trust and restored to her former glory. She now sails regularly from her home port of Sydney, Australia, as one of only four preserved square-rigged 'tall ships' built in the 19th Century fully 144 years since her launch in Sunderland.



The 'James Craig' (ex-'Clan Macleod') as she is today



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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 GARONNE No.2*, cut-away raked twin funnels and mast, mounted on a contrasting wood waterline display board with ivorine yard number '59' to centre — 9 x 59in. (23 x 150cm.)

£1,000-£1,500

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.



343

343

A FINE BUILDER'S DISPLAY MODEL OF THE ROYAL MAIL LINE TURBINE STEAMER *ANDES*, BUILT BY HARLAND & WOLFF LTD, BELFAST, AND MODELLED BY BASSETT-LOWKE, NORTHAMPTON, 1938

the carved hull with glazed brass port holes and lowered companionways, scored decks with wood and metal fittings as appropriate including anchors with studded chains, winches, capstans, fairleads, bollards, deck rails, ventilators, hatches, superstructure with wheel house and over-bridge with binnacle, DF aerial, range finder, passenger accommodation, deck lights, stayed funnel with ladder and hooter, engine room lights, two swimming pools, tables, chairs, aft steering with helm, fourteen lifeboats in davits and other details, mounted on moulded and painted sea base with builder's plates (*rigging restored, cover missing*), overall measurements — 29 x 91½ x 19½in. (74 x 232.5 x 49.5cm.)

£3,000-£5,000

Andes displaced 25,689 tons gross, measured 669 feet in length with an 83½ feet beam, and was powered by her builder's own steam turbines driving twin screws to give her a maximum speed of 12 knots. Designed as a prestigious addition to the company's South American fleet, she had accommodation for 403 First and 204 Second Class passengers catered for by a crew of 451.

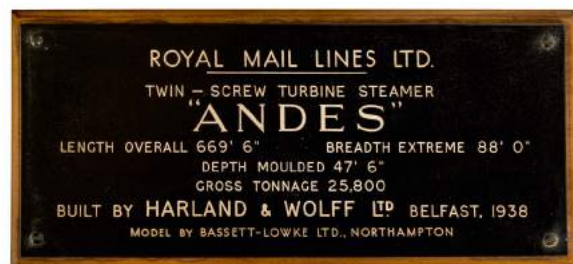
Her maiden voyage was scheduled for 26 September 1939 to coincide with the company's centenary but the outbreak of War caused these plans to be abandoned and she was instead requisitioned for conversion into a troopship. With berths for 4,096 men, she made her first troopship voyage in December 1939 and was employed thus throughout the War. In May 1945 she took the Norwegian government-in-exile home to Oslo but was soon afterwards released from her wartime duties and extensively reconditioned by her builders for peacetime service. With altered accommodation, she commenced her commercial sailings in January 1948, making her passage from Southampton to Buenos Aires in 18 days, and thereafter settled into a regular routine which lasted 11 years.

By 1959, passenger traffic had declined to the extent that she was rebuilt as a cruise liner and this final role lasted until 1971 when she was sold to Dutch ship breakers for £300,000. In a career lasting thirty-two years she had steamed 2¼million miles, and had proved herself a worthy vessel to carry the Royal Mail Line's colours almost to the end of its existence as one of the world's premier shipping lines.

Provenance: This model was recently re-discovered during renovation work at The Royal Alexandra & Albert School, Reigate, when a long-locked storeroom was emptied and this model was found hidden at the back. No record of the model's existence at the school has been discovered.

This lot will be available for viewing at Imperial Road

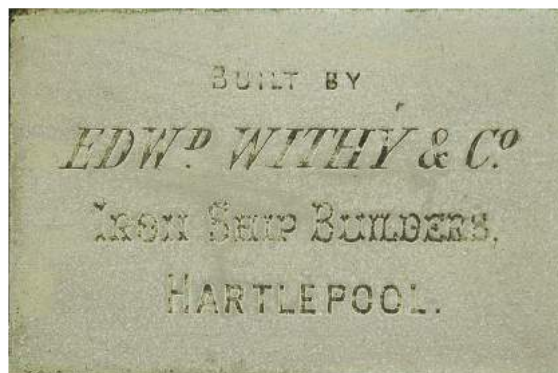
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343 (detail)



344



344 (detail)

344

A BUILDER'S MODEL FOR THE S.S. CYANUS, BUILT BY EDWARD WITHERY & CO, HARTLEPOOL FOR STEEL YOUNG & CO., LONDON, 1880

the laminated yellow pine hull lacquered below the waterline and ebonised over, with lined decks and superstructure, metal and wood fittings including deck rails, anchors with davits and winches, companionways, covered hatches, ship rigged masts with yards, spanker boom and derricks, open bridge with helm and binnacle, ventilators, stayed funnel with livery, open boxwood lifeboats in davits, deck house with water buckets, emergency helm and other details, mounted on twin brass supports to display base with inset silvered builder's plate and contained within original glazed display case with later plaque to front. Overall measurements — 21 x 47 x 14in. (53.5 x 119.5 x 35.5cm.)

£4,000-£6,000

See illustration on section title page

The *Cyanus* was the first iron ship built in Hartlepool. Registered at 1,635 tons, she measured 265 x 34.4 x 16.6ft and was powered by a two cylinder compound engine made locally by T. Richardson. In 1893 she was bought by Ferguson & Reid of Glasgow. On the 9th February 1897 she was en-route from Bilbao carrying iron ore when, at 10pm, she struck some rocks near Ile de Sein, Ushant in thick fog and foundered so quickly none of the boats could be launched. Twenty of her crew were drowned with a single survivor - the lookout, one Laurence Nicholson - found by local fishermen clinging to an upturned boat at 9am the following day. This model remains in fine and original condition and is interesting for having the transitional sail-steam fully rigged masts with yards and spanker booms, at over 1,600 tons it would require a stiff breeze to enable her to make much headway and they were really there to give confidence to the crew and handful of passengers she may have carried.

This lot will be available for viewing at Imperial Road



345



345 (detail)



345 (detail)

345

A FINE BUILDER'S MODEL OF THE M.V. *BONNINGTON COURT*, BUILT BY R. DUNCAN & CO., GLASGOW FOR THE COURT LINE, 1929

the laminated carved hull finished in red and pink with ebonised top sides with silvered propeller and lowered companionway, lacquered boxwood decks and superstructure with lining, silver plated fittings including deck rails, anchors with chains and winches, awning stanchions, companionways, bitts, bollards, white painted masts and derricks rigged with blocks, enclosed bridge with fitted over bridge and wings with lamps, fitted boats in davits, stayed funnel, engine room lights, covered holds, exposed rudder-head quadrant and steering chains, and other details, mounted on oxidised brass supports to plush-line display base with ivoryine builder's plate within original glazed wooden case. Overall measurements — 20 x 60 x 15½in. (51 x 152.5 x 39.5cm.)

£5,000-£8,000

Registered at 4,909 tons and 405½ x 55½ x 25¼ft, *Bonnington Court* was a large merchantman for her day and an early adopter of oil instead of coal. On the 19th January 1941 she was between Harwich and the Tyne with a general mixed cargo when she was caught by the Luftwaffe whose bombs set her ablaze before she sank with the loss of two crew.

This lot will be available for viewing at Imperial Road

END OF SALE

**NEXT SALE 30th April 2019,
entries currently being invited,
closing 1st March 2019**

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1. Introduction

- (a) The contractual relationship of Charles Miller Ltd. and Sellers with prospective Buyers is governed by:-
 - (i) these Conditions of Business for Buyers;
 - (ii) the Conditions of Business for Sellers displayed in the saleroom and available from Charles Miller Ltd.;
 - (iii) Charles Miller Ltd.'s Authenticity Guarantee;
 - (iv) Any additional notices and terms printed in the sale catalogue, in each case as amended by any saleroom notice or auctioneer's announcement.
 - (v) As auctioneer, Charles Miller Ltd. acts as agent for the Seller. Occasionally, Charles Miller Ltd. may own or have a financial interest in a lot.

2. Definitions

"Bidder" is any person making, attempting or considering making a bid, including Buyers;
"Buyer" is the person who makes the highest bid or offer accepted by the auctioneer, including a Buyer's principal when bidding as agent;
"Seller" is the person offering a lot for sale, including their agent or executors;
"CM" means Charles Miller Ltd., Auctioneers, 6 Imperial Studios, 3/11 Imperial Road, London SW6 2AG, company number 6282355.
"Buyer's Expenses" are any costs or expenses due to Charles Miller Ltd. from the Buyer;
"Buyer's Premium" is the commission payable by the Buyer on the Hammer Price at the rates set out in the Guide for Prospective Buyers;
"Hammer Price" is the highest bid for the property accepted by the auctioneer at the auction or the post auction sale price;
"Purchase Price" is the Hammer Price plus applicable Buyer's Premium and Buyer's Expenses;
"Reserve Price" (where applicable) is the minimum Hammer Price at which the Seller has agreed to sell the lot.

The Buyer's Premium, Buyer's Expenses and Hammer Price are subject to VAT, where applicable.

3. Examination of Lots

- (a) CM's knowledge of lots is partly dependent on information provided by the Seller and CM is unable to exercise exhaustive due diligence on each lot. Each lot is available for examination before sale. Bidders are responsible for carrying out examinations and research before sale to satisfy themselves over the condition of lots and accuracy of descriptions.
- (b) All oral and/or written information provided to Bidders relating to lots, including descriptions in the catalogue, condition reports or elsewhere are statements of CM's opinion and not representations of fact. Estimates may not be relied on as a prediction of the selling price or value of the lot and may be revised from time to time at CM's absolute discretion.

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- (b) CM advises Bidders to attend the auction, but CM will endeavour to execute absentee written bids provided that they are, in CM's opinion, received in sufficient time and in legible form.
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- (b) The auctioneer will commence and advance the bidding in such increments as (s)he considers appropriate and is entitled to place bids on the Seller's behalf up to the Reserve Price for the lot, where applicable.
- (c) Subject to Condition 7(a), the contract between the Buyer and the Seller is concluded on the striking of the auctioneer's hammer.
- (d) Any post-auction sale of lots shall incorporate these Conditions of Business.

8. Payment and Collection

- (a) Unless otherwise agreed in advance, payment of the Purchase Price is due in pounds sterling immediately after the auction (the "Payment Date").
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- (d) The buyer must arrange collection of lots within 10 working days of the auction. Purchased lots are at the Buyer's risk from the earlier of (i) collection or (ii) 10 working days after the auction. Until risk passes, CM will compensate the Buyer for any loss or damage to the lot up to a maximum of the Purchase Price actually paid by the Buyer. CM's assumption of risk is subjected to the exclusions detailed in Condition 5(d) of the Conditions of Business Sellers.

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Without prejudice to any rights that the Seller may have, if the Buyer without prior agreement fails to make payment for the lot within 5 working days of the auction, CM may in its sole discretion exercise 1 or more of the following remedies:-
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 - (b) Cancel the sale of the lot;
 - (c) Set off any amounts owed to the Buyer by CM against any amounts owed to CM by the Buyer for the lot;
 - (d) Reject future bids from the Buyer;
 - (e) Charge interest at 4% per annum above HSBC Bank Plc base Rate from the Payment Date to the date that the Purchase Price is received in cleared funds;
 - (f) Re-sell the lot by auction or privately, with estimates and reserves at CM's discretion, in which case the Buyer will be liable for any shortfall between the original Purchase Price and the amount achieved on re-sale, including all costs incurred in such re-sale;
 - (g) Exercise a lien over any Buyer's Property in CM's possession, applying the sale proceeds to any amounts owed by the Buyer to CM. CM shall give the Buyer 14 days written notice before exercising such lien;
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 - (i) Disclose the Buyer's details to the Seller to enable the Seller to commence legal proceedings.

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11. Data Protection

- (a) CM will use information supplied by bidders or otherwise obtained lawfully by CM for the provision of auction related services, client administration, marketing and as otherwise required by law.
- (b) By agreeing to these Conditions of Business, the Bidder agrees to the processing of their personal information and to the disclosure of such information to third parties worldwide for the purpose outlined in Condition 11(a) and to Sellers as per Condition 9(i).

12. Miscellaneous

- (a) All images of lots, catalogue descriptions and all other materials produced by CM are the copyright of CM.
- (b) These Conditions of Business are not assignable by any Buyer without CM's prior consent, but are binding on Bidders' successors, assignees and representatives.
- (c) The materials listed in Condition 1(a) set out the entire agreement between the parties.
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If Charles Miller Ltd sells an item of Property which is later shown to be a "counterfeit", subject to the terms below Charles Miller Ltd. will rescind the sale and return the Buyer the total amount paid by the Buyer to Charles Miller Ltd. for that Property, up to a maximum of the Purchase Price.

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Charles Miller Ltd

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Instruments & Art

Date
6th November 2018

Code: SPEEDY

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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.

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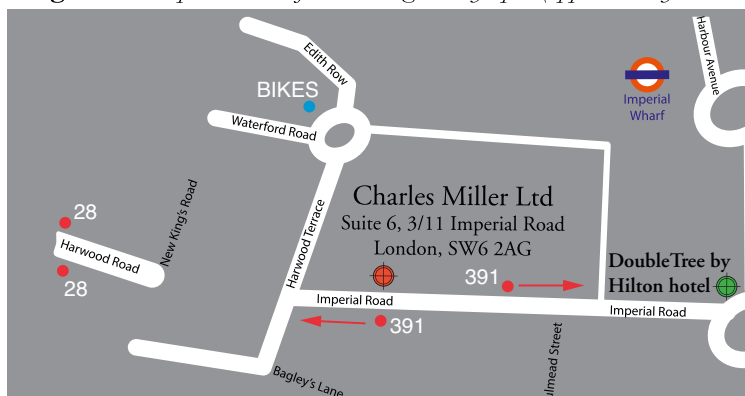
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