

Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 26th April 2022



Auction Enquiries and Information

Sale Number: 029
Code name: PETER

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

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

All book lots are sold not subject to return.

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

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

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

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

Charles Miller Ltd

Maritime and Scientific Models, Instruments & Art

TO BE SOLD BY LIVE WEBCAST AUCTION

Tuesday 26th April 2022 at 10am, precisely

Viewing

We will be offering viewing by appointment only from our offices at 6 Imperial Studios, 3-11 Imperial Road, London SW6 2AG during office hours (10am - 5pm) from **Monday, 11th April – Monday, 25th April**.

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

Bidding Options

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

Post Sale Collection

The office will not be open to the public on sale day for viewing, bidding or collections, lots may be collected from 10am on Wednesday, 27th April.

Order of Sale

Mercantile (Sail)	1-97
Mercantile (Steam)	100-162
Naval (Sail)	165-236
Naval (Steam)	237-318
Navigational & Scientific Instruments	320-380



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

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

Explanation of Cataloguing Practice

Pictures

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

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

"Attributed to..."

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

"Studio of..."

"Workshop of..."

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

"Circle of..."

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

"Follower of..."

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

"Manner of..."

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

"After..."

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

"Signed..."

"Dated..."

"Inscribed..."

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

"With signature..."

"With date..."

"With inscription..."

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

Models

"Builder's model..."

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

"Boardroom model..."

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

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

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

"Restored..."

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

"Restored overall..."

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

Model Scales

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

Measurements

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

Condition

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

Ø PROPERTY INCORPORATING MATERIALS FROM ENDANGERED SPECIES (CITES)

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

Please note that as of January 2022, the EU has banned the import of any item containing elephant ivory.

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

Mercantile (Sail)





1



2 (part)

1. δ

ROWLAND FISHER (BRITISH, 1885–1969)

Lowestoft smacks

Signed 'Rowland Fisher' (lower left) and inscribed verso

Oil on panel

12 x 15¾in. (30.5 x 40cm.)

£150-250

2.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Fishing boats on the Medway

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

Pl. 6 x 8in. (15 x 20cm.); **together with** another two marine etchings by Norman Wilkinson and Harold Wyllie

(3)

£200-300



3

3.

A QUANTITY OF BLOWN GLASS NET FLOATS

comprising two 14in. examples and twenty four 5in. examples, mostly covered in knotted rope or twine, mostly in blue and green glass

(a lot)

£200-400



3A (part)

3A. ♂

JAMES MCBEY (BRITISH, 1883-1959)

Thames barges at Mistley, Essex

Watercolour over pen and ink

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

9½ x 12in. (24 x 30.5cm.); **together with** Leslie Arthur Wilcox, *A yachting emergency*, a 20thC English Primitive School oil of Sir Thomas Lipton's *Shamrock*; *Thames sailing barge* by Douglas Ian Smart, circa 1905; pencil sketch of a Thames barge by Frank H. Mason; a pencil sketch *Hog boat* by Edward William Cooke and two 19thC yachting watercolours

(8)

£200-400



4

4.

JOHN HENRY MOHRMANN (BELGIAN, 1857-1916)

The sailing barge 'Doris'

Signed and dated 'Antwerp 1905' (lower left) and inscribed with title and 'Capt. E. Francis' (lower left)

Oil on canvas

22½ x 38in. (57 x 96.5cm.)

£400-600

Built in 1904 for R. & W. Paul of Ipswich, *Doris* was one of the Dunkirk 'Little Ships' of Operation Dynamo (1940) but was lost in the action.



5 (part)

5. ♂

PHILIP CONNARD (BRITISH, 1875-1958)

Greenhithe Slipway

Signed 'Philip Connard' (lower left)

Watercolour

9 x 12in. (22.5 x 30cm.); **together with** another by the same hand of Greenhithe

(2)

£150-250



6 (part)

6.

JAMES ORROCK (BRITISH, 1829-1913)

Hay barge off Maldon

Watercolour heightened with bodycolour

Signed and dated 'J. Orrock 1904' and inscribed 'Maldon' (lower left)

11½ x 23¾in. (29 x 60cm.); **together with** another three oils

(4)

£150-250



7

7.

ARTHUR JOSEPH MEADOWS (BRITISH, 1843-1907)

Off Dawlish — Evening

Signed indistinctly and dated '1862' (lower left) and with old label to verso

Oil on canvas

9¾ x 17½in. (25 x 44.5cm.)

£600-800



8

8.

MILLSON HUNT (BRITISH, ACT. 1875-1900)

On the Cornish coast, the wreck of 'Marie'

Oil on canvas

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

29½ x 49½in. (75 x 125.5cm.)

£300-500



9

9.

A SAILOR'S MODEL FOR THE SHIP *MERMAID*, CIRCA 1880

the hull carved from the solid with simple deck fittings, painted masts with yards, standing and running rigging with tackle, mounted on a wooden display base within original glazed wooden case, overall measurements — 17 x 23½ x 9½in. (43 x 60 x 24cm.)

£150-250



10

10.

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

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

£350-450

Provenance: Monkwearmouth Historical Society, deaccessioned 2017



11

11.

NICHOLAS PERCY FOX (BRITISH, 19TH/20TH CENTURY)

Fishing boats at sunset

Signed and dated 'N. Percy Fox 1911' (lower left)

Oil on canvas

29¼ x 49½in. (75.5 x 126cm.)

£500-800



12.

A BUILDER'S MODEL FOR THE WOODEN TEA CLIPPER SHIP *SPIRIT OF THE AGE*, BUILT FOR T.A. GIBB OF LONDON BY JOHN PYLE, SUNDERLAND, 1854

the 47in. hull planked and pinned in contrasting woods, with scored aft and deck sections, with saloon light, the bow inscribed with name and some foliate gilt decoration, loosely mounted on cradle stand, overall measurements — 11 x 47 x 8in. (28 x 119 x 20cm.); **together with** coloured lithograph after Thomas Dutton published by Day & Son depicting *Spirit of the Age* underway, in verre églomisé frame — 22½ x 26in. (57 x 66cm.) overall

(2)

£600-800

Spirit of the Age was constructed of oak and teak and registered 878 old tons. She had a brief, fast life as did so many tea clippers of the day. Her maiden voyage to Sydney was timed at 73 days (beating an American clipper in a race) and her best passage out of Whampoa in 1856 was 100 days. In 1859 she collided with H.M. steam tug *African* in the mouth of Thames and, after repairs to bowsprit and figurehead, set sail for Shanghai. By the time she had reached the Sunda Strait, her leaks were uncontrollable and she was towed into Batavia where she was condemned.

13.

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

In home waters

Signed and dated 'W.M. Birchall 1928' and inscribed with title Watercolour heightened with white
10 x 13¾in. (25.5 x 35cm.)

£150-250



13

14.

LOGBOOK OF THE GENERAL TRADING SCHOONER *CORYMBUS*, 1866-71

kept between 5 February 1866 to 28 October 1871, plying between London, various ports in England and Scotland, Dublin, Rotterdam, Boulogne and other continental ports, for the most part dealing with the weather, but also standard duties: washing clothes, cleaning the ship, mending the sails and masts, etc., and, on 30 March 1867, taking on 20 tons of manure, the *Corymbus* under the control of Captain William Willis and the log written by George Webster, mate, no. of certificates 68:453, contemporary boards with paper label on front cover, *small oil stain at head of first few leaves, clumsily rebacked* — 11½ x 9¾in. (29 x 24.5cm.)

£150-250

15.

THE MERCHANT SHIP *BOSWORTH*

a copy of part of the logbook of *Bosworth*, inscribed by Henry Scott, Chief Officer, and Thomas Turnbull, Master, 23 ff., a contemporary copy, contemporary marbled wrappers, 4to — 9¾ x 7¾in. (23.5 x 19.5cm.); **together with** four folio leaves, also relating to the *Bosworth* and signed by Thomas Turnbull, 1857

£80-120

The above describes *Bosworth's* voyages to Auckland, Lyttelton and Dunedin in New Zealand. On her first voyage to Dunedin with 107 passengers, two sailors attempted to set the ship on fire and were sent to prison on her arrival at Dunedin. On subsequent voyages, the *Bosworth* also carried passengers and a large supply of ammunition for the Imperial troops.



14



16 (part)

16. ♂

A.D. BELL (BRITISH, 1884-1966)

The race home; Awaiting the tide

Both signed and dated 'A.D. Bell 1946'

Watercolour and gouache

9½ x 14¼in. (24 x 36cm.)

2, a pair; **together with** another two by the same hand *Newlyn; Selling the catch*, signed and dated '1951'

(4)

£300-500



17

17. ♂

CLAUDE MUNCASTER (BRITISH, 1903-1974)

'Olivebank' rounding the Horn

Signed and dated 'Claude Muncaster, 1951' in pen and ink (lower right)

Watercolour

13 x 19in. (33 x 48.5cm.)

£150-250

The four-masted barque *Olivebank*, built by Mackie Thompson, Govan for the Bank Line in 1892, registered 2824 tons — thought to be one of the largest of her type ever built. After fifteen years with Bank Line, she changed hands several more time and by 1938 was under Finnish colours. She struck a mine in the North Sea just five days after War was declared on 3rd September 1938 with the loss of fourteen men including Captain Granith — seven others were saved from the rigging two days later.



18

18.

AN ATTRACTIVELY PRESENTED FOLK ART HALF-BLOCK MODEL FOR THE CLIPPER SHIP *SPINNING JENNY*, CIRCA 1852

the 35in. laminated hull carved in contrasting woods, ebonised above the waterline, red lined portholes with marbles behind, chainplates, finely carved female figurehead, foliate carved stern, the painted deck with deck rails, davits and anchor on chain, mounted on display board painted with seascape and sky — 14 x 46in. (35.5 x 117cm.)

£1,200-1,800

Built by John Pile of Monkswearmouth, Sunderland for T.A. Gibb & Co. of London for their China trade, *Spinning Jenny* merited a glowing review in the North & South Shields Gazette for 18th June 1852 where it was stated *this ship has excited more than ordinary interest by the peculiarity of her dimensions and construction...* (Registered at 469 (new) tons, she was 165ft overall with a breadth of 26ft and depth of 17ft) *her keel and rake is nearly six times her breadth and overall nearly seven times. Her bow the most approved clipper form and her stern a beautiful elliptic. Her lines are on the principal of a pilot coble for 4.5ths of her length. She is extremely sharp forward... it is calculated this vessel will not be surpassed, if equalled, by anything afloat. She is ornamented with a female figure representing the daughter of Hargrave, the inventor of the spinning jenny...* Our correspondent adds that by common consent the championship of the port is awarded to the Messrs. Pile and that in this instance the justly admired Aberdeen clippers have been fairly eclipsed. Be that as it may, it seems *Spinning Jenny* was lost on her maiden voyage from London to Shanghai on 16th November 1852 on the Royal Charlotte Shoal, her crew being rescued by the Portuguese *Revolução*. She does not appear in Lloyd's Register.



19 (part)



20

19.

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

The Highway of the Nations; Early morn — on the Dogger Bank

Signed 'W.M. Birchall 1922' and titled (lower left)

Watercolour and gouache

10 x 14in. (25.3 x 35.5cm.)

(2, a pair)

£150-250

20.

A SAILORWORK PROFILE CARVING OF THE FOUR-MASTED BARQUE *FANNIE KERR*, CIRCA 1895

finely carved with all sails set, located within a rope-relief frame and inscribed *FANNIE KERR* along the lower edge, the reverse with remnant ?tea packing case stencilling for 'JUBILEE BRAND' — 7 x 13¼in. (18 x 33.7cm.)

£80-120

Launched October 1892 at the shipyard of T. Royden & Sons, Liverpool, for E.R. Peel & McAllester & Sons, Liverpool, *Fannie Kerr* registered over 2,400 tons. On 29 April 1902 the cargo of coal caught fire on a voyage from Newcastle, NSW, to San Francisco and the ship had to be abandoned.



21

21.

A BUILDER'S HALF BLOCK MODEL BELIEVED TO BE OF THE FULL RIGGED SHIP *ABERGELDIE*, 1869

the 53in. hull carved and laminated in ¾in. sections, with ebonised stringing along topsides with some penwork scroll decoration to stern and plain satinwood deck, mounted on wooden display board — 13½ x 62½in. (34 x 159cm.)

£2,000-3,000

The maquette figurehead for this vessel (a full-length highlander) was sold in these Rooms 27th April, 2021 (lot 12) where the ship's history may be located.



22

22.

CHARLES TAYLOR JNR. (BRITISH, Fl. 1841-1883)

Mixed shipping off the Seven Sisters, South Coast

Signed 'Chas. Taylor' (lower right)

Watercolour heightened with bodycolour

15 x 31in. (38 x 78.5cm.)

£300-500



25

25.

A COPPER AND BRASS ANCHOR LAMP FROM THE CUTTY SARK, CIRCA 1900

with Fresnel type cylindrical lens, the copper lamp housing with iron strapwork and anchor plaque, the chimney stencil cut *Cutty Sark*, handle with ropework suspension, lacks wick assembly within — 17½in. (44cm.) high

£400-600

Provenance: Andrew Crumley (1932-2017), employed as a shipwright aboard *Cutty Sark* during one of her 1950s refits, and thence by descent.



23 (part)

23. ♂

HENRY EDWARD SPERNON TOZER (BRITISH, 1864-1955)

A Rye huffer coming up channel past Owers lightship

Signed and dated 'H.E. Tozer 1882' (lower left)

Oil on canvas

17½ x 29½in. (44.5 x 75cm.); **together with** another harbour scene by Carl Hanbury

(2)

£200-300

24.

FOLLOWER OF EDWIN HAYES (BRITISH, 1819-1904)

Fishing boat off a coast

Bears a signature

Oil on canvas

9½ x 13½in. (24 x 34cm.); **together with** three photographic prints after Thomas Rose Miles

(4)

£80-120

26. Ø

A BALEEN BOSUN'S STARTER FROM THE CUTTY SARK

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

(6)

£200-300

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



26 (part)



27

27.

**A BUILDER'S HALF BLOCK MODEL FOR THE DUTCH BARQUE
VICE-ADMIRAL MAIJ, CIRCA 1865**

the 45in. hull carved from 1in. laminated hardwood, with cutaway masts and bowsprit, mounted on display board with painted metal plate, overall measurements — 11 x 53½in. (28 x 136cm.)

£1,000-1,500

Vice-Admiral Maij ("May") was a 399 ton barque built by Meursing & Huigens Concordia yard, Amsterdam, launched in October 1865.



28

28.

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.) high

£1,500-2,500



29 (part)

29. Ø

A COLLECTION OF SAILORS' TOOLS, 19TH CENTURY

comprising four seam rubbers in whalebone and wood, a whalebone fid with ropework handle, three sail-maker's wooden shuttles, two small whalebone busks, two sail-maker's steel needles

(a lot)

£250-350

30.

WILLIAM JOHN HUGGINS (BRITISH, 1781-1845)

The Australian female convict ship 'The Lady Macnaghten' off the Eddystone Lighthouse, 1828

Signed 'W. Huggins' and indistinctly dated (lower left)

Oil on canvas

31 x 49½in. (78.5 x 125.5cm.)

£2,500-3,500

Provenance: Oliphant & Company, Madison Ave., New York



31.

ENGLISH SCHOOL, 19TH CENTURY

The 'Anne' leaving harbour

Oil on canvas

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

£100-200

30



32

32.

AN ATTRACTIVE PAIR OF GIMBALLED SHIP'S SALOON LAMPS, CIRCA 1870

glass ballast with facet-cut oil reserves above, with wick assembly stamped *British Starhinge Burner*, glass shades and brass gimbal mounting — 12 x 7½in. (30.5 x 19cm.) high

(2)

£300-500



33

33.

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.)

£1,500-2,500



34 (part)

34.

T.H. MÖLLER (DANISH, 19TH CENTURY)

Shipping off a headland with lighthouse

Signed and dated 'T.H. Möller '78' (lower right)

Oil on canvas

20½ x 31in. (52 x 79cm.); **together with** two prints of seascapes

(3)

£200-400

35.

A SHIP'S BELL FOR THE COMPOSITE BARQUE *DONA JUANA*, BUILT BY CHARLES CONNELL, GLASGOW FOR A. MARTINEZ, HAVANA, 1872

cast in bell metal with name inscribed over an arc, complete with original clapper and decorative brass suspension stop — 6¼in. (16cm.) diam

£150-250



37



114 (part)

35

36. Ø

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

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

37.

A NAUTILUS SHELL CARVED BY C. WOOD, CIRCA 1860

depicting and entitled *St. Juno's Church, Llandudno, North Wales* and signed and inscribed to top *Executed with a penknife by C. Wood* — 5in. (12.5cm.) wide

£150-250



36 (front)



36 (reverse)



38.
A CARVED COCONUT BOX IN THE FORM OF A FISH
 the hinged top with thin handle and securing hook, glass eyes, carved with foliate design, added tail and stand — 5¼ x 6½in. (14.5 x 16.5cm.)
 £250-350

39.
A CARVED COCONUT BUGBEAR, CIRCA 1800
 carved in the round with birds, flora and fauna, the terminal with hirsute bugbear face — 4½in. (11cm.) high
 £250-350



42.
A LARGE CARVED SAILORWORK GOURD, CIRCA 1840
 carved in the round in two tiers depicting men and animals on a plantation, the top and base with geometric designs — 12in. (30.5cm.) high
 £250-350

40.
A FINELY CARVED NAPOLEONIC PERIOD BUGBEAR COCONUT
 carved overall with cartouches for War, Music and a stylised coat of arms, one end with glass eyes and face with open, bearded mouth — 5in. (12.5cm.) high
 £200-300

41.
A CARVED COCONUT BUGBEAR FLASK, CIRCA 1830
 carved in the round and depicting a top-hatted man with a lady carrying a parasol, dogs, etc., typical face to top, silver side rings and spout — 5½in. (14cm.) high
 £500-800



43.
A MARINE STRAW WORK BOX, FRENCH, CIRCA 1830
 the lid with attractive depiction of ships at anchor including an early paddle steamer, figures and buildings, mirrored lid with simulated theatrical curtains — 11in. (28cm.) wide
 £200-300



44. Ø

A FINE GOLD-MOUNTED NARWHAL AND MARINE IVORY WALKING STICK

the tusk with foliate mounts with the hallmarks for Glasgow 1900 and substantial marine ivory handle — 36¾in. (93.5cm.) high
£2,000-3,000

45. Ø

A 19TH CENTURY SAILORWORK CANE

the tapering shaft with contrasting wood sections and carved marine ivory bulbous handle — 33¼in. (84.5cm.)
£150-250

46. Ø

A SAILORWORK WHALEBONE GOING ASHORE STICK, 19TH CENTURY

with thin three-section fluted shaft with herringbone section before contrasting handle formed from two small whale's teeth — 36¾in. (93.5cm.)
£150-250

47. Ø

A NOVELTY SAILORWORK MARINE IVORY AND WOOD WALKING STICK, 19TH CENTURY

the shaft carved with contrasting hatchwork and wood sections, the knob as a finely carved parrot with blue glass eyes — 35½in. (90cm.) high
£250-350

48. Ø

A SAILORWORK MARINE IVORY AND WOOD MASONIC WALKING STICK, 19TH CENTURY

the plain tapering Malacca shaft with gold cuff and marine ivory handle inscribed *Ship Warren R.I. Captn. J. Swan*, together with all-seeing eye — 36½in. (93cm.) high; **together with** a wooden barley twist example with knotwork handle
(2)
£100-150

49. Ø

A SAILORWORK WHALEBONE WALKING STICK, 19TH CENTURY

the shaft with barley twist and fluted sections terminating in a marine ivory knotwork handle — 28¼in. (71.5cm.) high
£100-200



additional images and condition reports online at www.charlesmillerltd.com



50. Ø

A SAILOR'S SWEETHEART STAY BUSK, CIRCA 1860

densely worked over one side with geometric designs and initialled *SP* and dated 1860 — 13¾ (35cm.) long; **together with** another with patriotic foliage and anchor initialled *RN* to base — 12in. (30.5cm.) long

(2)

£300-500

51. Ø

A SAILORWORK MARINE IVORY AND BONE MINIATURE WALKING STICK

with barley twist shaft and marine ivory and turk's head knot — 17¼in. (44cm.) high; **together with** a whalebone stay busk engraved over one side with five subdivided character depictions including a Scotsman — 15¼in. (39cm.) high

(2)

£100-150

52. Ø

A 19TH CENTURY WHALEBONE FID

with octagonal faceted grip — 14¼in. (36cm.) long

£400-600

53.

A 19TH CENTURY IRON HARPOON HEAD

possibly for whaling, the head with single barb, shaft with mounting pin and securing hole — 12in. (30.5cm.) long

£150-200

54. Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH

inscribed over both sides depicting a whaler and a cutter under polychrome sun, moon and stars — 5in. (13cm.); 273g.

£250-350

55. Ø

A 19TH CENTURY SCRIMSHAW DECORATED WHALE'S TOOTH

depicting an American whaler and sailor's sweetheart inscribed *Love Eliza* — 6in. (15cm.); 488g.

£250-350

56. Ø

A MARINE IVORY CRIBBAGE BOARD

probably walrus tusk and inscribed over the reverse with seals on an iceflow — 9in. (23cm.); **together with** a marine ivory seal/tamper in the form of a finely carved left leg with anchor device to top, another in whalebone, and a whalebone thimble

(4)

£150-250





57

57.

WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)

Up channel with wind and steam

Signed and dated 'W.M. Birchall 1925' and inscribed with title (lower right)

Watercolour and gouache

10 x 14in. (25.5 x 35.5cm.); **together with** another by the same hand

(2)

£250-350

58.

WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)

Rochester Castle

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

Etching

10½ x 18½in. (27 x 47cm.)

£200-400



58



59. Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER DIPPER

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

£150-250

60. Ø

A 19TH CENTURY SAILORWORK COCONUT SHELL WATER DIPPER

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

£150-250



59

60



61

61.
WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Down channel with a good breeze; At the mouth of the Thames, war time

Both signed 'W.M. Birchall' (lower left); dated 1922, 1918; together with artist's titles

Watercolour

Larger: 10 x 13¾in. (25.5 x 35cm.)

(2)

£150-250

62.
A COLLECTION OF PHOTOGRAPHS

comprising three cruising yachts by Beken of Cowes, a view of T.S. Wellesley; *Bloodhound R.Y.S.*, 1909 and two others

(a lot)

£80-120



63.
A PHOTOGRAPH OF THE J-CLASS RACING YACHTS *CANDIDA* AND *YANKEE* BY BEKEN OF COWES, 1935

sepia-toned photograph inscribed in Indian ink with title and negative number '1929' and signed lower right 'Beken of Cowes'

11 x 15¼in. (28 x 38.5cm.)

64.

'THE LAWSON HISTORY OF THE AMERICA'S CUP'

Winfield Thompson and Thomas Lawson, second, limited, edition, memoirs, photographs and illustrations, original white cloth gilt, 4to., Boston, 1902 [1986]; **together with** *Deep Sea Racing Craft*, numerous diagrams, original cloth gilt, London, [circa 1935], oblong folio — 10¾ x 14¾in. (27.5 x 37.5cm.)

(2)

£80-120



62 (part) *Bloodhound R.Y.S.*



63



65

65.

**A GAFF-RIGGED CUTTER STRAIGHT LINE POND YACHT
ATTRIBUTED STEVEN'S MODEL DOCKYARD, CIRCA 1900**

the 39in. hull carved and hollowed from the solid with detachable lead weighted keel, scored deck with deck rings etc., and mast with boom yard and bowsprit with linen sails and rigging, cork-lined access hatch, loosely mounted in cradle stand — 58 x 66in. overall assembled

£600-800



66

66.

**AN EARLY 20TH CENTURY WOOD SAILING MODEL OF THE LAKE
DISTRICT SHARPIE MAVIS**

the hard chine hull with weighted drop keel planked and screwed deck with cleats and eyes, fitted cockpits with cupboards, mast with yard boom and set of early brick coloured linen sails and rigging — assembled dimensions approximately 57 x 54in. (145 x 137cm.)

£500-800



67

67.

**AN ATTRACTIVE SMALL SIZE GAFF-RIGGED POND YACHT,
CIRCA 1890**

the hull carved and hollowed from the solid with copper keel with lead bar weight and rudder support to silvered rudder, scored deck with brass furniture including deck rails, mast sockets and boom rings etc., racked masts with yards and booms, rigging and full suit of old linen sails, loosely mounted on cradle stand — 40½ x 47½in. (103 x 120.5cm.)

£500-800



67A

67A.

A MODEL STRAIGHT LINE SAILING YACHT HULL FOR A PLANK-ON-EDGE YACHT DESIGN OF CIRCA 1895

the planked and framed hull with lead-weighted keel deck fittings including bowsprit and mast supports, hatch cover with brass lettering inscribed 'JRT', loosely mounted in cradle stand, overall measurements — 16 x 60 x 8in. (40.5 x 152.5 x 20cm.)

£400-600



68

68.

A STRAIGHT LINE POND YACHT CIRCA 1890

the 34in. hull carved from the solid and hollowed with lead-weighted keel, plain deck with furniture including mast sockets, gaff-rigged masts with boom sprit, standing and running rigging, loosely mounted in cradle stand — 44½ x 52in. (113 x 132cm.)

£800-1,200



69

69.

A COLLECTION OF GERMAN INTER-WAR YACHTING PRIZE PLAQUES

comprising 21 plaques, some with enamel burgees, dated between 1919 and 1934, mounted on a display board around bronze profile of Hindenberg, overall dimensions including frame — 21¾ x 16in. (55 x 40.5cm.)

£100-150

70.

AFTER CHARLES NAPIER HEMY

Youth

Engraving etched by Victor Focillon

16 x 28¼in. (40.5 x 71.5cm.); **together with** an etching after Whistler, *Black Lion Wharf*; Regatta signed print by Fritz Neumann and Baxter print *The wreck of the Reliance*

(4)

£100-150



70 (part)



71

71. δ

JAMES MILLER (BRITISH, B. 1962)

The 19-metre racing yachts 'Mariquita' (1911) and 'Tuiga' (1909) racing off Cowes, 2010

Signed 'James Miller' (lower left)

Oil on canvas

27 x 38¾in. (68.5 x 98.5cm.)

£800-1,200

72. δ

JAMES MILLER (BRITISH, B. 1962)

The J-Class racing yachts 'Ranger' and 'Endeavour II' racing off Rhode Island in the America's Cup, 1937

Signed 'James Miller' (lower left)

Oil on canvas

27 x 38¾in. (68.5 x 98.5cm.)

£800-1,200



72

73.

PHIL OS* (ENGLISH SCHOOL, 19TH/20TH CENTURY)**

Yachts racing in Liverpool Bay

Indistinctly signed (lower right)

Watercolour

12 x 30½in. (30.5 x 77.5cm.)

£150-250



73



74

74.

A SET OF 'WOLFF'S PATENT' YACHTING SIGNAL FLAGS, CIRCA 1910

in brown canvas cover, the interior inscribed *CODE OF SIGNALS* with instructions under flanked by numbered linen pockets, each with furled 16 x 12in. cotton signal flag as appropriate and flag book pocket, the top with securing lanyards — 42 x 16in. (107 x 40.5cm.) overall

£400-600

75.

AN ATTRACTIVE PAIR OF PRESENTATION BINOCULARS, CIRCA 1894

unsigned, leather-covered tapering tubes with Galilean optics, focus wheel, 2in. objective lenses with sliding splash cuffs, with silver presentation plates from the West Quay Regatta Club dated 1894 with enamel burgee to one — 6in. (15cm.) high (closed)

£200-300

Founded in 1858, the West Quay [Amateur] Regatta Club later part-formed the Royal Southampton Yacht Club although its burgee was dropped and does not appear in Lloyd's Register of Yachts.

76.

A SILVER AND GLASS CRUET SET FOR THE ROYAL YACHT SQUADRON, 1909

the base with London hallmarks for the Goldsmiths & Silversmiths Co., with shield to front with a crown and R.Y.S., with spaces for salt, pepper and mustard — 3½in. (9cm.) high; **together with** a ceramic vesta holder with enamelled R.Y.S. burgee to front and silver cuff hallmarked for Walker & Hall, 1949

(2)

£250-350



75



76



77

77.
SAMUEL ATKINS (BRITISH, CIRCA 1787-1808)

A West Indiaman in a hard gale

Signed 'Atkins' (lower left)

Watercolour with scratching out

6¼ x 9in. (16 x 23cm.)

£200-400

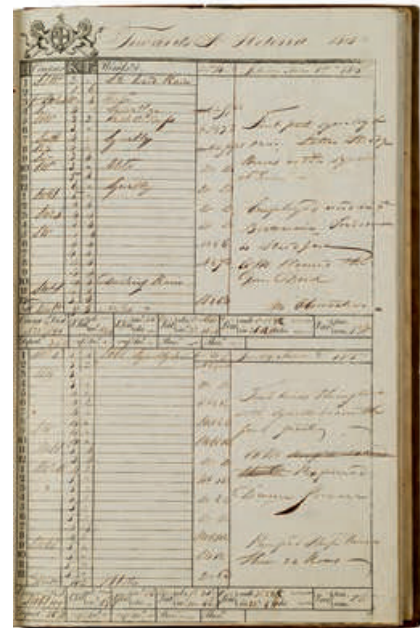
78.

HONOURABLE COMPANY SHIPS, *LADY CASTLEREAGH* AND *LORD ELTON*

in one vol., 46 leaves (including three for the crew and three blank), by John William Young, Chief Officer, contemporary calf, some repairs, 1805, folio — 14¾ x 9¼in. (37.5 x 23.5cm.)

£1,000-1,500

An interesting pair of logbooks. On the way out the *Lady Castlereagh* (later to be shipwrecked in October 1818) sailed with no problems to St Helena where she was refitted between 25 August and 14 September. On the way home *Lord Elton* occasionally saw enemy ships in engagement, arriving in England on 23 November 1805.



78 (detail)

79.

HONOURABLE COMPANY SHIP *ALFRED*, LOGBOOK KEPT BY THOMAS DICKSON

102 ff (26 blank), 3 September 1858-15 June 1859, original cloth, backed boards, printed for Charles Wilson, folio — 12¾ x 10½in. (32.5 x 27cm.)

£1,000-1,500

A logbook describing a voyage from Gravesend to Calcutta (early January 1859) with two leaves listing the passengers and crew. The voyage out contained 450 troops from various regiments and, on 1st March 1859, brought back an unspecified number of troops, returning to England via St Helena and the Azores. The log, which is overwhelmingly concerned with the weather also mentions various ships which passed including the *Gloriana*, *Trafalgar* and a Dutch ship sailing from Batavia to Sydney.

80.

A FLINTLOCK MUSKET FOR THE EAST INDIA COMPANY, CIRCA 1810

the lockplate with 'EIC' device and dated 1810 with crown proof mark, the barrel proof marked and stamped *OPR/XPR/590*, steel ramrod with brass furniture and strap loops — 55in. (140cm.)

overall

£600-800

81.

AN EAST INDIA COMPANY 12-BORE FLINTLOCK HOLSTER PISTOL, CIRCA 1840

the lock with E.I.C. device and proof marked with 'Crown No. 3', the 9in. barrel with hinged ramrod, brass mounts and lanyard loop — 15½in. (39cm.) overall; **together with** a Martini Henry cutlass sword bayonet, circa 1871 (lacks scabard) — 32½in. (82.5cm.) overall

(2)

£200-300

See Illustration of bayonet on page 55



80 (detail)

81 (part)



82

82. ♂

JOHN BENTHAM DINSDALE (BRITISH, 1927-2008)

Pirate Bay, the surprise gun; Pirate's Island, the prisoner

Both signed 'John Bentham Dinsdale' (lower left); artist's titles to verso

Oil on board

7½ x 9½in. (19 x 24cm.)

(2, a pair)

£500-800

83.

A POTTERY HAND GRENADE RECOVERED FROM THE WRECK OF THE PRINCESS MARIA (EX-PRINSES ROYAAL MARIA), SUNK 1686

moulded in two halves with wooden fuse, loosely mounted to wooden display base with legend — 4in. (10cm.) high; **together with** an authentication certificate

(2)

£100-150

Originally launched for the Dutch Republic as *Prinses Royaal Maria* (38) in 1643, she was captured by the English in June 1652, renamed *Princess Maria* and wrecked on the Goodwin Sands 8th February 1658.

84.

A SPANISH PILLAR DOLLAR RECOVERED FROM THE WRECK OF THE DUTCH EAST INDIAMAN ROOSWIJK

dated 1735, fine impression — 1½in. (4cm.) diam; 26.2g; **together with** a 1670 silver Charles II crown from the wreck of *Association* and a 1636 silver ducaton from the wreck of the *Hollandia*, all with authentication certificates

(3)

£350-450

85.

A 1662 CHARLES II SILVER CROWN RECOVERED FROM THE WRECK OF THE ASSOCIATION

in slabbed case; **together with** a 1737 Spanish silver crown recovered from the wreck of *Hollandia*; both with authentication certificates

(2)

£250-350

86.

A SILVER SPOON RECOVERED FROM THE WRECK OF THE S.S SCHILLER, 1875

unmarked but inscribed *NLB* underneath handle — 6½in. (16.5cm.) long

£100-150

Sometimes referred to as the 'Victorian Titanic', this steamer of 3,421 tons, ran aground at around 10pm on the 7th May, 1875 on the Retarrier Ledges (Scilly Isles) in thick fog. Only two lifeboats were launched successfully and of the 372 people carried only 37 survived. Over a hundred bodies were buried in the churchyard at Old Town but those of Norman and Louise Becker (the original owners of this spoon) were returned in lead-lined coffins to the USA for burial.



87



87.

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

stamped with the mark of the Amsterdam Chamber of the V.O.C., with rampant goat assay master's mark, stamped 'A' above 'VOC' conjoined — approx. 6¼in. (16cm.) long; 1,962gr; **together with** a certificate of authenticity and Bar No. tag RK05A0012

(2)

£3,000-5,000

88.

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

stamped with the mark of the Amsterdam Chamber of the V.O.C., with rampant goat assay master's mark, stamped 'A' above 'VOC' conjoined — approx. 6½in. (16.5cm.) long; 1987gr; **together with** certificate of authenticity

(2)

£3,000-5,000

89.

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

stamped with the mark of the Amsterdam Chamber of the V.O.C., with rampant goat assay master's mark, stamped 'A' above 'VOC' conjoined — approx. 6½in. (16.5cm.) long; 1983gr; **together with** certificate of authenticity

(2)

£3,000-5,000

90.

**A 17TH CENTURY BRONZE MORTAR RECOVERED FROM THE
WRECK OF ASSOCIATION, 1707, RECOVERED BY ROLAND
MORRIS IN THE LATE 1960s**

with typically worn decoration to sides and rim, now repolished externally — 4½ x 5in. (11.5 x 12.5cm.) **together with** provenance certificate and letter

(3)

£400-600



90 (part)

91.

**HISTORICAL DIVING: THE LONDON GAZETTE, 1687 AND LLOYD'S
EVENING POST & BRITISH CHRONICLE, 1802**

comprising London Gazette 30 June-4 July 1687, report on back page that Captain William Phipps was knighted by the King for good services on his expedition where he took "treasure out of the sea"; **together with** London Evening Post 1 October-4 October 1802, long article entitled 'Diving Experiences' mentioning Robert Fulton and Nautilus, [Klingert], a Mr Todd, Dr Halley and Mr Spalding of Edinburgh

(2)

£250-350

The 'treasure out of the sea' refers to the sunken treasure in the wreck of the Spanish galleon *Nuestra Señora de la Concepción* off the coast of Santo Domingo. Some sources report that an inverted container was used for the salvage operation, an early diving bell. The operation salvaged jewels, gold and 30 tons of silver, which at the time, was worth over £200,000 (about £50 million today). Phipps was the first New England native to be knighted.

The London Evening Post article compares balloon ascension development with that of diving boats, and a comment that ladies tend to balloon and not dive, with the exception of a Mrs Short in 1780. It is also reported that a sporting celebrity of the time, Kit Blake, wagered 10,000 guineas for a diver off the isle of Portland to descend to 100 fathoms and remain there for 15 minutes. The diver and the wager were both lost.



92

92.

A DECORATIVE CAST BRASS DIVER'S PLAQUE, PROBABLY AMERICAN, MID-20TH CENTURY

depicting a Morse type helmet flanked by stylised dolphins with trident to top, mounted on circular wooden wall plaque — 16in. (40.5cm.) diam

£150-250

93.

'BUCEO A GRANDES PROFUNDIDADES Y OPERACIONES SUBMARINAS..' ['DIVING TO GREAT DEPTHS AND SUBMARINE OPERATIONS']

R.H. Davis (Siebe Gorman) part one only, c.1960, large folding illustration and illustrations in the text, original printed boards, dust jacket — 9¾ x 6½in. (25 x 16.5cm.)

£60-80

94. No Lot

95.

A GROUP OF EARLY 20TH CENTURY DIVING PHOTO-POSTCARDS

comprising three sepia, two black and white and one tinted, four with titles, each 5½ x 3½in. (14 x 9cm.); **together with** a 3 x 4in. photo of a diver, inscribed behind frame *Ships divers HMS Newfoundland off Ceylon*; and one modern reprint

(8)

£80-120



95 (part)

96.

A RARE DIVER'S KNIFE BY C.E. HEINKE LTD, LONDON

with 6¾in. steel blade set in heavily cast brass handle stamped with maker's name as per title and contained with countersigned sprung scabbard with leather belt loop

£700-800

97.

A DIVER'S KNIFE BY SIEBE GORMAN & CO.

with 7½in. blade and signed as per title on both sides, moulded composite handle and contained within brass scabbard with drain hole — 13¾in. (35cm.) high; **together with** an Admiralty pattern diver's torch with bull's eye lens and leather strap, by the same maker

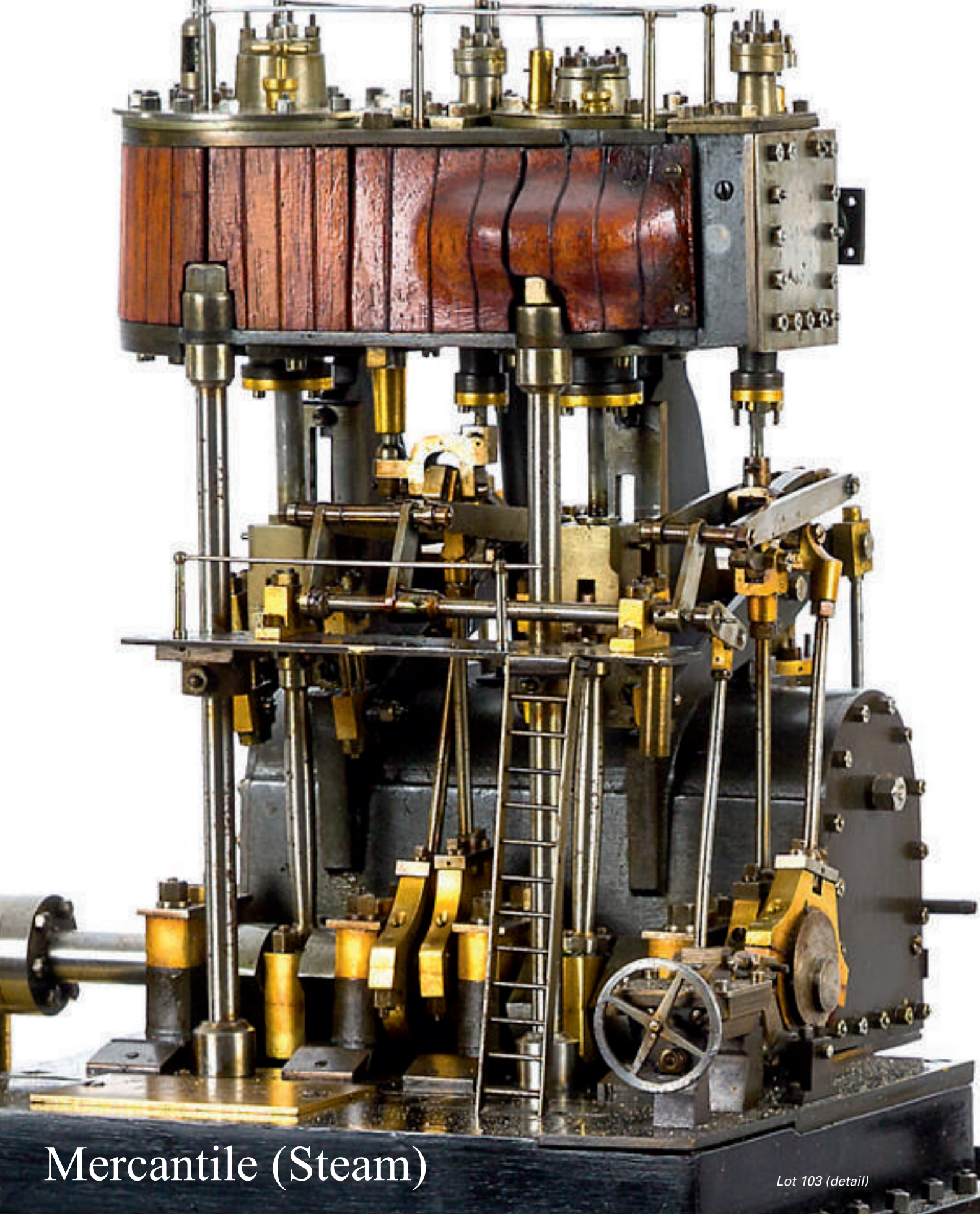
(2)

£400-600

98-99.

No Lots





Mercantile (Steam)

Lot 103 (detail)



100.

100

ENGLISH PROVINCIAL SCHOOL, CIRCA 1831

The steam packet 'Transit' passing a Hamburg schooner off Spurn Point, Humber Estuary; The steam packet 'Transit' approaching Boulogne

Oil on panel; exhibition labels to reverse

10 x 41in. (25.5 x 104cm.)

(2, a pair)

£800-1,200

Provenance: Mrs M.J. Healey, exhibited Kingston upon Hull, Ferens Art Gallery, Old Hull Artists, Nov-May 1939-1940, no. 210 & 211

Built by Pearson of Thorne, the 201 ton paddle packet *Transit* entered the Hull-to-Hamburg trade for Weddle & Brownlow in 1831. A year later she transferred to the Hull-to-London coasting route, while continuing voyages to Hamburg. After twice being lengthened, she was still in service in 1850, making regular trips to Hamburg.



101

101.

A RARE MARINE CANDLE LAMP BY BULPITT, CIRCA 1880

heavily constructed in brass with conical glass shade and brass rod guard securing chimney and turned wood drop handle, the base with removable spring candle mechanism stamped *Bulpitt* — 14in. (36cm.) high (excluding handle)

£300-500



102

102.

AN ATTRACTIVE MARINE-THEMED DESK SET, CIRCA 1880

constructed in gilt brass with fouled anchor, to thermometer, flanked by a clock and aneroid barometer with 2in. enamelled dials, mounted to white alabaster plinth — 8½in. (21.5cm.) high

£300-400

103.

AN EXTREMELY FINE 19TH CENTURY EXHIBITION-STANDARD MODEL FOR A TWIN CYLINDER COMPOUND ENGINE

with mahogany lagged cylinder heads, polished steel and brass connecting rods, to eccentric crank driving a three-blade gilt brass propellor in rudder section, the base mounted on ebonised block with plate inscribed *R.F. Steele, London 1889*, the whole mounted on wooden case with glazed front containing a two-spring gramophone motor connected to propeller shaft with stop/start lever to right-hand edge, carry handles and brass-bound glazed cover, overall measurements — 16 x 16 x 12in. (40.5 x 40.5 x 30.5cm.)

£5,000-8,000



103



104

104.

CHARLES KENSINGTON (Act. 1884-1920)

The Dundee Loch Line S.S. Co. cargo ship 'Loch Ard'

Signed and dated 'C. Kensington 1887' (lower left) and inscribed with title (lower right)

Watercolour heightened with body colour

21½ x 29½in. (54.5 x 75cm.)

£300-500

Built by Ramage & Ferguson for the Loch Line in 1882-3, *Loch Ard* registered 1,604 tons. Sold to French owners Verdeau & Cie in 1891 and renamed *Tunisie*, she was wrecked off Lundy Island in February 1892 and broken up in Cardiff the same year.



105

105.

NEAPOLITAN SCHOOL (LATE 19TH CENTURY)

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

Gouache

Inscribed with title

15 x 21½in. (38 x 55cm.)

£200-300

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



106

106.

A FINE 1:72 SCALE BUILDER'S-STYLE MODEL OF THE *CITY OF PARIS*, ORIGINALLY BUILT BY TOD & MACGREGOR FOR THE INMAN LINE, 1865

the laminated and carved hull with lower companionways, brass portholes, carved figurehead and four-bladed chromed propeller, scored wooden decks, with anchors on davits with chains and winches, deck rails, companionways, carved and moulded, glazed superstructure with binnacle over bridge, engine room lights, covered lifeboats in davits, racked masts with standing and running rigging and yards with foot ropes, funnels with safety valve extension pipe, ventilators saloon lights with seats and other details, mounted on turned giltwood columns to wooden display base, overall measurements — 33 x 66in. (84 x 168cm.)

£3,000-5,000

Built for the Inman Line as a challenger to Cunard's American service, *City of Paris* registered 2650 tons, was 346ft long with a 40ft beam and could develop 13.75kts — enough to be accredited with a (disputed) Blue Riband and awarded a share of the lucrative contract to carry mail. Lengthened and re-engined twice, she was chartered by the French Government as the troopship *Tonquin* but was sunk in a collision off Malaga on 4th March 1885.



106 (detail)



107

107.

A LAUNCHING Mallet FOR THE UNION LINE R.M.S. *TROJAN*, 1880

carved in contrasting hardwoods, the head bound in brass and inscribed *UNION. ROYAL. MAIL. STEAM SHIP. TROJAN / LAUNCHED FROM CLYDE BANK 27 FEB 1880*, contained in an associated plush-lined box with image of ship

£250-350

Built for the Union (later Union Castle) Steamship Co., *Trojan* was a 3,652ton passenger/cargo ship built by J. & G. Thomson of Clydebank. Sold in 1900 and renamed *Wassau*, and again in 1902 to *Islam*, she was broken up at Marseilles in 1903.

108. 8

BARRIE A. F. CLARK (BRITISH, B. 1943)

The Great Yarmouth Steam Tug Company P.T. 'Tom Perry'

Signed and dated 'Barrie A.F. Clark '76' (lower left)

Oil on canvas

19 x 29¼in. (48.3 x 74.3cm.)

£300-500

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



108

109.

A BRASS VENTILATOR COWL BY SIMPSON & LAWRENCE, LONDON

constructed in riveted brass with maker's plate to front, threaded securing nut and red painted interior, mounted to wooden display base — 14in. (35.5cm,) high overall; **together with** another larger, *unsigned* with grey painted exterior, 16in. (40.5cm.) high

(2)

£150-250

110.

THE BELL FROM THE DOVER HARBOUR BOARD STEAM TUG AND DUNKIRK 'LITTLE SHIP' LADY BRASSEY, 1913

cast in bell metal and inscribed to front *THE LADY BRASSEY*, with clapper and cast iron suspension arm — 8¾in. (22cm.) diam; **together with** a steam whistle from the same vessel mounted on display board with presentation plaque and photograph and an associated photograph

(3)

£600-800

Built by Rennoldson of South Shields and delivered in 1913, *Lady Brassey* was a substantial tug at 362 tons. She enjoyed a long career and remained with Dover Harbour until sold for breaking in 1958.



109



110



111

111.

AN ATTRACTIVE CONTEMPORARY WATERLINE MODEL OF THE LONDON SOUTH WESTERN RAILWAY CO. STEAMER S.S. VERA, CIRCA 1898

the 24in. carved hull finished in black with gilt pinhead portholes, white topsides with deck rails, scored wooden decks with carved wooden fittings including capstans, anchor winch, companionway with bell, covered hatches, open bridge with binnacle and telegraphs, captain and first mate, racked masts with standing and running rigging, stayed funnel with safety valve extension pipe and whistle, five fitted boats in davits, double helm with helmsman to stern and other details, set in a carved and painted green sea within a contemporary carved wooden glazed case, overall measurements — 16 x 35 x 13in. (40.5 x 89 x 33cm.)

£600-800

112.

THE SHIP'S BELL FROM THE RAILWAY STEAMSHIP S.S. LUTTERWORTH, 1891

cast in brass with moulded rim and black-filled lettering to front with suspension ring and rope sally — 11in. (28cm.) diam

Built by Earles of Hull, *Lutterworth* registered at 1002 tons and was launched on 8 April 1891 by Mrs. Pollitt, wife of Henry Pollitt the general manager of the Manchester, Sheffield and Lincolnshire Railway. On 23 February 1899 the Wilson liner *Bruno* collided with *Lutterworth* which was at anchor off Schulan. She was beached and a diver made temporary repairs to the damage which had been sustained aft. On 15 February 1901, she went ashore near Hamburg Roads. Despite several attempts to float her off, she was stuck fast. The cargo was removed in an attempt to lighten her and she was finally refloated around 2 weeks later. In 1923 she was acquired by the London and North Eastern Railway who kept her until 1932 when she was sold to the British and Irish Steam Packet Company and scrapped in the following year.

£500-700



112

113.

A LIFEBOUY FOR THE MANX FERRY KING ORRY, CIRCA 1946

painted canvas with cork lining inscribed *King Orry, Douglas* — 30in. (76cm.) diam

£150-250

114.

THE SHIP'S BELL FOR THE SHANGANI, 1882

cast in brass with clapper secured to bolted suspension — 6¼in. (16cm.) diam; **together with** a six-spoke brass helm by Brown Brothers with wooden handles — 43in. (109cm.) diam; and a brass bulkhead light with burner

(3)

£300-500

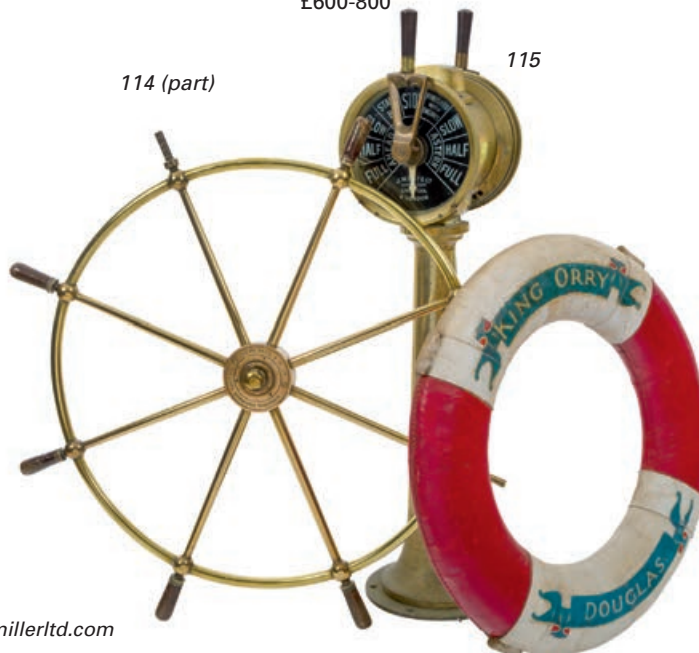
See illustration on page 14

115.

A DOUBLE BRIDGE TELEGRAPH BY J.W. RAY & CO., LIVERPOOL & LONDON, CIRCA 1920

with 9in. black glass instruction plates, wood-clad handles, tapering brass pillar mount — 46in. (117cm.) high (including handles)

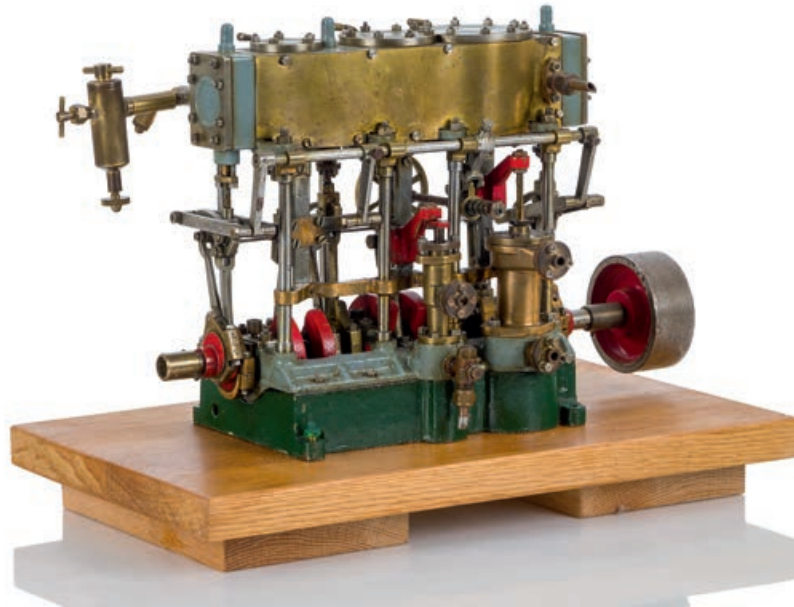
£600-800



114 (part)

115

113



116

116.
A TRIPLE EXPANSION ENGINE BY STUART TURNER, CIRCA 1930

finished in green and grey with polished brass cylinder head and brass supports with working water supply and air pump inlet and flywheel, mounted on wooden display bases, overall measurements — 9 x 12½ x 7½in. (23 x 32 x 19cm.)

£1,500-2,500

117.
A TWIN-CYLINDER MARINE ENGINE BY STEVEN'S MODEL DOCKYARD, CIRCA 1900

finished in green with polished brass edges and flywheel mounted in wooden display base with maker's label, overall measurements — 6½ x 7 x 4½in. (16.5 x 18 x 11.5cm.)

£250-350



117

118

118.
A STUART D-10 MARINE ENGINE

with green painted iron frame, twin cylinder, copper piping with inlet and flywheel — 5¼ x 5¼in. (13.5 x 13.5cm.)

£250-350

119.
A STUART TURNER 'SIRIUS' TWIN-CYLINDER ENGINE, CIRCA 1935

heavily constructed in aluminium and brass with ebonised finish, the inside inscribed 'Stuart Sirius' to either side, inlet and exhaust valves with pressure gauge, flywheel etc., mounted on wooden base — 7½ x 7½ x 9in. (19 x 19 x 23cm.)

£300-500



119



120

120.

A FINE 1:72 SCALE BUILDER'S-STYLE MODEL FOR THE UNION LINE STEAMER SCOT, BUILT BY DENNY BROTHERS, 1891

the laminated and carved hull with lower companionways, brass portholes, carved figurehead and four-bladed chromed propeller, lined wooden decks, with anchors on davits with chains and winches, deck rails, companionways, carved and moulded, glazed superstructure with twin binnacles over bridge, engine room lights, covered lifeboats in davits, racked masts with standing and running rigging, stayed brass funnels with safety valve extension pipe, ventilators, awnings and other details, mounted on turned giltwood columns to wooden display base, overall measurements — 21 x 56in. (53.5 x 142cm.)

£3,500-4,500

Built by Dennys Bros., Dumbarton at a cost of £231,798, *Scot*, registered at 6844 tons, was intended to challenge all records at all costs — and did not disappoint. On her maiden voyage she raised Capetown in 15 days 2 hours and 10 minutes and in 1893 broke her own record to do it in 14 days 18 hours 57 minutes — a record that stood for 43 years. To achieve this, she consumed 170 tons of coal a day and had a small cargo capacity, thus tended to lose her owners money and she was lengthened by Harland & Wolff by 54 feet in 1895. Withdrawn from service in 1903, she was sold to the Hamburg-Amerika Line as the pleasure cruiser *Oceana*. Sold twice more, she was broken up in 1927.



121

122

122

122

121

121.

A PAIR OF COPPER AND BRASS PORT AND STARBOARD LAMPS

complete with burners, coloured filters, brass labels and carry handles, tops stamped with maker's marks for *Alderson & Gyde Ltd, Birmingham* and dated 1944 — 17in. (43cm.) high (excluding handles)

(2)

£350-450

122.

COPPER AND BRASS NAVIGATION LAMPS

comprising two wing bridge lamps and a masthead type lamp, with maker's plates for *Vogels Fils*, now converted to electricity — 21in. (53cm.) high

(3)

£250-350



123

123.

A FINE AND DETAILED 1:120 SCALE BUILDER'S-STYLE MODEL FOR THE R.M.S. *LUSITANIA* BUILT BY JOHN BROWN & CO. LTD FOR CUNARD, 1906

the laminated and carved hull with brass portholes, three propellers, lined paper decks, with anchors with chains and capstans and polished brass and painted fittings as appropriate including bitts, deck lights, deck rails, superstructure with bridge with binnacle over, flat-top ventilators, stayed funnels with safety valve extension pipes, water tanks, saloon lights, companionways, cranes, twin-racked masts with derricks and davits, standing and running rigging, radio aerial, 16 covered lifeboats in davits and other details, mounted on four turned brass supports to a display board with legend — 24 x 72in. (61 x 183cm.)

£4,000-6,000

124.

JOHN BROWN AND CO. LTD, THE QUADRUPLE SCREW TURBINE DRIVEN CUNARD LINER *AQUITANIA*

numerous illustrations, original cloth, spine worn, London, Offices of "Engineering", 1914, folio — 14 x 10½in. (35.5 x 26.5cm.); **together with** *General Descriptions of the Works and Products*, numerous plates and illustrations, some mounted, original roan-backed boards, oblong folio — 11 x 15½in. (28 x 39.5cm.) and two other John Brown publications

(4)

£80-120



125



126

125.

A LIFEBOAT NAMEPLATE FROM S.S. *BRITANNIC*, CIRCA 1914

the 1½ x 18in. plate cast in brass and mounted on wooden display board — 19½in. (50cm.) wide

Britannic was the largest of the 'Olympic' Class trio of large liners ordered by the White Star Line from Harland & Wolff — originally intended to be named 'Gigantic', this was changed in the aftermath of the *Titanic* tragedy. Still in building when War was declared in 1914, in 1915 the Admiralty ordered her completion as a hospital ship, and she was assigned to the Mediterranean. In 1916 she ran on to a mine laid by *U-73* a few hours earlier off Mudros in the Aegean and sank within an hour — so fast that her stern with propellers still spinning wildly, raised above the water, drawing and shattering several lifeboats filled with doctors and nurses.

£1,000-1,500

126.

A LIFEBOAT NAME PLAQUE FROM R.M.S. *QUEEN ELIZABETH*, CIRCA 1938

cast in brass with securing holes — 2 x 20¼in. (5 x 51.5cm.)

£500-700



127

127.

A BUILDER'S STYLE MODEL FOR THE S.S. OAKWOOD, 1902

the laminated and carved hull named either side in white raised lettering, with lowered companionways, brass portholes, four-bladed propeller, lined wooden decks with polished brass fittings including anchors with chains and winches, deck rails, companionways, ventilators, covered hatches, masts rigged with derricks and radio aerial, hosepipes, raised superstructure with glazed bridge with twin binnacles, navigating lamps, stayed funnel, fitted ship's boats in davits, engine room lights, twin masts with derricks and radio aerial and other details, mounted on turned giltwood columns to wooden display base, overall measurements — 20 x 51in. (51 x 129.5cm.)

£2,000-3,000

S.S. *Oakwood*, built by Northumberland Shipbuilding Co. Ltd, Newcastle in 1902 and owned at the time of her loss by Oakwood S.S. Co. Ltd (J.I. Jacobs & Co.), London, was registered at 4279 tons. On 10th August 1915, *Oakwood*, in passage between Liverpool and Cienfuegos in ballast, was sunk by the German submarine *U-38* (Max Valentiner), 45 miles SSE of the Old Head of Kinsale, without casualty.



128

128.

A SALES DEMONSTRATION STEAM CAPSTAN BY CLARKE CHAPMAN & CO. LTD, GATESHEAD, CIRCA 1950

heavily constructed in brass, aluminium and steel with heavy duty transparent perspex case to reveal inner workings, connected to pistons with stop/start lever and steam valves, removable capstan drum with maker's plate signed as per title, mounted on wooden display plate — 13in. (33cm.) high; base 27 x 18in. (68.5 x 46cm.)

£1,000-1,500



129

129.

A PRESENTATION SILVER SALVER, CIRCA 1917

with pie-crust border and feet, hallmarked for Sheffield 1917/18, inscribed *Presented by the Sutherland Steamship Co. Ltd to George Lodge Apprentice on the S.S. 'Claveresk', in recognition of meritorious and patriotic services off Gibraltar on June 17th 1917* — 8in. (20cm.) wide; 293gr

£100-150



130

130.

CHARLES DIXON (BRITISH, 1872-1934)

A view of Devonport with the chimneys of the Royal William Victualling Yard in the distance

Signed and dated 'Charles Dixon 1890' (lower right)

Watercolour

18 x 43½in. (46 x 110cm.)

£400-600

131.

NEAPOLITAN SCHOOL, CIRCA 1921

S.S. 'Gartland'; S.S. 'Gartavon', off the Bay of Naples

Gouache

8 x 13in. (20 x 33cm.)

(2, a pair)

£150-250

Gartland: Built by Bremer Dampferlinie "Atlas" GmbH as *Aegina* in 1906, she was taken as reparations in 1919 and sold to the Gart Line in 1921, latterly she was scuttled at Tunis in 1942 as a blockship, raised in 1944 and broken up; *Gartavon*: built as *Gelves* for the Isaac Line in 1920 and acquired by Gart Line in 1927, she was torpedoed and sunk 7th September 1939 carrying ore from Sete to the Clyde.

132.

A FRESNEL LAMP HOUSING, POSSIBLY FOR A RIVER ESTUARY, 19TH CENTURY

heavily constructed in bronze, with internal A-frames supporting circular Fresnel lenses with two micrometers attached along the lower edge and loose chimney plate to top, now mounted to turned wooden feet — 32 x 25½in. (81.5 x 65cm.)

£800-1,200



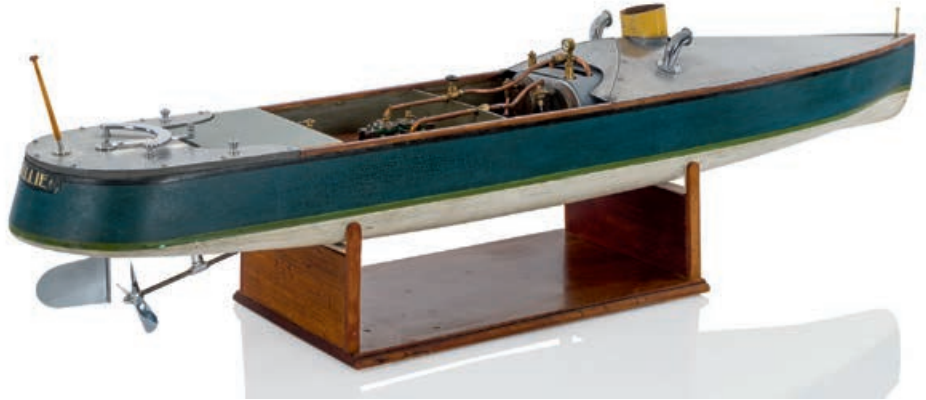
132



131



133 (detail)



133

133.

A LIVE STEAM TEST MODEL ATTRIBUTED TO BASSETT-LOWKE, CIRCA 1925

the 60in. hull carved from the solid and finished in white below the waterline, green boot top and blue topsides and inscribed *Nellie* to stern, chrome-plated friction rudder and propeller on bracket, driven by two-cylinder Stuart Turner marine engine, connected to twin water tube spirit-fired boiler with working pressure gauges, aluminium foredeck with ventilators and threaded jackstaff, loosely mounted on wooden stand, including stand — 15 x 60 x 12in. (38 x 152.5 x 30.5cm.)

£1,500-2,500



134

134.

A 1:48 SCALE WATERLINE MODEL OF THE P.S. ROYAL EAGLE BUILT BY CAMMELL LAIRD FOR THE STEAM NAVIGATION CO. LTD, [1932]

modelled by J.G. Wood, 1987, with 22in. carved and laminated hull finished in company livery, with named paddle boxes and portholes, painted deck with capped deck rails, winches with anchors and chains, ventilators, benches, superstructure with bridge house, stayed funnel raked masts, boats in davits and other details, set within moulded and painted sea with modeller's plate, in wood-bound plexiglass case, overall measurements — 8 x 28 x 8in. (20 x 71 x 20cm.)

£350-450

Built by Cammell Laird and registering 1539 tons, *Royal Eagle* was a Thames 'luxury' excursion steamer running to Margate and Ramsgate, she made three trips to Dunkirk at the end of May 1940 for troop evacuation as part of Operation Dynamo and spent the remainder of the war as an anti-aircraft vessel. She returned to service in 1946 but increasing overheads saw her frequently laid up and she was sold for breaking in 1953.



135

135.

A CHANDLER'S ADVERTISING MODEL FOR A KELVIN TYPE BINNACLE COMPASS, CIRCA 1920

modelled as per working examples, with liquid-filled compass, hood with faux housing on a wooden trunk with brass arms with correction spheres and simulated magnet chamber — 22½in. (57cm.) high

£300-400



136

136.

S. STOTT (BRITISH, 20TH CENTURY SCHOOL)

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

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

Watercolour and gouache

20½ x 28½in. (52 x 72.5cm.)

£300-500

Provenance: The Marine Society & Sea Cadets

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

136A. ♂

GRENVILLE COTTINGHAM (BRITISH, 1943-2007)

Preparing to coal the ship

Signed 'Grenville Cottingham' (lower right)

Watercolour heightened with white

11 x 15½in. (28 x 38cm.); **together with** a watercolour of *Britannia*, bearing signature for A. Briscoe

(2)

£200-300

137.

A BELL FROM THE NORSEMAN, LIVERPOOL, EARLY 20TH CENTURY

cast in brass with black filled lettering to front, sally and clapper to front — 8in. (20.5cm.) diam.

£150-250



136A (part)

138.

A SEASHELL PAINTED BY FRANK BARNES (NEW ZEALAND, 1859-1941), CIRCA 1930

painted on a thick tail fusus (*hemifusus crassicaudus*) depicting a steamship of the Harrison Line, steaming off a headland, inscribed *St Thomas V.I.A.* — 10in. (25.5cm.) wide; **together with** another painted on a cut-down shell of similar type and a copy of the S.A.S. auction catalogue for The Natural World, The Collection of the late William Owen, Tuesday, 11th May, 2021

(3)

£150-250

Provenance: From the Special Auction Services sale: From The Natural World, The Collection of the late William Owen, Tuesday, 11th May, 2021

139.

A PRESENTATION MODEL PROPELLER AND SHAFT FOR THE M.S. *ISELIN*, BUILT BY KOCKUMS, MALMÖ, SWEDEN 1939

constructed in brass in three sections with four-bladed propeller with bolted flange section and threaded top with cleat, mounted on wooden display base with silver plaque inscribed *M/S "Iselin", Minne Från, Kockums Mek. Verkstad A.B. Malmö* — 29½ x 5½in. (75 x 14cm.); **together with** a small unidentified nameplate for *Alert*, brass letters mounted on wood — 2½ x 11½in. (6.5 x 30cm.)

(2)

£80-120

Iselin was a tanker, later ore carrier, of 9,493 tons built by Kockums of Malmö, renamed *Geonick* in 1968 she was broken up in 1969.



139



138

140.

AN INTERESTING R.N.L.I. PRESENTATION-TYPE MODEL OF THE FIRST MOTORISED LIFEBOAT, THE *SAMUEL OAKES*, CIRCA 1918

the 18in. hull carved from the solid with bilge keels, recessed propellor, rudder, wale with grab ropes, painted deck with fittings including steering helm rigged to tiller yoke, bitts, engine compartment, coiled ropes, folding masts with riggings, one sail and other details, finished in R.N.L.I. blue and white livery and mounted on display base within glazed wooden case, cased measurements — 21¼ x 25¼ x 12in. (54 x 64 x 30.5cm.)

£600-800

The *Samuel Oakes*, a 40ft Watson Class boat, served in the Humber at Spurn Point from 1918 to 1924 when she transferred to Weymouth, serving between 1924-29, sold from the service in 1933 and broken up in 1980.



140

141.

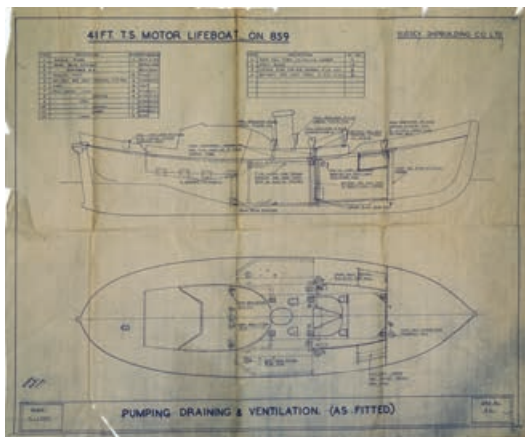
A COLLECTION OF POST WAR R.N.L.I. LIFEBOAT PLANS

probably Sussex Shipbuilding Co., comprising approx. 60 plans for full boat profiles and component parts, some printed on blue paper and annotated, mainly dating between 1936 and 1949, various sizes

(Sold as viewed)

Although many are unsigned some bear the name Sussex Shipbuilding Co. Ltd.

£150-250



141 (part)

142.

AN R.N.L.I. FISHERMAN'S ANEROID BAROMETER BY DOLLOND, LONDON, CIRCA 1900

the 4½in. ceramic dial inscribed *Fisherman's Aneroid Barometer / As issued by the Royal National Lifeboat Institution / No. 3455 / Dollond, London*, contained within oxidised brass bulkhead case — 6½in. (16.5cm.) diam

£200-300



142

143.

A QUANTITY OF ORIGINAL ARTWORK CONNECTED TO TRINITY HOUSE, CIRCA 1976

comprising approx. 10 technical profile pen and ink depictions of assorted pilot cutters and lifeboats, some including two to a sheet, with scales and typed descriptions, the largest sheet — 22 x 30in. (56 x 76cm.); **together with** a quantity of related diagrams including trade routes, graphs etc., and eight full-length uncoloured uniform patterns spanning the 18th-20th centuries and designs for badges and buttons

(Sold as viewed)

£300-500



143 (part)



144

144.
A LAUNCHING SET FOR THE S.S. *LETITIA*, BUILT BY FAIRFIELD SHIPBUILDING CO. FOR THE ANCHOR DONALDSON LINE, 1924

with boxwood mallet carved overall and the head with ensigns for Donaldson and an anchor, contained within a plush-lined box with watercolour inside lid dated 1924 depicting the vessel underway, dolphin corner supports and devices for the builders and owners and brass plate inscribed *Presented to Mrs Charles Donaldson on the occasion of the launch of the "Letitia" 14th Octr 1924 — 5 x 13in. (12.5 x 33cm.)*

£400-600

The S.S. *Letitia* was a solid but unremarkable addition to the Anchor-Donaldson fleet. Registered 13,475 tons, she was 525ft long with a 66ft beam with a service speed of 15kts. Requisitioned by the Admiralty in the early days of WW2 and converted to serve as an armed merchant cruiser, it was rapidly made clear large liners were unsuited for such service and she was withdrawn in 1941 to become a troopship. Badly damaged in 1943, after being repaired the *Letitia* was used as a hospital ship in Canada for the duration. She returned to civilian service in 1946 being bought by the Ministry of Transport, who renamed her *Empire Brent* and assigned Donaldson Brothers & Black to manage her, at times carrying troops to the Far East, and also as an emigrant ship to Australia. Briefly laid up in 1950, she was returned to service under charter to the Government of New Zealand as *Captain Cook*. Withdrawn from service in 1960 she was sold for scrapping by Ward's of Hull.

145.
WILLIAM JOHN PATTON MCDOWELL (BRITISH, 1888-1950)
Launching a ship; Steamer at sea

Signed 'William McDowell' (lower right)

Watercolour

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

(2)

£200-300



145 (part)

146.

THE SHIP'S BELL FROM THE M.V. *MACHON*, BUILT FOR THE OCEAN S.S. CO. LTD BY CALEDON SHIPBUILDING & ENGINEERING CO. LTD, 1959

cast in brass with name to front, moulded rim, mounted on wooden display stand, lacking clapper, the bell — 10in. (25.5cm.) diam; the stand — 17 x 19in. (43 x 48cm.)

£200-300

147.

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

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

£150-250

148.

A BELL FROM THE CRANE SHIP *TITAN* BUILT BY LOBNITZ FOR MERSEY DOCKS & HARBOUR BOARD, 1952

cast in brass with black filled lettering to front with suspension loop, with clapper and sally — 12in. (30.5cm.) diam

£200-300





149

149.

A BUILDER'S BOARDROOM MODEL FOR THE TANKER M.V. ARDUITY, BUILT BY GRANGEMOUTH DY FOR F.T. EVERARD & SONS LTD, 1946

modelled by Sinclair Model Engineering Co., Glasgow, the laminated and carved hull with bilge keels, rudder and four-blade gilt propeller, red and grey painted deck with wood and metal fittings including anchors with winches, deck rails, bitts, companionways, ventilators, covered tanks hatches, superstructure with lined decking, binnacle over, covered lifeboats with winches, gantries, ventilators, spare propeller and anchor, deckhouse, stayed funnel with livery and other details, mounted on two silvered supports on raised base within wood-bound glazed case with maker's label and builder's plate — 28½ x 64 x 19in. (72 x 162.5 x 48cm.)

£1,500-2,500



150

150. ♂

ROBERT G. LLOYD (BRITISH, B. 1969)

The Blue Funnel Line's M.V. 'Diomed' in Kowloon Harbour, Hong Kong

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

Oil on board

18½ x 27½in. (47 x 70cm.)

£400-600



151

151. ♂

ROBERT G. LLOYD (BRITISH, B. 1969)

The British India S.N. Co. cargo ship 'Chindwara' laying off Port Said on her maiden voyage in 1950 awaiting her first southbound transit of the Suez Canal

Signed and dated 'Robert G. Lloyd 2004' (lower right)

Oil on board

19 x 27½in. (48.5 x 69.5cm.)

£400-600

152.

**A BUILDER'S HALF-BLOCK PLATING MODEL FOR THE PATROLLER
PRECEDER BUILT FOR TRINITY HOUSE BY BROOKE, LOWESTOFT,
1961**

the 33in. hull carved from ½in. laminated yellow pine, inscribed
with technical plating details, mounted on display board with
builder's plate, overall measurements — 8 x 41in. (20 x 104cm.);
together with a framed black and white photograph of the vessel
underway

(2)

£600-800

153.

**A 1/4 SCALE WORKING MODEL STEAM WINCH BY J. LYNN & CO.,
SUNDERLAND, CIRCA 1950**

heavily constructed in brass with aluminium winch drums, foot
brake and link reverse, the base cast with maker's name as per title,
with silver presentation plate, South Shields Marine & Technical
College, July 1950 — 12 x 28 x 18in. (30.5 x 71 x 46cm.)

£2,000-3,000

154.

A BRASS BULKHEAD VESTIBULE LAMP, CIRCA 1900

unsigned, with bevelled glass front and side panels, the right side
hinged, the compartment with oil burner, the top with suspension
loop, mounting bracket and suspension loop — 14½in. (37cm.)
high

£200-300

155.

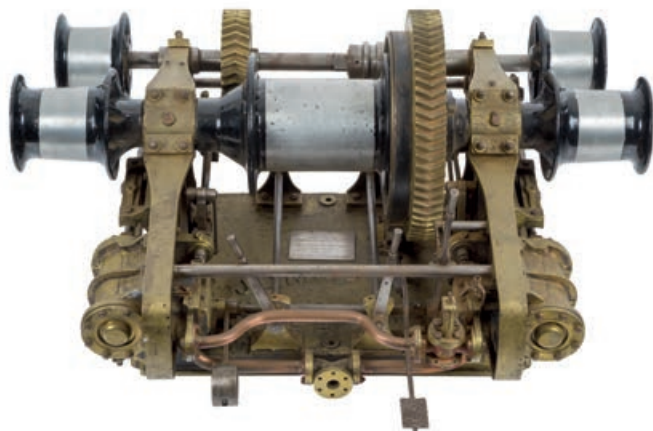
A SHIP'S COPPER AND BRASS COMBINATION LAUNCH LAMP

with curved glass port/starboard filters flanking clear middle,
embossed label inscribed as per title to top, now with modern
electrical fittings within — 8in. (20cm.) high

£150-250



152



153



154



155



114 (part)



160

160.

A BUILDER'S BOARDROOM MODEL FOR THE L.P.G. CARRIER M.V. BOTAFOGO, BUILT BY MURAKAMI HIDE CO. LTD, JAPAN FOR M.H. PROGRESS LINE, 2009

the carved and laminated hull with plimsoll marks, with green-painted, single five-bladed brass propeller, green-painted decks with grey and white plastic winches, deck rails, companionways, pipework, etc., bridge superstructure with compass over, wing bridges, emergency lifeboat mounted in ramp, mounted in two plated columns in glazed case of issue with maker's plate — 20 x 54 x 13in. (51 x 137 x 34cm.)
£1,000-1,500

161.

A RARE LATE 19TH CENTURY LIFESAVING BREECHES BUOY BLOCK

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

£200-300

162.

A PAIR OF LIFEBOAT NAME PLAQUES FROM HIBERNIA, CIRCA 1920

cast in brass with remnant paintwork, canted corners with securing holes — 2¾ x 10in. (7 x 25.5cm.)

(2)

£200-300

163-164 No Lots



161



162

Naval (Sail)





165 (pair)

165. δ

HAROLD WYLLIE (BRITISH, 1880-1973)

Drake in the 'Golden Hinde' arrives at Woolwich after voyage around the world

Signed 'Harold Wyllie' (lower left)

Oil on board

10 x 16in. (25.5 x 40.5cm.); **together with** another by the same hand of a similar scene and correspondence from Wyllie regarding the commission of the paintings

(2, a pair)

£300-500

Provenance: Commissioned by vendor's father from Wyllie

168.

THE LONDON GAZETTE: THE ACTION OF 2ND MAY 1707

comprising one issue dated 5-8 May 1707

A graphic report on a naval battle in which a French squadron intercepted a large British convoy escorted by H.M.S. *Hampton Court*, H.M.S. *Grafton* and H.M.S. *Royal Oak*. The *Hampton Court* and *Grafton* were taken, along with the fleet of some 40 coasters. The *Royal Oak* escaped, in spite of being hit below the waterline with 11ft of water in the hold. A second report on the same page dated 3 May, Rye, details the arrival of a longboat from the *Hampton Court* with a midshipman and seven sailors, who escaped when the ship was being plundered. They reported the captain, George Clements, continued to fight although mortally wounded.

£180-250

166.

A SILVER SAILOR'S SWEETHEART TOKEN, CIRCA 1775

the obverse with profile entitled *Hector 74*, the reverse with foliate initials 'JD / AM', suspension loop to top edge — 1in. (2.5cm.) diam.; associated Morocco leather case

£200-300

169.

'THE NAVAL HISTORY OF ENGLAND, IN ALL ITS BRANCHES...TO THE CONCLUSION OF 1734.'

Thomas Lediard for John Wilcox, London, 1735, two volumes in one, engraved portrait of the author, portrait and title of vol. I detached and slightly defective, contemporary calf, worn, front cover detached, folio; **together with** *Edward Hawke Locker, The Naval Gallery of Greenwich Hospital*, for Harding and Lepard, London, 1831, comprising a series of Portraits and Memoirs of celebrated Naval Commanders, large paper copy, 20 fine engraved portraits and plates, many a little spotted and engraved, contemporary half calf gilt, worn, front cover detached — 4to

(2)

£100-150

Interesting for its list of most ships from the Norman Conquest to the date of publication.

167.

A LARGE GREEN GLASS ONION BOTTLE COMMEMORATING ADMIRAL MICHIEL ADRIEAAANSZ DE RUYTER, CIRCA 1700

the front painted in polychrome with oval portrait of de Ruyter with inscription and titles, over an animated Anglo-Dutch naval battle and arms of Amsterdam to reverse — 13in. (33cm.) high; **together with** another similar smaller commemorating Aerd van Nes [sic]

(2)

£400-600



166



167



337

169

170.

A SECRETARIAL COPYBOOK OF SQUADRON ORDERS ISSUED BETWEEN 1711-1717

received from the commanding officers for 10 ships comprising the *Ranelagh*; *Blenheim*; *Superb*; *Captain*; *Norfolk*; *Cumberland*; *Jersey*; *York*; *Montagu* and *Sarah Tender* under the command of Sir John Jennings, John Smith, Sir John Norris; Sir Thomas Hardy and Sir George Byng, commencing with an order of 6,300 pounds of rice for the use of the Ship's Company, dated on board the *Ranelagh* in the Roads of Barcelona, 13 January 1711, and finishing with the firing of 21 guns to celebrate the birthday of the Prince of Wales, 10 November 1717, in between are the adventures of the ten vessels during the War of the Spanish Succession including calls for assistance from Leghorn, 27 January 1711 [1712]; sailing to Gibraltar (captured in 1704), 28 January 1711 [1712]; sailing on the *Superb*, 4 February 1711 [1712]; at Port Mahon (an English conquest for some years), 7 March 1711 [1712]; tobacco to be stored in all the ships of war, 16 April 1712; 3 shillings duty on coffee seized from enemy ships, 15 April 1712; at Monaco, 10 July 1712; Port Mahon (again), 22 November 1712; Sir Thomas Hardy visiting the Queen of Denmark, 31 May 1715; 40 ff. the ink somewhat faded throughout, early 20th century half calf, gilt garter arms on upper cover, a few slight signs of wear, folio — 12 x 8in. (30 x 20cm.); **together with** a transcribed copy with index

(2)

£800-1,200

Kept in the last few years of the War of Spanish Succession (1701-15) this interesting series of orders gives us a glimpse of how the navy was run and what its priorities were. Of the Admirals mentioned, Norris is probably the most senior and he was Commander in Chief of the Mediterranean by 1710.

171.

'LIVES OF THE BRITISH ADMIRALS...'

J. Campbell for John Murray, 1785, containing a New and Accurate Naval History, from the Earliest Periods ... with a continuation down to the year 1770, four volumes, engraved frontispieces by Hamilton and six folding maps by John Lodge, a little light browning, contemporary tree calf, rebacked, original labels, 8vo

(4)

£100-150

172.

'THE DISPATCHES AND LETTERS OF VICE ADMIRAL LORD VISCOUNT NELSON'

edited by Sir Nicholas Harris Nicolas for Henry Colburn, London, 1846, six vols, stamped 'Private Library' to title pages, bound in quarter calf blue cloth with gilt titles — 8¼ x 6in. (21 x 15cm.)

(6)

£100-150

173.

'THE NAVAL HISTORY OF GREAT BRITAIN FROM 1723 TO THE ACCESSION OF GEORGE IV...'

William James for Richard Bentley, London 1837, six vols comprising 25 engraved portraits and 15 folding printed tables, half-titles, most portraits a little stained and foxed, later half-worn, blue quarter calf with red title labels and marbled boards — 9 x 6in. (23 x 15cm.)

(6)

£150-250



170 (part)



171

172



173

174

174.

'THE NAVAL HISTORY OF GREAT BRITAIN FROM THE YEAR MDCCCLXXXIII TO MDCCCII...'

by Edward Brenton, London, J.F. Dove, 1823-25 in five volumes, 12 engraved portraits (including some mezzotints), eight maps, six folding and 10 plates, two large and folding, contemporary blue half-calf, spines a little rubbed, bookplate of Sir Robert Sheffield, 8vo

(5)

£100-150



175

175.

A 1:48 SCALE 24-GUN 6TH-RATE WARSHIP OF THE 1741 ESTABLISHMENT, POSSIBLY BY A DOCKYARD APPRENTICE, CIRCA 1745

the 30in. hull carved and hollowed from the solid and finished in white below the waterline, black main wale and buff above, lower deck and stern gunports with hinges and rings, sweep ports, chainplates with deadeyes, boarding ladder, regulation lion figurehead finished in gold paint, roundhouses, wooden anchors with bound stocks, stern with carved trumpeting cherub taffrail, plain wooden deck crowded with fittings including bitts, belaying rails, with coiled ropes, belfry with canopy and bell, bound water cask, hatches with gratings, Venetian red capstan, rigged helm and inner bulwarks, guns in stepped wooden carriages with trucks, swivel guns, companionways and other details, bound masts with yards, fighting tops, standing and running rigging with blocks and tackle with sheaths and much other fine detailing, loosely mounted on ebonised cradle stand secured to wooden display base with plaque and brass pad feet. Overall measurements — 38 x 42 x 16in. (96.5 x 107 x 40.5cm.)

£12,000-18,000

Provenance: National Maritime Museum Caird Collection, 1937, Cat No. 1743-2; de-accessioned 1993 and sold: Sotheby's, Marine Pictures and Nautical Works of Art, 16th July 1993 lot 444; Kriegstein Collection; with Hyland Granby Antiques; Private European Collection.

Literature: Waite, A.H. *National Maritime Museum Catalogue of Ship Models to 1815*. H.M.S.O. circa 1970., p.95 where notes read *The model is probably the work of an 18th century amateur craftsman but the proportions are reasonably good. Its general appearance, disposition of the gun-ports etc. suggests a 24 gun, 6th Rate of the 1741 Establishment but the hull is a little too fine to represent an actual ship. The rigging is probably 19th century but although on the heavy side it is approximately correct for the period.*



175 (detail)



176



176

176.

LT. G.B. LAWRENCE R.N. (ENGLISH SCHOOL, EARLY 19TH CENTURY)

Two views of the 'Ragoon' in action: *H.M.B. Ragoon*, Capt. Austin Bissell engaging Three French National Vessels, off Cumberland Harbour, West Indies, 20th October 1803; Destruction of *La Petit Fillo*; **together with** Two views of the 'Centaur' (74): *Centaur in Chase* — *Monarch* engaging Three French Frigates; *The Centaur*, Command. Sir Samuel Hood, KB & *The Monarch*, Capt. Lee, engaging three French Frigates previous to the coming up of the Squadron under the Commnd Sir S. Hood, Sepr. 25th 1806

Signed and inscribed over and under by artist

Monochrome watercolours, mounted

6 x 8½in. (15 x 21.5cm.)

(4)

£600-800



176



176



177

177.

A VERY FINE 1:36 SCALE ADMIRALTY BOARD STYLE MODEL FOR THE SIXTH-RATE 20-GUN SPHINX-CLASS FRIGATE *SPHINX* [1775]

modelled in alder and fruitwood, the framed hull planked and pinned, with ebony main wale, gun ports with cast brass guns in trucks, finely carved figurehead with carved decoration along bulwarks and stern, glazed stern with scrollwork, caryatids and dolphins, oxidised brass stern lamp, the deck with details including bitts with belaying pins, gratings, stovepipe, belfry with bell, well deck with fitted pinnace over with bottom boards, seats, gratings etc., bound cutaway masts, capstan, double helm with 12 turned spokes, compass box, swivel guns etc., mounted on ebonised cradle stand to wooden display base, overall measurements — 14 x 48in. (35.5 x 122cm.)

£8,000-12,000

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



178

178.

A FIGUREHEAD MODEL FOR THE *ROYAL GEORGE*, 1756

carved in the form of double equestrian riders supporting royal arms with companion figures under, mounted to ebonised bow section to display base with name label — 8in. (20cm.) high

£400-600

A 100-gun First Rate of the 1745 Establishment, *Royal George* capsized at Spithead in 1782 with the loss of over 900 lives.



179

179.

A FIGUREHEAD MODEL FOR THE *CUMBERLAND*, 1774

carved as Neptune wielding a trident, mounted to ebonised bow section on a display base with named label — 7½in. (19cm.) high

£300-400

A 74-Gun ship of the 'Elizabeth' Class built Deptford 1774, served at the battles of Cape St. Vincent and Cuddalore, broken up 1803.



180 (part)

180.

A PAIR OF 18TH CENTURY ENGRAVINGS OF THE GLORIOUS FIRST OF JUNE, 1794

possibly after Serres, mounted in contemporary verre églomisé mounts and frames with gilt titles inscribed *Earl Howe's Victory, June the First 1794; After the action on the First of June*

Framed size: 28 x 37½in. (71 x 95cm.)

(2, a pair); **together with** two associated prints after Dutton

(4)

£300-500

Provenance: Admiral of the Fleet **Sir Graham Eden Hamond (1779-1862)** and thence by descent. After seeing action as a junior officer at the Glorious First of June and then at the Battle of Toulon, he commanded the fifth-rate H.M.S. *Blanche* at the Battle of Copenhagen.

181.

A GILT-BRONZE BUST OF ADMIRAL LORD HOWE, 19TH CENTURY

modelled half-length in dress uniform with decoration, mounted by a socle to base with black-filled name and secured to pedestal base — 10in. (25cm.) high

£300-400



181

182. Ø

A DOUBLE SHEATHED BLOCK FROM H.M.S. REVENGE, 1778

with lignum vitae spools with wooden axle within block stamped to one side *REVENGE 1778* with shaped locations and secured with large steel nails — 15 x 6½ x 8½in. (38 x 16.5 x 22cm.)

£150-250

H.M.S. *Revenge* was a Third Rate launched at Deptford 1742, saw service at the Battles of Minorca and Quiberon Bay along with several smaller actions, surveyed 1777 she became a Church Ship at Chatham and was broken up ten years later.

183.

A PRISONER OF WAR STYLE BONE SHIP MODEL

the 6in. planked hull with simulated pinning, ebonised porthole covers, simple figurehead, deck fittings including belfry, ship's boat and winches etc., masts with yards, furled sails with standing and running rigging with blocks, mounted to brass pins to plush-lined display base — 8½ x 14in. (21.5 x 35.5cm.)

£250-350



182



183



184

184.

THOMAS WHITCOMBE (BRITISH, 1763-1824)

A 44-gun frigate of the Royal Navy in the Downs off Dover

Indistinctly signed and dated 'Thos Whitcombe, 1815' (lower left), Frost & Reed Gallery label verso

Oil on canvas

31½ x 47½in. (80 x 120.5cm.)

Provenance: With Frost & Reed

£3,000-5,000



185

185.

AN ATTRACTIVE BUILDER'S HALF MODEL FOR A CUTTER OR GIG, CIRCA 1890

the 18½in. laminated hull carved in contrasting woods with keel and rudder, mounted on display board with ebonised frame — 5 x 24in. (12.5 x 61cm.)

£250-350



186.
A FRENCH NAVAL CUTLASS OR SABRE DU BORD, CIRCA 1833
 the 26¾in. blade etched with black-filled anchor device and inscribed on the spine with maker's marks, basket hilt with tapering flat grip — 32in. (81.5cm.) overall; **together with** another similar (2)
 £150-250

187.
AN 1845 PATTERN CUTLASS FOR THE ROYAL NAVY
 the 27in. blade with basket hilt and ribbed grip — 33in. (84cm.) overall; **together with** another similar (2)
 £150-250

188.
AN ENFIELD-TYPE CUTLASS SWORD BAYONET FOR THE ROYAL NAVY, CIRCA 1860
 the 27¼in. steel blade with maker's marks, chequered ebony grip, basket hilt and muzzle ring, contained with leather and steel scabbard of issue — 38½in. (98cm.) overall
 £200-300

189.
A FRENCH CUTLASS, CIRCA 1825
 the 24½in. curved steel blade with brass stirrup hilt and wire-bound ebony grip — 30in. (76cm.) overall; **together with** another similar (2)
 £300-400



190

190.
A 2IN. SINGLE-DRAW MARINE TELESCOPE BY RAYMENT, LONDON, CIRCA 1820
 the tapered eyecup with dust slide, signed by the eyepiece as per title, leather-covered main tube with inset mercantile flag chart, splash cuff and lens cuff — 19½in. (49.5cm.) closed
 £250-350

191.

**AN EARLY NAPOLEONIC
FRENCH PRISONER OF WAR
BONE SHIP MODEL**

with 15in. hull, planked and pinned with carved figurehead and protruding guns, bone decks with details including capstan, carved well deck and balustrade, bitts, deck rings, companionways, saloon lights, bound masts with standing and running rigging, mounted to display base in glazed wood-bound case, cased dimensions — 23 x 30 x 11in. (58.5 x 76 x 28cm.)
£2,500-3,500



191

193.

A FOUDROYANT OAK SPINNING CHAIR

the 15in. diam seat with plugged pinholes and four turned legs, backrest in slot with pegs and copper maker's plate Goodall, Lamb & Heighway — 42in. (107cm.) high
£300-500



192

192.

**AN ATTRACTIVE NAPOLEONIC PRISONER OF WAR BONE GAMES
COFFER**

finely carved in fret-cut foliate designs, with two dome-topped lids to centre and carved corner supports — 3 x 7½ x 7½in. (7.5 x 19 x 19cm.)

£1,500-2,000



193



194

194.

FOLLOWER OF THOMAS LUNY (BRITISH, 1759–1837)

Beach scene with figures loading a boat; Men o'war in a heavy sea

Oil on board

8 x 10in. (20 x 26.5cm.)

(2)

£1,000-1,500



195

195. Ø

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

the 20in. hull planked and pinned in tortoiseshell (*cheloniidae spp*) with ebonised main wale, bone gundeck and tortoiseshell topsides, with finely carved bone warrior figurehead, stern and quarter galleries, the bone decks with details including bits, capstan, belfry, water casks, copper stove pipes, wale deck with balustrade and gratings, hammock racks, cleats, helm, deck lights, chicken coop etc., bound masts with standing and running rigging with fitted ship's boats with tortoiseshell wales, the yards with stunsail booms, yard blocks and other details, mounted on a stepped inlaid tortoiseshell and bone display base with compass rose at centre and turned bone feet, overall measurements — 24 x 31 x 10in. (61 x 86.5 x 25.5cm.); contained within an ebonised glazed case — 28½ x 35 x 13in. (72.5 x 89 x 33.5cm.)

(2)

£6,000-8,000



196

196.

A DETAILED 1:48 SCALE STATIC DISPLAY MODEL OF A 40-GUN FRIGATE DESIGNED BY A.F. CHAPMAN FOR THE SWEDISH NAVY, CIRCA 1768

modelled by H. Bahrs with 35in. hull planked and pinned in contrasting wood, main and secondary wales, raised gun port lids with moulded brass guns protruding, chainplates with dead eyes, brass anchors with bound wooden stocks, finely carved figurehead formed as a classical king with swan, possibly Apollo, carved stern with gallery and glazed lights, planked decks with gratings, deck rings, capstan with bars, stovepipe, belfry with brass bell, well deck with fitted ship's boat and fitted balustrade, guns in stepped wooden carriages with trucks and other details, bound masts with standing and running rigging with blocks and tackle, yards and fitting tops with rails, mounted on wooden cradle stand, overall dimensions — 44 x 55 x 20in. (112 x 140 x 51cm.)

£2,000-3,000

Chapman: *Architectura Navalis Mercatoria*, page 41; Plate XXXI

Frederick Henry Chapman (1721-1808) was born in Sweden to English parents, his father having relocated there to join the Swedish navy, his mother the daughter of a shipwright. He showed precocious talent as a ship designer and published his *Architectura Navalis Mercatoria* in 1768 with other groundbreaking papers following. The Swedish Maritime Museum in Stockholm houses (and displays) a fine collection of original models built to his designs.

197.

A 19TH CENTURY SAILOR'S FRIEND

with knotted twine covered lead-weighted ends, wooden shaft enclosing 5in. stiletto blade, suspension loop — 12in. (30.5cm.) long (closed)

£250-350

198.

A 19TH CENTURY TREEN SAILOR'S FRIEND

turned in fruitwood with bulbous head linked by a flexible knot — 11½in. (29.5cm.) high

£150-250



198

197



199

199.

A PAIR OF GUNNER'S CALIPERS, CIRCA 1800

unsigned, constructed in brass with steel tips, engraved over both sides with scales for powder use in mortars and howitzers, brass and iron gun ranges, the hinge with measure for shot — 7in. (18cm.)

£1,000-1,500

200.

A COLLECTION OF MODEL GUNS

comprising a 19th century bronze model for a lantaka loosely mounted on presentation base with silver plates — 11in. (28cm.) wide (base); **together with** four brass naval guns of mixed size, two on wooden carriage mounts, one on metal battery mount (a lot)

£450-650



200



201



202

201.

A 19TH CENTURY WEAPONS LOGBOOK FROM H.M.S. EXCELLENT, 1849

kept by W.E. Gordon in a neat readable hand, manuscript weapon logbook comprising *Gun Gear mounted on Common Carriages*, 9pp. with several pen and ink drawings; *Laboratory Process*, 5pp.; *Compositions*, 7pp., several pen and ink drawings with hand-colouring; *Tubes*, 8pp., a few illustrations; *Rockets*, 17pp., pen and ink drawings; *Small Ammunitions*, 7pp., coloured illustration; *Target Practice*, 2pp.; *Field Piece Exercise*, 6pp., contemporary half roan, very rubbed — 9 3/4 x 7 1/2 in. (23.5 x 19cm.)

£200-300

202.

A SNUFF BOX MADE FROM TIMBER RECOVERED FROM H.M.S. BELLEROPHON

the lid inscribed in ink within *Made from the main beam of the Bellerophon that brot. home Buonaparte July 1815* — 3 1/2 in. (9cm.) diam

£250-350

203. Ø

**A RARE IVORY MICRO CARVING OF A
BRITISH MAN-OF-WAR AT SEA,
ATTRIBUTED TO G. STEPHANY AND
J. DRESCH, CIRCA 1800**

depicting a three-quarter stern view of a three-masted frigate getting underway with mizzen sails almost set, topgallant and lower sails still furled and standing rigging with crew climbing, running rigging and streamers flying, set on a blue stained ivory sea with horizon line beyond — 3 x 2½in. (7.5 x 6.5cm.) within a 5 x 4½in. ebonised glazed frame
£3,000-5,000

German-born Stephany and Dresch were described as *the most eminent sculptors in ivory in Europe . . . who will execute any design for Rings, Bracelets, Locketts, or for Cabinet pieces*. Based in Bath then London, they specialised in miniature scenes, often of naval interest, with breath-taking precision. Exhibiting at the Royal Academy between 1792 and 1803, examples of their virtuoso work are in the Royal Collection, the National Maritime Museum and British Museum.

For similar single-ship ivory miniatures attributed to Stephany and Dresch, see Christie's, London, 20 July 2016, lot 184 (£5250) and 22 February 2017, lot 155 (£6250).



203 (life size)

204. Ø

**A FIVE-BALL OR BEAD
PATTERN HANGER FOR THE
ROYAL NAVY, CIRCA 1800**

with 25¾in. curved steel blade, straight stirrup hilt, fluted ivory rectangular section grip with fouled anchor and crown plaque and brass cushion pommel; contained in leather and brass scabbard — 32in. (81.5cm.) long overall
£1,000-1,500



204

205.

**A GOOD WEDGWOOD
BLUE AND WHITE
JASPERWARE PLAQUE OF
LORD NELSON**

finely detailed impression after John de Vaere, the reverse impressed with maker's mark and 'Nelson' — 5in. (12.5cm.) high

£400-600



205



206

206.

A FINE FRENCH PRISONER OF WAR-STYLE BONE MODEL FOR THE FIRST-RATE SHIP OF THE LINE *ROYAL SOVEREIGN*

the 15in. planked and pinned hull with ebonised wales, three decks of oxidised brass guns protruding with red gunport lids, chain plates with deadeyes, finely carved figurehead and stern, bone anchors with bound stocks on catheads, planked deck with carved fittings including capstan, stove pipes, water casks, balustraded well deck, companionway, belaying rails, pierced hammock racks gratings, deck lights etc; bound masts with standing and running rigging with fitted ship's boats slung out between fore and main masts, yards with s'tuns/l booms and streamer, mounted on inlaid bone and wood display base with pad feet. Overall measurements — 20¾ x 29in. (53 x 74cm.)

£8,000-12,000

206A.

A NELSON BALTIC WARE STANDISH BY SAMPSON, CIRCA 1890

the inkwells with removable reservoirs, emblazoned with Nelson's arms on tray with further set of coat-of-arms, bordered with oak leaves and inscribed *Nelson 22 April / Nelson San Josef*, pen recess to front and back — 10½in. (27cm.) wide; **together with** two vases and a covered vase by Sampson of the same pattern (a lot)

£450-650



206A



206 (detail)



207 (part)

207.

AN EARLY 19TH CENTURY 'NELSONIANA' ALBUM

a small collection of Nelsoniana and including an engraved portrait with below his signature *Nelson & Brontë*; *An Engraved Plan of a Mansion House, proposed for Lord Nelson* from the Gentleman's Magazine, 1799; a *Tribute of the Memory of Horatio, Lord Nelson*, 2pp., manuscript; *Lines on Nelson*, 4pp. manuscript; printed and manuscript accounts of Nelson's funeral; and a few other minor pieces of Nelsoniana and naval battles from 1588 to the Napoleonic Wars — 9 x 7½in. (23 x 19cm.); **together with** a small print of the funeral car, circa 1806 and a 1905 small copper statuette of Nelson

(3)

£150-200

208.

A CONTEMPORARY NELSON-RELATED JOURNAL FRAGMENT

Four pp. 4to leaves, 4 June 05 [August?] — 7¼ x 6¼in. (20 x 16cm.)

£100-150

An interesting document mentioning the author's dining with Captain Hardy (?3 August) and (?5 August) 'I dined with Lord Nelson, Admiral Murray and Captain Hardy and I assure you your picture is not the like his Lordship'. Otherwise, his ship encountered adventures in the Channel and off Cape Finisterre.



211

209.

CAPTAIN HARDY'S BOOK OF COMMON PRAYER

printed by John Reeves, London c.1801, with Hardy's signature for May 1818 on an endpaper, a few leaves loose, contemporary red straight-grain morocco, upper hinge broken, contemporary bookseller's ticket of Bowderry and Kerry — 6 x 3in. (15 x 7.5cm.)

£150-250

Thomas Masterman Hardy (1769-1839) one of Nelson's 'Band of Brothers', was made captain in 1798 and with Nelson as he died, created a baronet in 1806 and vice-admiral of the Blue in 1837.

210.

NELSON, VISCOUNTESS

a small piece of paper inviting Mrs Atkyns to dinner on *Thursday next, 5 o'clock, April 30 to meet her two friends Mr and Mrs Tarleton. It will only be a family dinner ... Monday Evening April 15 [?], rue Mondrier*, according to a pencil note either 1816 or 1822 — 4¼ x 4½in. (12 x 11.5cm.); **together with William George Ward (1830-1878)**, a collection of documents detailing the process of his military career, the whole contained in slim metal document case (a lot)

£100-150

William George Ward (1830-1878) was the grandson of Lord Nelson, being the son of Horatia, daughter of Nelson and Lady Hamilton.

211.

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

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

£800-1,200

212.

AN UNUSUAL AND RARE SET OF EARLY 19TH CENTURY LEATHER TOBY JUGS

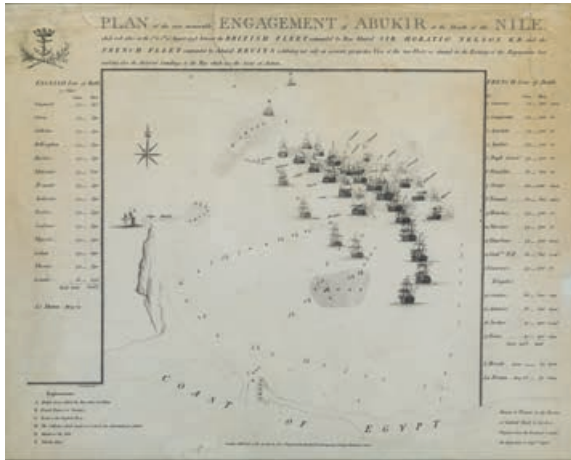
depicting Nelson, Hardy, Lady Hamilton and a bosun, finished in polychrome, the largest (Nelson) — 11in. (30cm.) high

(4)

£200-400



212



213 (part)

213.

'PLAN OF THE EVER MEMORABLE ENGAGEMENT OF ABUKIR AT THE MOUTH OF THE NILE ...'

published by John Brydon, London, December 25th, 1798, depicting the action with French and English keys — Pl. 18 x 22in. (46 x 56cm.), framed and glazed; **together with** a 19thC lithograph of the death of Nelson and two 18thC hand-tinted naval caricature, by Woodward *A Sailor sitting for his Miniature* and *A Nautical Comfort*

(4)

£200-300

214.

A RARE SALT GLAZE CHARACTER JUG OF NELSON, BY DOULTON, CIRCA 1850

depicted half-length with medals and decorations and half sleeve, the base inscribed *Trafalgar 1805* with 'England Expects ...' quote underneath, the hat serving as a spout and the queue of his hair forming the handle — 11½in. (29.5cm.) high

£800-1,000

215. Ø

A MIDSHIPMAN'S DIRK OF THE ROYAL NAVY, CIRCA 1800

9¼in. steel blade with simple etching, circular gilt brass guard with turned ivory grip and brass end cap pommel, contained within brass-mounted leather scabbard — 13¼in. (33.5cm.) long

£300-400

216.

A ROYAL NAVY DIRK, CIRCA 1811

the 6½in. steel blade with simple cruciform guard and turned ebony grip, contained with brass-bound leather scabbard with label inscribed *RN Dirk WH: Belonged to Capt. Richard Beaumont RN B. 1799 3VRT* — 9½in. (24cm.)

£300-400



214

217. Ø

AN 1805 PATTERN NAVAL DRESS SWORD

with 24in. plain steel blade, gilt brass stirrup with crown and anchor langets, ivory grip with lion's head pommel, contained in decorative brass-etched scabbard (lower half missing) — 29in. (73.5cm.) overall

£350-450

218.

A GEORGE V 1827-PATTERN DRESS SWORD FOR THE ROYAL NAVY

the 27in. etched steel blade, gilt brass half-basket hilt with hinged thumbpiece, wire-bound white painted wooden grip with lion's head pommel with crown, contained within leather scabbard with decorative brass mount — 34in. (86.5cm.) overall

£200-300



217

218

219.

ENGLISH SCHOOL, 19TH CENTURY

H.M.S. 'Castor' running down the Customs House cutter 'Cameleon' in the Channel off Dover, 1834

Oil on reverse glass panel with title
14½ x 21 (37 x 53cm.)

£250-350



219

On 27 August 1834, the 36-Gun frigate *Castor* collided with the Customs House cutter *Cameleon* off South Foreland, Dover, sinking *Cameleon* with the loss of most of its crew. This incident led to the Court Martial of officers and crew of *Castor* on 6 September 1834 in Plymouth. The officers were acquitted but the lieutenant of the watch was dismissed from the service, it having been admitted and proven that a proper watch had not been kept.

220.

'UNIFORM REGULATIONS FOR OFFICERS OF THE FLEET'

published by H.M.S.O. for the Admiralty, 1893, comprising 22 pages of detailed descriptions and tailoring patterns followed by 24 colour plates for all officer ranks and relevant accessories, bound with quarter calf blue boards with gilt titles and Royal arms to cover, complete with separate Errata No.1 dated 1894 with uncut corrections to this 1893 edition — 15 x 11in. (38 x 28cm.); **together with** Mollo, J: *Uniforms of the Royal Navy during the Napoleonic Wars*, Hugh Evelyn Ltd, London, 1965

(2)

£150-250



221

221.

ENGLISH SCHOOL, LATE 18TH CENTURY

Portrait of a naval officer

Watercolour in verre églomisé mount
8¾ x 7in. (21 x 17.5cm.)

£100-200

222. Ø

ENGLISH SCHOOL, CIRCA 1796

Portrait miniature of William Augustus Minchin R.N., half-length in lieutenant's uniform, with powdered hair and white stock

Oil on ivory backed with laid paper
inscribed in pencil *William Augustus Minchin d. 1841*

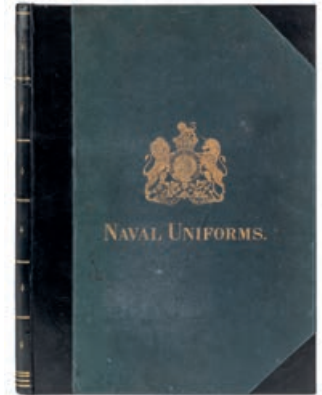
2¾ x 2 in. (7 x 5.3cm.) in gold lunette
glazed frame with suspension loop
(disassembled)

£250-350

William Augustus Minchin (1772-1845) born in Hampshire, he attained the rank of able seaman in 1790 and saw service in Home and Mediterranean waters. He made lieutenant on 27th December 1796 in the sloop *Star* and is



222



220 (part)

likely to have had this portrait painted shortly thereafter, it shows him as something of a man-of-fashion with a handsomely tied stock, his own hair powdered and a bright, cheerful smile. He fought at the Battle of Copenhagen in 1801 aboard the *Monarch* (74) where he was wounded. This did not prevent him from serving and he was on various ships between the Home and Newfoundland stations between 1804-1807 and he commanded the brig *Pelter* between 1819-21 when he was made up to a commander and when he probably left the Royal Navy, retiring on half pay. He died in Cardiff in 1845 at the age of 73.

223.

ALBIN ROBERT BURT (BRITISH, 1784-1842)

Portrait of an officer of the Royal Navy

Signed, inscribed and dated 'Drawn by A. Burt, Oxford, 1838' (lower left)

Watercolour

11 x 8in. (28 x 20cm.)

£200-300



223

224.

A GEORGE V 1827 PATTERN HALF-BASKET HILT OFFICER'S SWORD FOR THE R.N.V.R.

31½in. blade, hilt with hinged thumbpiece inscribed J.F. Harrison, R.N.V.R.', wire-bound shagreen grip, lion's head pommel and contained within brass-mounted leather scabbard of issue — 37½in. (95cm.) overall

£200-300

225.

A GEORGE V REGULATION DIRK FOR THE ROYAL NAVY

18in. etched steel blade, acorn quillions, black shagreen grip with lion's head pommel, contained in leather scabbard with sprung lock — 24in. (61cm.) overall

£150-250

226.

AN 1827 PATTERN OFFICER'S SWORD FOR THE ROYAL NAVY, CIRCA 1920

the 31in. etched steel blade with crown for George V, shagreen hilt with regulation brass half-basket hilt; *together with* brass mounted scabbard of issue — 37½in. (96cm) overall

£300-500

227.

A GEORGE V REGULATION DIRK FOR THE ROYAL NAVY

17½in. etched steel blade, acorn quillions, wire-bound grip with lion's head pommel, contained in leather scabbard with sprung lock — 23½in. (60cm.) overall

£200-300

228.

A GEORGE V 1827 PATTERN HALF-BASKET HILT OFFICER'S SWORD FOR THE ROYAL NAVY

the 31in. blade numbered '15366', hilt with hinged thumbpiece, wire-bound shagreen grip, lion's head pommel and bullion loop, contained within brass-mounted leather scabbard of issue — (38in. 96.5cm.) overall

£150-250

229.

A REGULATION UNIFORM COAT AND BICORN HAT FOR A LIEUTENANT COMMANDER, CIRCA 1938

the blue wool cloth tailcoat tailored by Gieves Ltd with regulation buttons, braid and white flashing as appropriate, with owner's label in neck; *together with* a beaver felt bicorn hat with bullion tassels and loop, regulation epaulettes and belting, within toléware case of issue

(a lot)

£400-600



229A.

A ROYAL NAVY COCKED HAT AND EPAULETTES BY GIEVES, LONDON, CIRCA 1930

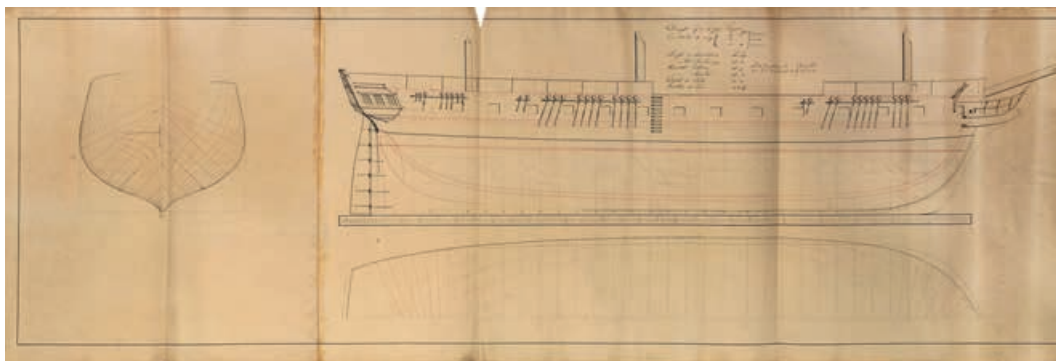
the beaver felt hat with single bullion loop and tassels, contained in box with hinged wire racks and containing epaulettes for the rank of a lieutenant with less than eight years seniority, with a belting compartment under hat, the lid inscribed for *P.G.B. Pearce R.N.*

£400-600

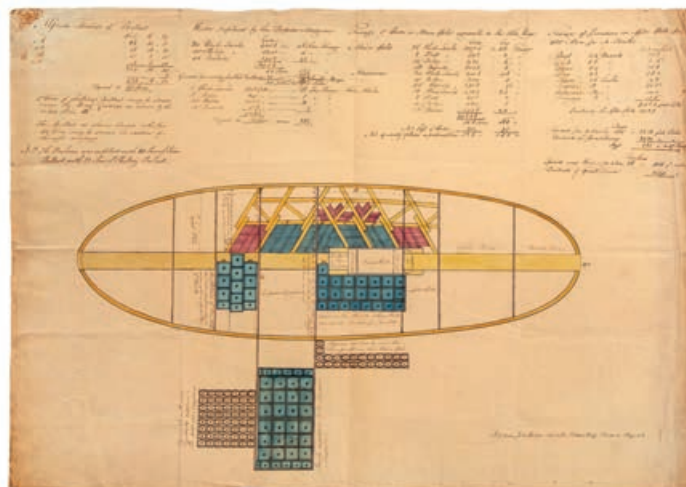


229

229A



230 (part)



231 (part)

230.

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

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

(3)

£600-800

231.

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

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

(5)

£800-1,000

232.

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

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

(a lot)

£150-250



232 (part)



233 (part)



234

233.

TWO ANTI-SLAVE TRADE PATROL LOGBOOKS FROM H.M.S. NORTH STAR 1834-6

Kept by John Townsend (midshipman), the first 16 July 1834-27 October 1836; the second 8 December 1835-27 October 1836, the first log discusses the voyage round Cape Horn and back again and in particular, mentions stays at Rio, Montevideo and Buenos Aires, 25th 1834; James Scott died from excessive drinking and was buried at sea; May 28th the ship anchored off Pernambuco; on 3 July received stores for the Falkland Islands where they docked on 24 July receiving fresh beef, lots of geese, rabbits and members of the crew, the only inhabitants of the islands; 4 August 1835 the ship again rounded Cape Horn in appalling weather causing the death of the ship's watchman from hypothermia; 16 March 1836 was given a cask of whiskey by an American brig; the *North Star* arrived back in England on 27 October 1836, this and the following were written by John Francis Townsend, midshipman, the captain being Octavius Venables Cyril Harcourt, modern wrappers, folio — 12¾ x 8in. (32.5 x 20.5cm.); **together with** another logbook mostly concerned with ordinary tasks, carpenters (numerous repairs including sails), washing clothes and the ship, exercising marines, spying Australian and French ships, reading articles of war, catching turtles, etc., 61ff. (including one blank), contemporary half roan, red morocco label on front cover, folio — 12 x 7½in. (30.5 x 18.5cm.), 8 December 1835-27 October 1836; and a transcript of the log; **together with** a large folder additional support material pertaining to Townsend between 1834-59 and including material when serving as First Lieut. of H.M.S. *Pantoloon*, an 8-gun brig capturing slavers on the African coast, including letters, manuscripts and an early (17th Century?) map of Ireland.

(3, a lot)

£1,000-1,500

The *North Star* commissioned 1825 was stationed in the West Africa Squadron suppressing the slave trade — taking several Spanish and Brazilian slavers and after serving in the first Anglo-Chinese War (1841-42) was fitted for Arctic service between 1852-1854 searching for Sir John Franklin's ill-fated North-West passage expedition. She was scrapped at Chatham Dockyard in 1860.

234.

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

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

(2)

£800-1,200

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

235.

A LOGBOOK FROM THE U.S.S. WYOMING, 1871-72

kept between 4th November 1871 to 31st December 1872 whilst under Commander John L. Davis, contemporary half calf, worn, contents loose — 15 x 10in. (38 x 25cm.)

£500-700

John Lee Davis (1825-1889) was a Rear Admiral of the United States Navy, who served during the American Civil War, and later commanded the Asiatic Squadron.

Wyoming was a screw sloop launched 1859. An interesting logbook describing in the first six pages *Wyoming's* refitting in Portsmouth and thence to, inter alia, Boston, Havana, Key West, Kingston (Jamaica), Norfolk (VA), Hampton Roads, Greytown, Aspinwall (Panama) and New Bedford (MA). After several adventures (including taking articles for the Paris Exhibition in April 1878) she was deployed on the North Atlantic then European Stations before becoming a training ship at the US Naval Academy for about ten years before being scrapped in 1892.

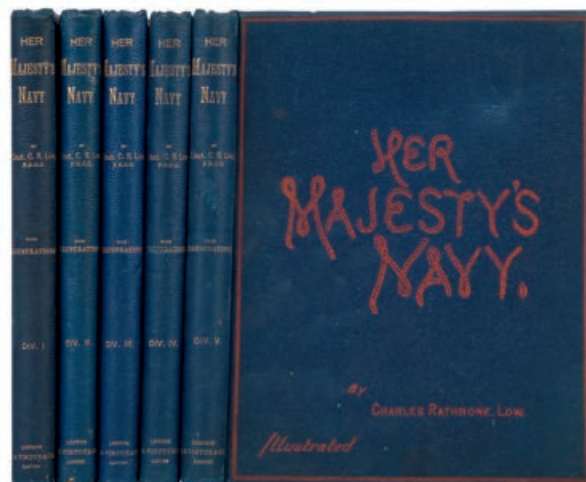
236.

'HER MAJESTY'S NAVY INCLUDING ITS DEEDS AND BATTLES..'

Charles Rathbone Low for J.S. Vine, London [circa 1887] five volumes, two coloured lithographed titles, two portraits and 36 coloured plates, original decorated cloth gilt — 11 x 8½in. (27.5 x 21.5cm.)

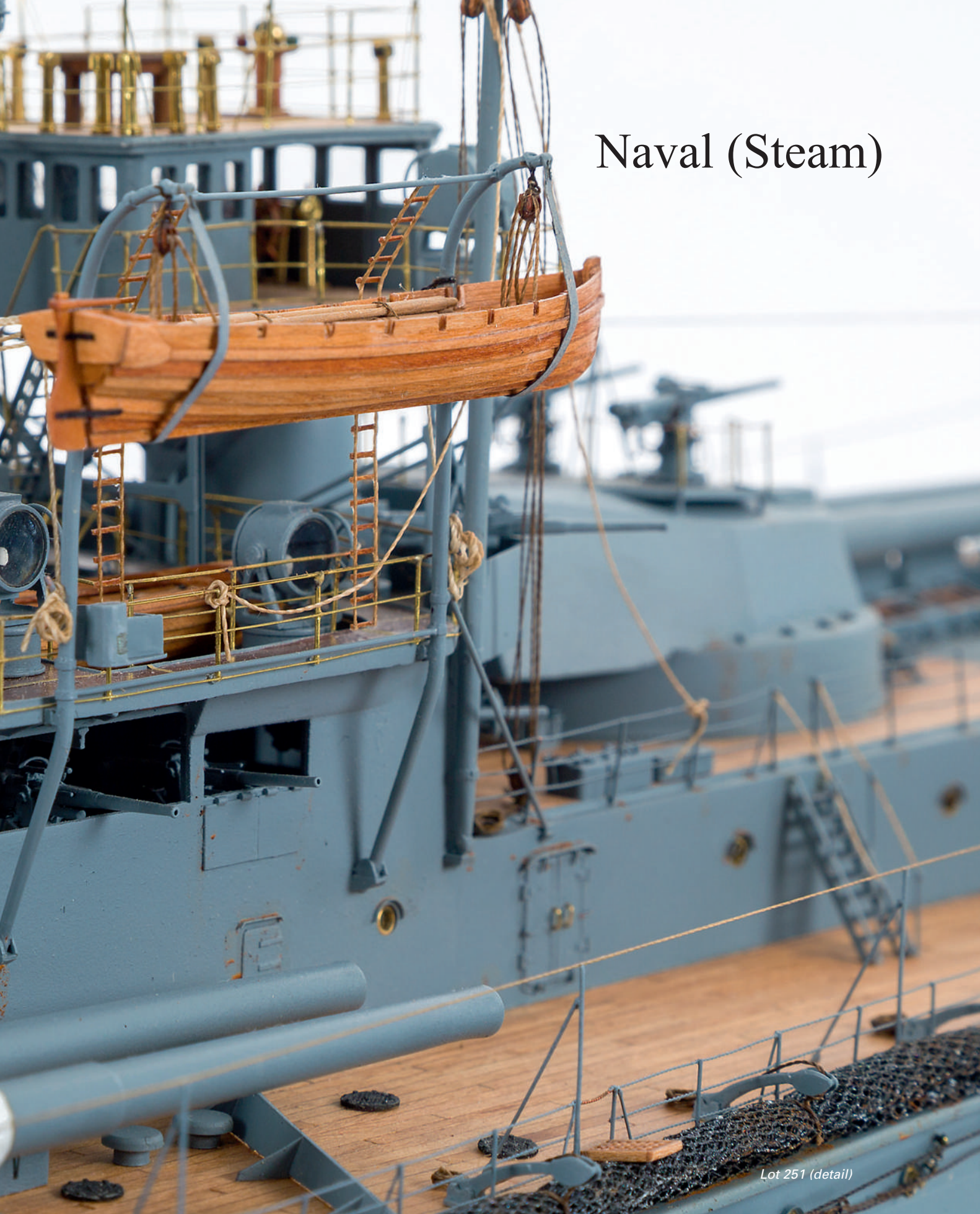
(5)

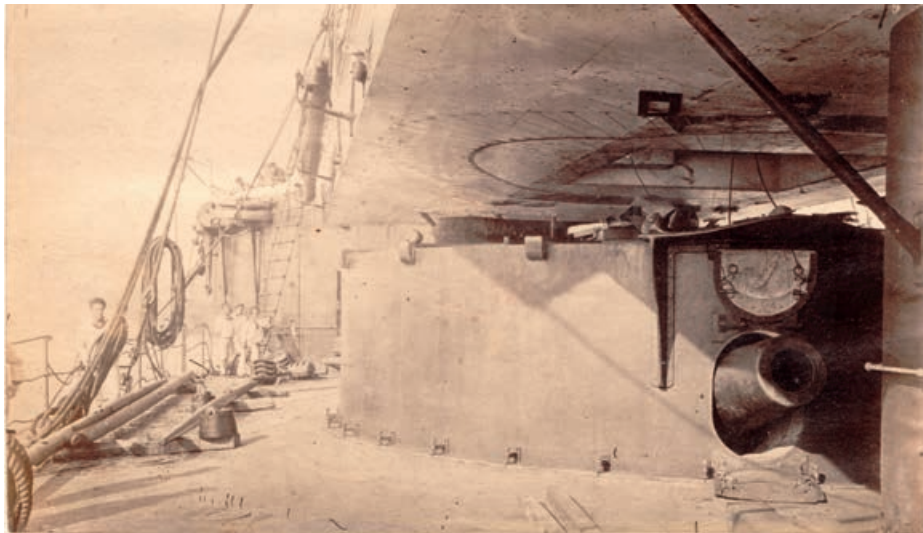
£100-150



236

Naval (Steam)





237 (part)



237A (part)

237.

A CONTEMPORARY PHOTOGRAPH OF THE DECK OF THE ILL-FATED H.M.S. CAPTAIN, FOUNDERED 1870

the 4 x 6½in. sepia-tone print mounted on an old album page inscribed in pencil *Deck of H.M. Ship Captain; together with* a further seven views of early auxiliary warships including a gun deck and muster of boys, and four others

(a lot)

£150-250

Captain was built, under pressure, to designs by R.N. officer Cowper Coles in an attempt to free decks of clutter and give swivelling turret guns a clear view, however, she had a very low freeboard and supported a full ship's rig which de-stabilised her. Launched in April 1870, she sank at anchor off Finisterre on 6th September that year with the loss of about 500 men, only 27 crew survived.



238

237A.

RELICS OF H.M.S. CAPTAIN, CIRCA 1870

a wooden cruciform frame containing a leather leaf *In Memory of the 500 Gallant British Seamen & Mariners who perished in H.M.S. "Captain"* and a small piece of green in the form of a book with a cross and a notice of the *Captain's* sinking; **together with** photographic print of the *Captain* foundering in the morning of 7 September 1870 — 9¼ x 11½in. (23 x 29cm.)

£80-120

238.

19TH CENTURY BLUE AND WHITE CUSTOMS HOUSE TABLEWARE

comprising two large mugs with foliate transfer print and city arms to front, numbered '8' and '10' respectively and two plates of similar design numbered '6' and '11', maker's marks for Copeland to reverse — 9½in. (24cm.) diam

(4)

£400-600



238A (part)

238A

A ROYAL NAVAL OFFICER'S CUP AND SAUCER, CIRCA 1880

unsigned but possibly by Bovey Tracey Potteries with brown transfer decoration depicting naval crown and open laurel leaves with zig-zag rims, **together with** a Staffordshire coffee can and saucer with W.R (Ward Room) transfer

(4)

£100-150



239

239.
THE LAUNCHING CASKET FOR H.M.S. ANSON, CIRCA 1886

the finely carved exterior and lid with inset profile watercolour and plush-lined interior with carved boxwood hammer and chisel — 7 x 16 x 12in. (17 x 40.5 x 30.5cm.)

£600-800

H.M.S. *Anson* was the last of six 10,600 ton 'Admiral-class' ironclad battleships built for the Royal Navy during the 1880s. Assigned to the Channel Fleet in mid-1889 as a flagship for the fleet's second-in-command, in 1891 the S.S. *Utopia* sank with the loss of 562 lives after colliding with *Anson* in the Bay of Gibraltar. In mid-1893, *Anson* was transferred to the Mediterranean Fleet, subsequently returning home in 1900. Recommissioned for the Home Fleet in early 1901, *Anson* was paid off three years later sold for scrap in 1909.



241 (part)

240.

A BRASS PORTHOLE COVER RECOVERED FROM H.M.S. VINDICTIVE, CIRCA 1898

the steel cover now ebonised and painted with ship's badge commemorating Zeebrugge, painted inscription *St George's Day, Zeebrugge 1918* — 21.5in. (54.5cm.) including hinges

£150-250

241.

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

H.M.S. 'Myrmidon'

Watercolour

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

8¾ x 13½in. (22 x 34cm.); **together with** English Officer School, 1836, *H.M.S. 'Hercules'* and *H.M.S. 'Asia'* off Dover, June 12th 1836, watercolour, a paddlesteamer towing a small steamship off a coast, monogrammed and dated 'F.H.W. 1877' (lower left) and another of a Royal Navy three-decker with other shipping

(4)

£200-300

A 350-ton destroyer built by Palmer's Yard, Jarrow in 1900, by WWI *Myrmidon* was already on the verge of obsolescence. Joining the Dover Patrol on the outbreak of war, she was sunk on 26 March 1917 six nautical miles off Dungeness in a collision with the merchantman S.S. *Hamborn*. Her 63 crew were rescued by H.M.S. *Mermaid* and the S.S. *Tambour* with the loss of one life.

242.

AN 8IN. TOMPION PLATE FROM THE PROTECTED CRUISER H.M.S. POWERFUL, 1895

cast in brass and turned behind, depicting an arm wielding a club and mounted on oak shield-shaped plaque — 14¼ x 9½in. (36 x 24cm.) high

£150-250



242

Powerful, a protected cruiser of 14,200 tons, is most famously associated with the Siege of Ladysmith, where she served in 1899.



240



243

243. Ø

A FINE IVORY LAUNCHING MALLET FOR THE ARMoured CRUISER H.M.S. ABOUKIR, 1900

handsomely carved overall, the head inscribed *HMS ABOUKIR / THE FAIRFIELD SHIPBUILDING AND ENGINEERING COMPANY LIMITED / 16TH May 1900* — 12in. (30.5cm.) high

£3,000-5,000

Aboukir, along with her sisters *Hogue* and *Cressy*, were all 12,000 ton 'Bacchante' Class armoured cruisers built in 1900. Obsolete by the time war broke out in 1914, they were nevertheless re-equipped and manned by largely inexperienced crews drawn from cadets and reserves of retired naval personnel. Sent to patrol the Broad Fourteens off the Dutch coast, they were supposed to be escorted by destroyers, but coaling and heavy weather often interrupted naval routine. Such was the case on the morning of 22nd September 1914 when Kapitänleutenant Otto Wedigan, Commander of *U-9* sighted the three sisters cruising line abreast at about 2000 yards each at a stately 10 knots. *Aboukir* was struck first by a single torpedo at 6.20am and, thinking she'd hit a mine, signalled for assistance. *Hogue* approached and realising it was a submarine attack began looking for periscopes but was struck by two torpedoes at 6.55am, which made the now lighter submarine broach the surface. At this point, *Cressy* attempted to ram *U-9* but to no avail and she went to help her stricken sisters, when at 7.20am, she was also torpedoed and foundered in about half an hour. Without steam, no power could be brought to the winches to launch boats. The combined total from all three ships was 837 men rescued and 62 officers and 1,397 ratings lost, of these, *Aboukir* lost a total of 527 men. In 1954 the British government sold the salvage rights to all three ships to a German company and they were subsequently sold again to a Dutch company that began salvaging the wrecks' metal in 2011.

244.

A 2IN. THREE-DRAW TELESCOPE BY ROSS, LONDON, OWNED BY CAPT. CHRISTOPHER CRADOCK, R.N., CIRCA 1901

signed as per title and numbered 24745 and inscribed *Captain Cradock, Hartforth, Richmond, Yorks*, tapering leather-covered main tube with splash cuff and lens cuff, contained in leather case of issue with strap — 11in. (28cm.) long (cased)

£500-800

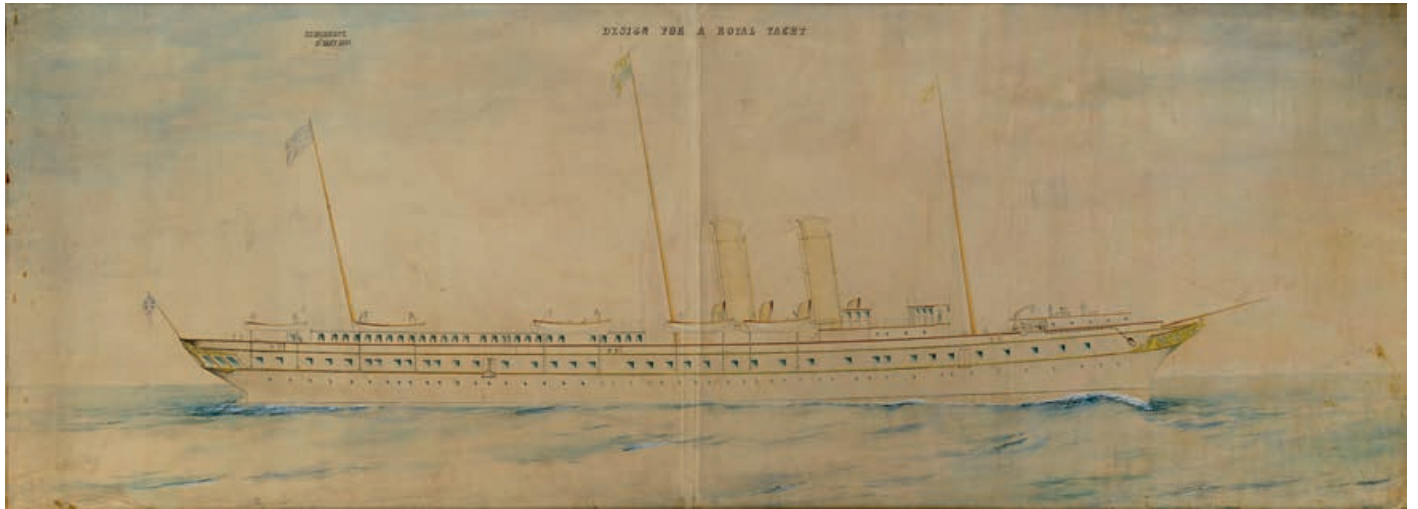
Captain, later Rear-Admiral Sir Christopher Cradock (1862-1914) was a consummate and very brave naval officer, who was close to the Royal Family and saw service on the Royal Yacht. In 1914 he was assigned a scrappy, obsolete squadron and ordered to hunt down Admiral Graf Spee in the modern *Scharnhorst*. The resulting Battle of Coronel was annihilation for Cradock aboard the *Good Hope* whose ships only landed two hits on the Germans, none of which caused damage and he and 926 men were sunk attempting to ram the Germans. Cradock was born at Hartforth and made a captain on 18th April 1901 when it is presumed he acquired this telescope. By 1914 it would have been superseded by modern prismatic binoculars.



244 (detail)



244



245

245.
AN ADMIRALTY PROFILE PROPOSAL DRAWING FOR THE ROYAL YACHT VICTORIA & ALBERT III, CIRCA 1897

drawn on conjoined sheets and inscribed in stencil Design for a Royal Yacht, Admiralty 5th May 1897, and signed 'W.A. White' with watercolour over pen, ink and pencil heightened with gouache — 25 x 73½in. (63.5 x 187cm.)

£1,000-1,500

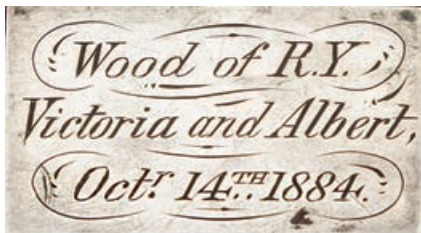
246.

A PRESENTATION CIGAR BOX MADE FROM OAK FROM THE R.Y. VICTORIA & ALBERT II, 1884

the hinged glass lid with silver plate inscribed *Wood of R.Y. / Victoria & Albert, / Oct. 14th 1884*, removable dividers forming three 7½ x 4¼in. compartments over two drawers in base with pin securing lock and bun feet — 8½ x 15 x 10in. (21.5 x 38 x 25.5cm.)

£500-700

This box must have been presented to **Capt. Frank Tourle Thomson R.N. (1829-1884)**, a veteran of the *Challenger* Expedition 1873-76 and who served as captain of the royal yacht from 1877 until 14th October 1884. Presumably, he stepped down through ill health as he died just a month after receiving this gift.



246 (detail)



246



249



247

247.

A LEATHER TELEPHOTO LENS CASE BELONGING TO HERBERT PONTING, CIRCA 1907

embossed *H.G. PONTING, F.R.G.S.* to lid, plush-lined interior and containing an associated lens inscribed *NO. 3 BECK UNIVERSAL TELEPHOTO LENS NO. 102233* — the case 6½in. (17cm.) wide

(2)

£500-1,000

Herbert Ponting (1870-1935) was an innovative photographer and cinematographer most famously associated with Captain Scott's 1910-13 Antarctic *Terra Nova* expedition where some of the most iconic images of that continent were captured from the base at Cape Evans. Proud of being elected a Fellow of the Royal Geographic Society in 1905, some of his equipment was marked 'F.R.G.S.' thereafter. Ponting is documented as having used Bausch & Lomb lenses, including on the expedition, but the threads were standardised and thus components by other makers, including Beck, could be fitted. Beck's main London premises in Mortimer Street were a three-minute walk from Ponting's pre-expedition lodgings in Gower Street and as another Beck lens (housed in a Bausch & Lomb shutter mechanism) has been provisionally attributed to Ponting, he may have been a regular patron. The lens contained within the leather case was of the sort Beck's advertising targeted at explorers and travellers and, whilst it cannot be said with complete certainty it was a lens used in the *Terra Nova* expedition, it can be said that as a relatively new and comparatively small lens, it may have formed part of the 200kg or so of equipment that Ponting took. Latterly Ponting fell into financial difficulties and an estate sale held after his death included large amounts of his photographic equipment, of which elements surface occasionally.

Charles Miller Ltd is grateful to Anne Strathie, author of *Herbert Ponting*, The History Press, 2021; and Dr. Michael Pritchard, F.R.P.S. for their invaluable assistance with this lot.



248

248.

HERBERT PONTING (1870-1935)

A sledge dog listening to the gramophone

black and white print blind-stamped 'The Ponting Collection' (lower right) and with an official edition label numbered 109/400 to reverse

16 x 19½in. (40.5 x 49.5cm.) framed and glazed

£300-500

Another version of this image is annotated by Ponting as 'Chris the Sledge Dog listening to the Gramophone'; The Gramophone Co. gave Scott a Monarch Senior machine, the top model of the day, along with several hundred mainly single-sided shellac records. In this image, Ponting revisits the famous Dog and Gramophone trademark which had been adopted in 1909 by the Gramophone Co. which was then renamed His Master's Voice. It seems the choice of records provided an area of discord on the expedition with the crew preferring jaunty sing-along music hall discs, whilst the officers preferred opera and concertos. It's thought that the record being played in this image is Tetrazini's version of the Bell Song from *Lakmé* by Delibes.

249.

A DENT PATENT 182 TYPE BOAT COMPASS BY KELVIN & WHYTE LTD, GLASGOW, CIRCA 1915

the 4in. compass card signed as per title and further inscribed *Captain Chetwynd's Patent*, contained within liquid-filled grey painted brass bowl inscribed *Patt. 182 No. 288*, gimbal-mounted in wooden box with locking arm, hinged door with pasted instructions, securing rings with rope ties and brass temple-top glazed hood with candle lamp and spare candle tube, single shade slide and wooden drop-handle to top; the back stencilled "Patt. 182 No. 288" — 13in. (33cm.) high

£1,000-1,500

250.

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

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

£100-150



251

251.

A FINE 1:175 SCALE STATIC DISPLAY MODEL OF H.M.S DREADNOUGHT, 1906

modelled by M. Chescu, the bespoke 40in. pre-formed hull, with bilge keels, twin rudders, four propeller shafts on brackets with propellers, sponson booms with nets, brass portholes with rigoles, anchors secured with studded chain, pipes and winches, planked wooden decks with coal chute covers, and complete with painted metal fittings including main and secondary armament, bridge with telegraph, binnacle, chart table, searchlights, fitted wooden boats swung out in davits, stayed funnels with safety valve extension pipes, tripod mast with director firing system, signal lanyard and radio aerials, steam launches and much other fine detail, mounted on gilt brass pedestals within plexiglass wood framed case, overall measurements — 24 x 46 x 10in. (61 x 117 x 25.5cm.)

£3,000-5,000

The first all-big-gun ship and rightly considered the 'grandfather' of all modern battleships, H.M.S. *Dreadnought* was also the first to employ Charles Parsons's turbines as opposed to the noisy and messy reciprocating engines tried and trusted by the late Victorian navy. The result was a triumph — fast, clean, quiet, efficient, armoured and accurate: Jane's Fighting Ships claimed that she was the equal of 'two if not three traditional battleships', thus rendering them all obsolete at a stroke. At a demonstration in August 1907 to show Edward VII and Queen Mary, a "scratch" gun crew fired twelve 12in. shells with 11 finding their mark a mile and a half away. Obsolete by WW1, her only 'kill' was made by ramming a submarine. She was broken up in 1923 by Wards at Inverkeithing but remains perhaps the most iconic battleship of the 20th Century.



251 (detail)

252.

AN ETCHED BRASS PRESENTATION PLAQUE OF LORD FISHER, 1917

depicted half-length in full uniform with decorations, signed and inscribed *Rex Osborne / Admiral of the Fleet / Lord Fisher / First Sea Lord / Permanent Souvenir of the Great European War / 1914 — Qui Vivra, Verra!*, mounted on stained oak panel, the reverse with period labels dated 1917 — 8½ x 7in. (21.5 x 18cm.); **together with** a 5½in. bronze boat badge from H.M. Aircraft Carrier *Bulwark* (1954); and another for the Chilean destroyer [*Almirante*] *Riveros* (1960) mounted on wooden table stand

(3)

£100-150



252 (part)



253

253.

WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)

Britain's watchdogs

Signed and dated 'W.M. Birchall 1914' and inscribed with title (lower left)

Watercolour heightened with body colour

9¼ x 13½in. (23.5 x 34cm.); **together with** another by the same hand *A fleet in being*

(2)

£250-350

254. Ø

A PAIR OF MIDSHIPMAN'S LOGS, 1900-1903

kept by H.N. Benbow between 1st January 1900 and 15th May 1903 aboard H.M. Ships *Warspite* and *Sutlej* written in a clear hand and with numerous charts and technical watercolour illustrations encompassing a full panoply of machinery, gunnery and components, blue full calf bindings with gilt titles and marbled endpapers, one with loose certificate excusing condition signed by Captain Keppel March 1901 — 12½ x 8¼in. (32 x 21cm.); **together with** a drawing set by W. Harling, London, with owner's plate for Benbow in lid; and framed post-card of *Diadem*

(4)

£400-600

255.

FIVE AUTOGRAPH DIARIES ON ACTIVE SERVICE ON H.M.S. KINFAUNTS CASTLE, 1914-15, AND H.M.S. WHITBY ABBEY, 1918

kept by George Roe Farmer, Yeoman of Signals, three volumes covering service on H.M.S. *Kinfauns Castle*, August 1914-September 1915 and two volumes covering service on board H.M.S. *Whitby Abbey*, April-September 1918 -- 6¼ x 3½in. (16 x 9cm.) and 9 x 7in. (23 x 18cm.)

(5)

£250-350

George Roe Farmer (born 1878) joined the RN in 1894, becoming Yeoman of Signals on H.M. Royal Yacht *Alexandra* before being transferred to H.M.S. *Kinfauns Castle* at the beginning of WWI, serving round the African coast capturing German ships and was involved in the early use of seaplanes including in the prolonged Battle of Rufiji Delta to destroy the German Cruiser S.M.S. *Königsberg*. The other two volumes describe his service on board H.M.S. *Whitby Abbey*, patrolling the Adriatic and one which was entitled 'A few notes as to how the Great War of 1914 effected (sic) Geo. R. Farmer, with detailed descriptions of his service in East Africa.

256.

AUTOGRAPH ALBUM

152 captains or admirals autographs, on 35 sheets, cut from letters or envelopes including Admiral David Beatty, John Jellicoe and Percy T. Dean, V.C.

£200-400

Percy Dean on 22 and 23 April 1918 at Zeebrugge after *Intrepid* and *Iphigenia* had been scuttled and their crews taken off by motor launch 282 under his command, embarked more than 100 officers and men under fire from heavy and machine guns at point-blank range. After this exploit, he was about to clear the canal when he was informed there was an officer in the water. He immediately turned back and rescued him. After the war, he was Conservative Member for Blackburn between 1918 and 1922.

257.

A PLASTER BUST OF ADMIRAL SIR JOHN JELlicoe

half-length, depicted in dress uniform with decorations, the socle inscribed *JELlicoe*, finished in gold paint — 14¾in. (37.5cm.) high; **together with** a 7½ x 5½in.

photograph of Jellicoe when serving, mounted on card mount signed 'Jellicoe A.F.' and a regulation R.N. belt and buttons

(4)

£150-250



254

257 (part)



258

258.

WILLIAM MINSHALL BIRCHALL (BRITISH, 1884-1941)

Mistress of the seas

Signed and dated 'W.M. Birchall 1920' (lower left) and inscribed with title

Watercolour

9¼ x 13½in. (23.5 x 34cm.)

£150-250



261

259.

THE SHIP'S BELL FROM THE DESTROYER/MINELAYER U.S.S. DORAN, 1919/1939

heavily cast in brass with moulded rim with threaded suspension ring to top — 16in. (40.5cm.) diam

£800-1,200

This bell represents something of a puzzle. Launched as the U.S.S. *Bagley* in 1919, she was then placed in reserve in 1920. When hostilities resumed, the *Bagley* name had been reassigned and so, between December 1939 and September 1940, she was called *Doran*, but in September 1940 she was handed over to the Royal Navy as H.M.S. *St. Mary's* and was broken up in 1946.



259



260

260.

THE SHIP'S BELL FROM PATROL FRIGATE H.M.S. CELANDINE BUILT BY BARCLAY, CURLE & CO., 1916

cast in brass with black-filled lettering and broad arrow mark to front, crown top suspension with threaded eye — 10¾in. (27.5cm.) diam

£400-600

261.

A TOMPION PLATE FROM H.M. BATTLESHIP HERCULES, CIRCA 1910

cast in spelter with thread-securing behind, now mounted on marble plinth — 10½in. (27cm.) high

£150-250

Hercules was one of two large (20,020 ton) 'Colossus' Class Dreadnoughts built in 1910 and saw sustained action at the Battle of Jutland in 1916 and was broken up in 1921.



262

262.

A SECTION OF SHELL DAMAGED BULKHEAD FROM H.M.S. *LION*'S ACTION AT DOGGER BANK, 24TH JANUARY 1915

mounted on teak from H.M.S. *Lion* with a small section of tarred rope from an incendiary device dropped in a Zeppelin raid, with plaque to top inscribed *H.M.S. Lion 24/1/15* — 14 x 14in. (36cm.); **together with** a shell tip mounted on circuit board from *Lion* from the same action and a pressed brass wardroom plaque commemorating *Lion*'s actions at Heligoland, Dogger Bank and Jutland — 7in. (18cm.) wide

(3)

£400-600

German ships had bombarded the English coast twice in late 1914 and were intending to do so again in January 1915 when Room 40 (signals intelligence) discovered the plan and a trap was set with Admiral Beatty and his Battle Cruiser Squadron. In the event the battle of Dogger Bank which commenced on the morning of 24th January did not strike the decisive blow Beatty hoped for, almost entirely due to the signalling of his flagship *Lion* and a disputed belief in a torpedo attack. *Lion* was disabled and confusing signals by Beatty let the Germans escape after a short engagement with the exception of the pre-Dreadnought *Blücher* which, wounded, was then pounded to oblivion by the combined RN force. Whilst technically a British victory, it was a closer call than many cared to admit and the opportunity to correct the signal book was not exploited, a mistake that had far wider repercussions at the Battle of Jutland eighteen months later.



263

263.

AN EMERGENCY BRIDGE 'HEAD' FROM THE ROYAL NAVY, CIRCA 1915

unsigned, constructed in copper and brass, hinged seat and carry handle — 7 x 12 x 12in. (18 x 30.5 x 30.5cm.)

£150-250

German ships had bombarded the English coast twice in late 1914 and were intending to do so again in January 1915 when Room 40 (signals intelligence) discovered the plan and a trap was set with Admiral Beatty and his Battle Cruiser Squadron. The battle of Dogger Bank commenced on the morning of 24th January but did not strike the decisive blow Beatty hoped for – almost entirely due to the signalling of his flagship *Lion* and a belief in a torpedo attack. *Lion* was disabled and confusing signals by Beatty let the Germans escape after a short engagement with the exception of the pre-Dreadnought *Blücher* which, wounded, was then pounded to oblivion by the combined RN force. Whilst technically a British victory, it was a closer call than many cared to admit and the opportunity to correct the signal book was not exploited, a mistake that had far wider repercussions at the Battle of Jutland 18 months later.

264.

AN ADMIRALTY PATTERN CAST BRASS TILLER YOKE, CIRCA 1900

comprising two opposing dolphins with sheaths in their tails — 20in. (51cm.) wide

£300-500



265

265.

AN ADMIRALTY TYPE TILLER YOKE

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

£200-300



265A

265A.

AN ARCHITECTURAL CLOCK FROM A NAVAL INSTITUTION

the carved oak oval dial with rope-twist surround and naval crown over, gold-coloured hands with electric movement behind — 19 x 32in. (48 x 81cm.)

£150-250



266 (detail) 'The battle cruiser Hindenburg'

266.

**THE SCUTTLING OF THE GERMAN HIGH SEAS FLEET
AT SCAPA FLOW, 1919**

printed title and 12 mounted 8 x 10in. photographs,
contemporary roan with *Scapa Flow, June 21, 1919* in
gilt to front cover — 12 x 15in. (30.5 x 38cm.)

£400-600



266

268.

**A RARE KAISERMARINE U-BOAT BULKHEAD CLOCK BY FRANZ
HAPPE, KIEL, CIRCA 1916**

with 5½in. silvered dial with black-filled numerals signed as per
title and engraved with crown and M device and numbered '4997',
slow/fast lever above '12' black spade hands with subsidiary dial
with single winding arbour to eight-day barrel going movement,
contained within nickel-plated brass bulkhead case with side lock
stamped '120 120' and numbered behind '2333064', with bevelled
glass face plate — 8in. (20cm.) diam; associated winding key

£1,000-1,500



268



269

269.

A SOUVENIR ALBUM OF THE GERMAN EAST ASIA SQUADRON, 1905-07

comprising approximately 245 black-and-white and sepia-toned photographs of assorted sizes depicting fleet scenes with some group portraits, the wreckage from a hurricane with many sunken large warships etc., busy street scenes and an execution, mounted on card pages within cloth-bound boards inscribed *Ostasien 1905-7* — 12 x 16½in. (30.5 x 42cm.); **together with** a German naval swallow tail pennant, the sleeve stencilled *J.....S1 Boot* with wooden rod and lanyard — 22½ x 49in. (57 x 124.5cm.); and two or three loose images and a naval magazine from WW2

(a lot)

£300-500

Frustratingly there are no titles to the images, or an owner's or vessel name to help unravel some of the interesting views depicted herein.

270.

HEINRICH MOSHAGE (GERMAN, 1896-1968)

Der Grundgänger

Cast in bronze repoussé with artist's monogram 'OM' under title
8½ x 21¾in. (21.5 x 55cm.) framed

£250-350



270



271

271.

A 1:24 STATIC DISPLAY MODEL OF A HAWKER FURY BIPLANE OF CIRCA 1931

attributed to Philip Beale, finely modelled with wooden frame and painted dope cloth with RAF roundels and numbered 'K7270', engine cowling with simulated ribbing and air inlets, wooden propeller, cockpit with padded seat and joystick, wings with wood and wire struts, tail with wire fin guides, wheels on A-frames mounted on simulated grass airfield with plaque, within brass bound glazed case — 11 x 19 x 17in. (28 x 48 x 43cm.)

£800-1,200



272

272.

A RARE PAIR OF ROYAL NAVAL AIR SERVICE EXPERIMENTAL FILTER GOGGLES, CIRCA 1917

comprising fur-trimmed leather goggles with elasticated band and seven pairs of interchangeable coloured lenses, contained within fitted wooden box of issue with a set of original instructions and a facsimile copy of same — 5½in. (14cm.) wide

£300-500



273

273.

A RARE 3½IN. RADIUS AVIATION MICROMETER SEXTANT BY HENRY HUGHES & SONS, LONDON, CIRCA 1941

the black crackle frame with brass arc scale divided to 120° and numbered '42745', vernier with quick release clamp and micrometer adjustment, eye-piece with rubber cap, seven shades, mirrors and Bakelite handle, contained within fitted box of issue with test certificate dated 26.09.1944 — Box 7½in. (19cm.) wide

£400-600



274

274.

AN AIR MINISTRY SCRAMBLE BELL, 1938

the front inscribed with red-filled crown *A.M. 1938*, moulded rim, crown suspension with threaded mounting bracket and clapper with rope sally — 10½in. (27cm.) diam
£1,000-1,500



275

275.

AN AIR MINISTRY SCRAMBLE BELL, 1942

the front inscribed with crown black-filled *A.M. 1942*, moulded rim, crown suspension and clapper — 10½in. (27cm.) diam
£1,500-2,000



276

276.

AN AIR MINISTRY SCRAMBLE BELL, 1945

the front inscribed with black-filled crown *A.M. 1945*, moulded rim, red-painted crown suspension and clapper with rope sally — 10½in. (27cm.) diam
£1,500-2,000



277

277.

A RARE BALLOON PILOT'S SLIDE RULE BY STANLEY, CIRCA 1910

constructed from wood sandwiched between ivorine plates, with lacquered brass glazed sliding windows inscribed and signed as per title and divided for cosign, sign tangent and time scales, contained in plush-lined leather case of issue — 25¼in. (65.5cm.) long overall; **together with** an aluminium propeller protractor in box of issue

(2)

£300-500



278

278.

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

mounted in a verre églomisé frame

17½ x 24½in. (44.5 x 62cm.)

£80-120

A protected cruiser launched by Fairfield in 1898, *Hermes* was converted in April 1913 to carry three aircraft. Kept in canvas hangars with a 2000 gallon fuel tank and spare parts, she became the RN's first aircraft carrier and her name was re-used in 1919 for the RN's first purpose-built carrier.



279

279.

A PANORAMIC PHOTOGRAPH OF 'WARSHIP ROW', WHANGPOO RIVER, SHANGHAI, CIRCA 1925

printed in sepia tone and featuring warships in the company of other shipping with buildings beyond, framed and glazed — 7 x 59in. (17.5 x 150cm.)

£500-700

Viewed left to right can be seen H.M.S. *Hawkins*, Flagship of the 5th Light cruiser Squadron on the China Station from 1919 until the late 1920s; The French cruiser *Jules Michelet*; U.S.S. *Huron*; and in the distance the Japanese cruiser *Shoho*.



280

280.

A PORT NAMEPLATE FROM H.M. DESTROYER HAVELOCK, 1939

cast in brass and drilled for bulkhead mounting and finished with red field — 5 x 16in. (12.5 x 40.5cm.); **together with** an unfinished casting nameplate for H.M. Destroyer *Liddesdale*, 1940 — 4¼ x 19in. (11 x 48cm.)

(2)

£350-450

Ordered from Samuel J. Whites yard in Cowes for the Brazilian navy as *Jutahy*, she was requisitioned before delivery in 1939 and later renamed, perhaps explaining why this nameplate is the product of a dockyard casting pit and not the usual large wooden board with 6in. high brass letters. Assigned to the Norway Campaign and later convoy escort duty during which she helped sink *U-767*, she formed part of the escort returning the Norwegian Government from exile in May 1945 and was broken up in 1946.

281.

A DESK MODEL FOR A BRITISH MK.XIV NAVAL CONTACT MINE, CIRCA 1930

heavily constructed in oxidised brass with 12 polished brass horns and sprung chain under, tripod feet — 6in. (15cm.) high; 2.8kg

£600-800

Britain developed a series of Hertz (acid) horned contact mines just after WW1, with Vickers being heavily involved in production both for the Royal Navy and for other nations, it seems likely this model was produced by them as a corporate gift.



281



283.
THE LAUNCHING Mallet FOR H.M. DESTROYER *LANCE*, 1940
 in turned wood with silver plaque to head inscribed *H.M.S. 'LANCE' LAUNCHED BY MRS DEANS FROM MESSRS YARROW & COS, SHIPYARD, SCOTSTOUN, 28TH NOV 1940* — 10in. (25.5cm.) high
 £250-350

An L-class destroyer of 1,920 tons built by Yarrow's, she had a short but eventful career serving in Home waters and the Mediterranean. Damaged in two consecutive air attacks at Malta in 1942, she was towed back to Britain, declared a constructive total loss and scrapped.

284.
A LAUNCHING GIFT FOR H.M. DESTROYER *ABDIEL*, BUILT BY CAMMELL LAIRD, 1915
 comprising a plated cigarette box with lid embossed with profile of a four-funnel destroyer at speed and builder's plate inside inscribed "*H.M.S. ABDIEL*" / *Built by / CAMMELL LAIRD & Co. Ltd / Sheffield & Birkenhead*, the front with oval plaque of a camel — 2 x 6½ x 5in. (5 x 16.5 x 13cm.)
 £200-300

285.
A LAUNCHING GIFT FOR H.M. DESTROYER *KEMPENFELT*, BUILT BY CAMMELL LAIRD, 1915
 comprising a plated cigarette box with lid embossed with profile of a four-funnel destroyer at speed and builder's plate inside inscribed "*H.M.S. KEMPENFELT*" / *Built by / CAMMELL LAIRD & Co. Ltd / Sheffield & Birkenhead*, the front with oval plaque of a camel — 2 x 6½ x 5in. (5 x 16.5 x 13cm.)
 £200-300



286 (part)

286.
20TH CENTURY PRIMITIVE SCHOOL
The Admiralty steam drifter 'Desire' (1915)
 Watercolour and gouache
 11 x 21in. (28 x 53.5cm.); **together with** three watercolours by Warren Lodge (act. 1970) depicting ships in dock
 (4)
 £100-150



287

287.
AN UNOFFICIAL 5IN. GUN TOMPION FROM H.M. LIGHT CRUISER *DAUNTLESS*, CIRCA 1919
 cast in brass and stamped behind 'No. 5 Gun' and 'V.S.M. 1919' — 8 x 6½in. (20.5 x 16.5cm.)
 £150-200



288

288.

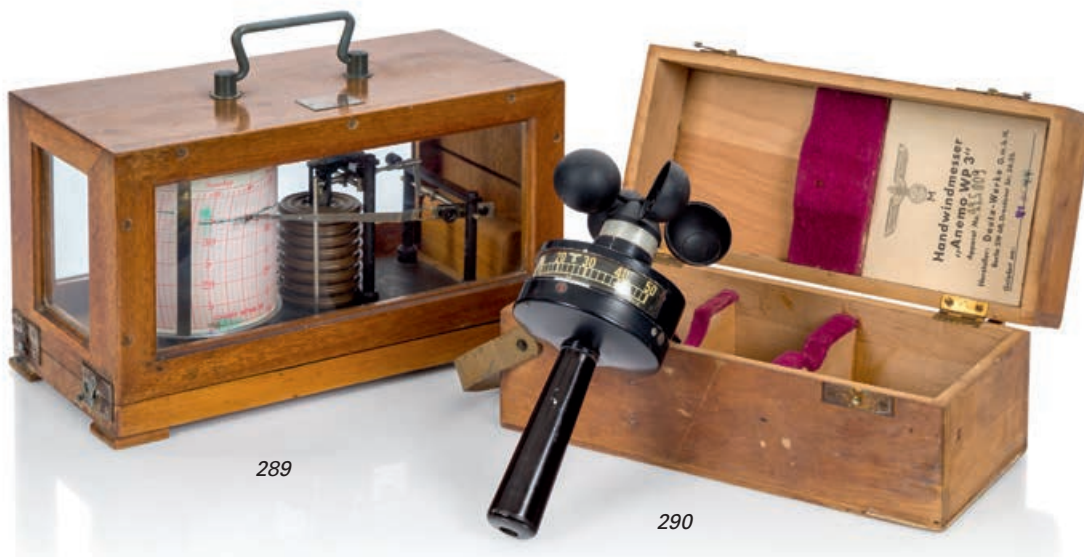
A FINELY DETAILED 1:200 SCALE STATIC DISPLAY MODEL OF S.M.S. *BISMARCK*, 1940

modelled by M. Chescu, the 48in. bespoke pre-formed hull, with bilge keels, twin rudders, three propellers shafts on brackets with propellers, anchors secured with chains in capstans and winches, planked wooden decks, and complete with painted metal fittings including main and secondary armament, glazed bridge, fitted wooden boats and motor launches, funnel with platform and searchlights, etc., communication masts with aerials and lanyards, and much other fine detail, mounted on four gilt brass pedestals within brass bound glazed case, overall measurements — 15½ x 55 x 10½in. (39 x 140 x 27cm.)

£2,500-3,500



288 (detail)



289

290

289.

A KRIEGSMARINE BAROGRAPH, CIRCA 1940

the aluminium drum with clockwork mechanism, eight-atmosphere pressure drum to aluminium pen, contained within hinged wooden case with Kriegsmarine plate numbered '406', securing hooks and carry handle — 6½ x 11in. (16.5 x 28cm.)

£500-700

290.

A KRIEGSMARINE HAND-HELD ANEMOMETER, CIRCA 1944

the ebonised drum with illuminated scale and Kriegsmarine mark, numbered '225009', ebonised metal wind cups, composition hand and pin feet, contained within fitted box of issue with issuing label dated 21st Aug 44 — 10in. (25cm.) wide

£400-600



291

291.

A KRIEGSMARINE INSTRUMENT PANEL CLOCK, CIRCA 1940

with 2¼in. black dial with illuminated hands, subsidiary seconds, the KM by '12' inscribed 'Kriegsmarine', mounted in panel recess aluminium case with enclosed winding mechanism behind — 1¼in. (4cm.) high

£300-500

This type of clock is normally associated with Luftwaffe panels so presumably this came from a Kriegsmarine spotter plane.



292

292.

A KRIEGSMARINE WOODEN PROTRACTOR, BY DENNERT & PAPE OF HAMBURG-ALTONA

signed as per title and stamped with the Kriegsmarine mark — 19¼in. (50cm.); **together with** a Kriegsmarine engineer's bevel by Angulus, heavily constructed in metal and stamped with Kriegsmarine marks — 24in. (60.5cm.)

(2)

£200-300



293

293.

A RARE PAIR OF KRIEGSMARINE U-BOAT ATLASES, PUBLISHED BERLIN 1942-3

for Canada and North America ('Ostküste Kanadas' and 'Ostküste der Vereinigten Staaten von Nordamerika') published by the Oberkommando der Kriegsmarine, Berlin 1942 and 1943, numbered '838' and '713' the fly with cancelled Admiralty stamps; 'Canada 1942' comprising 232 pages and containing 69 coloured charts and explanation notes with pasted hand-numbered end certificate in red ink dated 5.3.43; 'North America 1943' comprising 371 pages containing 124 charts and notes, both bound in matching red card covers of issue pasted red cloth spine titles and Oceanography labels top left — 17 x 12½in. (43 x 32cm.)

(2)

£1,000-1,500

Deaccessioned from the Admiralty Hydrographic Dept., 19th December 2006; with the National Institute of Oceanography, Wormley.



294

294.

A KRIEGSMARINE U-BOAT HYDROMETER OR SALINITY TESTER

comprising a glass tube with mercury bulb, paper scales stamped with the KM mark near the shoulder and contained within cardboard tube of issue — 12in. (30.5cm.) high

Used to measure the density of seawater so a torpedo's fuel could be gauged.

£100-150



295

295.

A KRIEGSMARINE U-BOAT CLOCK

the 6¼in. silvered dial marked with Kriegsmarine device and numbered '14186', black spade hands with sweep seconds and slow/fast [V / N] lever by '2', winding arbour to going barrel 7-day movement, hinged glazed faceplate with locking arbor numbered '83', bulkhead case with three suspension points, the back numbered '10883' and scratch inscribed *Colebank* — 8in. (20.5cm.) diam. overall; with associated winding key

£1,000-1,500



296

296.

A GERMAN TORPEDO GYROSCOPE, CIRCA 1942

heavily constructed in brass and steel, now mounted on oval wooden plinth with plaque — 8½ x 11in. (21.5 x 28cm.)

£1,000-1,500



297.

A PAIR OF GERMAN NAVAL OFFICER'S 7 X 50 BINOCULARS BY ERNST LEITZ, WETZLAR, CIRCA 1940

with textured tubes, black-painted metal fittings, split focus eyepieces, stamped on the backplates '7 x 50 beh 346813 (T) KF' and the German naval mark '25850N', with later hanging strap — 8½in. (21.5cm.); contained in original case of issue with embossed mark to lid
£400-600

298.

A PAIR OF 10 X 50 OFFICER'S FIXED FOCUS BINOCULARS BY HUET, PARIS FOR THE GERMAN KRIEGSMARINE, CIRCA 1942

stamped on the backplate with maker's mark '4584' and inscribed *Kriegsmarine* on left, rubber eyecaps, leatherette tubes with painted splash cuffs, contained within original green canvas and leather case of issue; **together with** a set of three solar eyepiece accessories
£300-500

299.

A PAIR OF 7 X 50 FIXED FOCUS U-BOAT BINOCULARS BY CARL ZEISS, JENA, CIRCA 1940

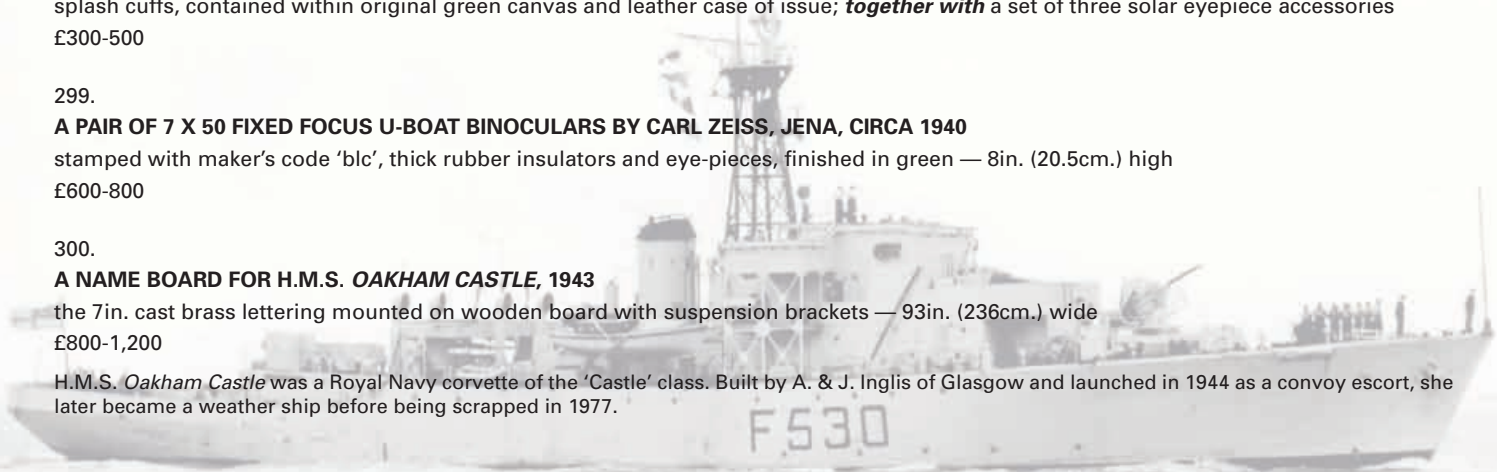
stamped with maker's code 'blc', thick rubber insulators and eye-pieces, finished in green — 8in. (20.5cm.) high
£600-800

300.

A NAME BOARD FOR H.M.S. OAKHAM CASTLE, 1943

the 7in. cast brass lettering mounted on wooden board with suspension brackets — 93in. (236cm.) wide
£800-1,200

H.M.S. *Oakham Castle* was a Royal Navy corvette of the 'Castle' class. Built by A. & J. Inglis of Glasgow and launched in 1944 as a convoy escort, she later became a weather ship before being scrapped in 1977.



300



301

301.
AN INTERESTING GROUP OF THREE UNOFFICIAL X / XE-CRAFT MINIATURE SUBMARINE BADGES, 1943-5

heavily cast in brass and named for *Exploit*; *Excitable* and *Xiphias* (X-23), each with motto, the largest — 8½in. (21.5cm.) high
 £500-800

X-Craft were a small group of miniature four-man submarines originally developed to sink the pocket battleship *Tirpitz*. Considered a success, their operational field was expanded and the X-Craft design was enlarged a little to become XE-Craft and were shipped to the Far East for the Japanese war. Although never formally named, sailors disliked unnamed vessels and sometimes chose their own. Confusingly some names simply moved with Commanding officers so more than one vessel could have the same name. These badges were almost certainly cast aboard the depot ship which would have been equipped with a forge. Most of the miniature submarines were broken up shortly after the war ended making these rare survivors created under extraordinary circumstances. They were found abandoned in a house previously owned by a naval officer on the south coast of the UK



302

302.
A 7½IN. TOMPION FOR THE H.M. LIGHT CRUISER H.M.S. *SUPERB*, 1945

polished brass with polychrome field, secured to brass mounting plate — 10 x 9in. (25.5 x 23cm.)

£100-150



303

303.
AN ILLUMINATED NAME BOX FROM A LAUNCH OF H.M. AIRCRAFT CARRIER *INDEFATIGABLE*, 1942

with a pair of etched and painted glass panels set in oak box frame for internal illumination — 6½ x 20½ x 5in. (16.5 x 52 x 12.5cm.)

£300-500

Provenance: Ferrers-Walker collection

This John Brown built carrier enjoyed a relatively short career but is perhaps most famously associated with her failed attacks on S.M.S. *Tirpitz* in the Norwegian Fjords in July 1944.

304.

A BRASS BOARDING TREADPLATE FROM H.M. AIRCRAFT CARRIER *VICTORIOUS*, 1939

heavily cast in brass with patchwork — 14 x 36in. (35.5 x 91.5cm.)
£2,000-3,000

The third carrier of the 'Illustrious' Class, *Victorious* was built by Vickers-Armstrong and launched just two weeks into World War Two, it took a further eighteen months to complete the ship and even then she was pressed into service with only a quarter of her planes embarked. She unsuccessfully attacked *Bismarck*, *Tirpitz* twice and took part in the last-ditch attempt to relieve Malta — remembered chiefly for the incredible survival of the tanker *Ohio*. Attached to the U.S. fleet from May-August 1943 she supported the U.S.S. *Saratoga*. Ordered to the Eastern Fleet she scored notable successes against Japanese installations in Indonesia and Palembang and supported the invasion of Okinawa with her two sisters *Illustrious* and *Formidable*. Released from these duties three days before the Wars end, she repatriated prisoners-of-war for a year before serving as a training ship. She was being refitted at Portsmouth when a dockyard fire brought her career to a premature close and she was broken up at Faslane in 1969.



304

305.

AN OVERSIZED SHIP'S BADGE FOR H.M.S. *NELSON*

cast in alloy and inscribed *Nelson* to top with repeat inscription behind, finished in polychrome — 26½ x 20½in. (67 x 52cm.)
£200-400

306.

A SCREEN BADGE FROM THE LEND-LEASE ESCORT CARRIER H.M.S. *RAJAH* (EX-U.S.S. *PRINCE*), 1943

cast in bronze and finished in polychrome — 18 x 14in. (46 x 35.5cm.)
£400-600

307.

A SCREEN BADGE FROM H.M. AIRCRAFT CARRIER *IMPLACABLE*, CIRCA 1942

cast in alloy and impressed with name behind, finished in polychrome — 18½ x 14½in. (47 x 37cm.)
£300-500

Built by Fairfields SB, *Implacable* was the name ship of her class of two aircraft carriers. Upon completion in 1944 she was initially assigned to the Home Fleet and attacked targets in Norway for the rest of the year. She was subsequently assigned to the British Pacific Fleet where she attacked the Japanese naval base at Truk and targets in the Japanese Home Islands in 1945.

308.

A SCREEN BADGE FROM THE 'BLACK SWAN' CLASS CONVOY ESCORT H.M.S. *MERMAID*, 1943

cast in brass and finished in polychrome — 18 x 14in. (47 x 35.5cm.)

£400-600

Built by Denny, *Mermaid* was a Modified Black Swan-class sloop of the Royal Navy. Her first operations were as part of the escort for the Arctic convoy JW 59 to Murmansk in August 1944, being credited with a part of sinking *U-354* on 24 August in conjunction with the destroyer *Keppel*, the sloop *Peacock* and the frigate *Loch Dunvegan*. On the return passage escorting Convoy RA 59A, *Mermaid* participated in sinking *U-394* on 2 September, in conjunction with a Swordfish aircraft operating from the aircraft carrier *Vindex*, the destroyers *Keppel* and *Whitehall* and *Peacock*. After the War she was placed in reserve but participated in Queen Elizabeth II's Coronation Fleet Review in 1953. She was sold in 1959 to West Germany as a training ship and renamed *Scharnhorst*, and finally broken up in 1990.



305

308

307

306



309

309. 8

GEOFF SHAW (BRITISH, 1892-1970)

The surrender of Hong Kong, 1945

Signed 'Geoff Shaw' (lower right)

Oil on canvas

17 x 35in. (43 x 89cm.)

£250-350

Provenance: Parker Gallery

The Imperial Japanese occupation of Hong Kong began when the Governor of Hong Kong, Sir Mark Young, surrendered the British Crown colony of Hong Kong to the Empire of Japan on 25 December 1941 after 18 days of fierce fighting against overwhelming Japanese forces. The occupation lasted for three years and eight months until Japan's surrender on 15th August 1945, although the formal handover to the Royal Navy took place on 30th August. The population had shrunk by a million to 600,000 with Japanese atrocities consistent with those meted out to other occupied territories.



310 (part)

310.

A ROYAL NAVY SIGNAL TRAINING SET OR 'TUFNELL BOX', CIRCA 1950

a substantial wood box containing numerous painted tin flags for assorted codes, the lid with hinged brass lanyards simulated eyelets; **together with** three codebooks, carry handle and securing hooks — 32in. (81.5cm.) wide; and a pattern 1132 1/2in. signalling telescope by Ottway & Co., London, with government marks

(2)

£400-600



311

311.

AN HONOURS BOARD FOR H.M.S. SUFFOLK

carved in shaped wood with battle honours on swallow-tailed banners, surmounted by the modern ship's badge and motto *Nous maintiendrons*, the reverse with O.H.M.S. label inscribed *Battle Honours ex. "Suffolk"* — 50 x 53in. (127 x 134.5cm.)

£300-500



312

312.

A ROYAL NAVY GROG TUB OF SMALL SIZE

coopered in oak with stained and polished exterior and bound in brass with brass lettering inscribed *THE QUEEN GOD BLESS HER* and lid with star and acorn knob — 11in. (28cm.) high

£500-700

This grog tub is approximately half the size of the standard examples and is presumed to have been used aboard a commensurately smaller vessel.



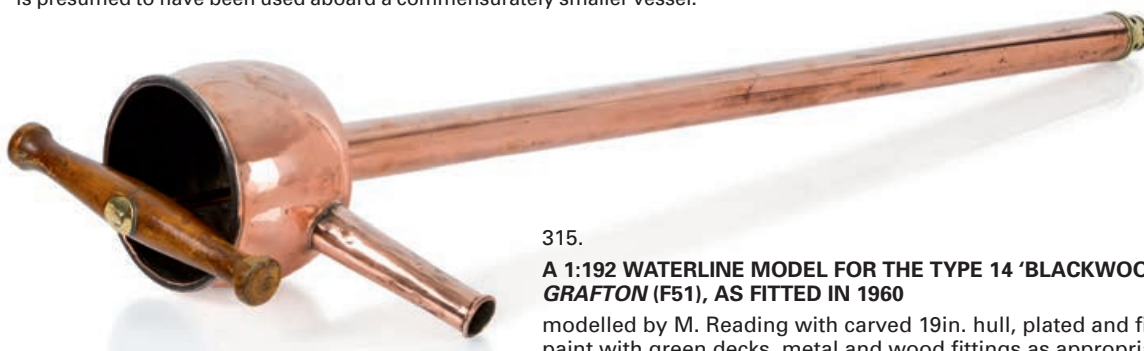
313

313.

A ROYAL NAVY RUM FANNY

constructed in galvanised tin with strap work and hinged carry handle, the lid ebonised and inscribed *BLACK TOT DAY, THE HOLY GRAIL, IN MEMORIAM, JULY 31ST, 1970* — 11½ x 15 x 10in. (29 x 38 x 26cm.) excluding handle

£100-150



314

314.

A ROYAL NAVY RUM PUMP, 20TH CENTURY

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

£300-500

315.

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

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

£400-600

One of 12 'Blackwood' class Type 14 frigates, they were intended to match the 'Whitby' class, but at half of their £3.5m cost. Ultimately so many sacrifices in machinery and utility were made (their crews referring to them as 'Futility' Frigates!) that they became single purpose vessels and weren't ideal for peacetime roles. Nevertheless, they all served out their careers, with the last examples being broken in 1985 (and one, *Hardy*, sunk as a target in 1983). *Grafton* herself was built by J.S. White & Co. Ltd, Isle of Wight, launched by Lady Grantham in 1954, based at Londonderry Port, Northern Ireland until paid off in 1969 and broken up in 1971.



315



316

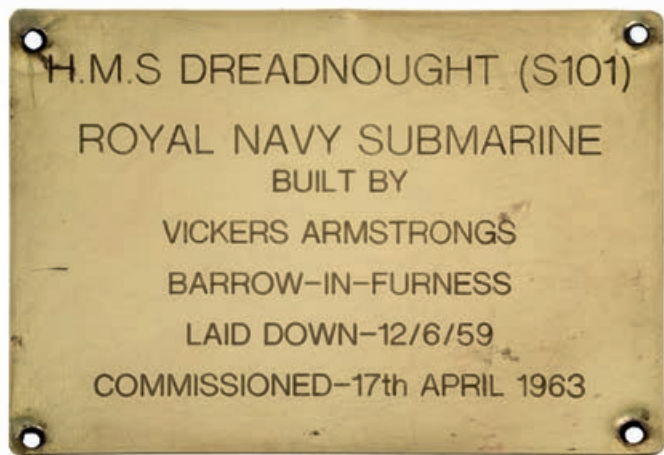
316.

A DETAILED 1:192 SCALE STATIC DISPLAY WATERLINE MODEL OF H.M.S. *ACTIVE*, 1972, AS FITTED FOR SERVICE IN THE FALKLANDS 1982

modelled by E. Dyke, the 23in. carved laminated hull plated with paper finished in R.N. grey with name and pennant number and bilge water exiting, the decks replete with details including anchors deck rails, winches, main secondary armament, Exocet system, comms aerals, range finder, bridge with shuttered windows, inflatable liferafts in callipers, speedboats wth engines, whalers in davits, helicopter deck and other details, set in a blue painted sea contained within display base with plexiglass cover, overall measurements — 9 x 38 x 10in. (23 x 96.5 x 25.5cm.)

£400-600

Built by Vosper Thornycroft and launched in 1972, the Type 21 Frigate *Active* participated in the Falklands War, setting out from Devonport on 10 May 1982 as part of the Bristol Group, reaching the task force on 21 May. *Active* formed part of the main British Fleet, well east of the Falklands during the day, while escorting supply convoys to San Carlos Water or carrying out shore bombardment missions at night. On the night of 13/14 June, *Active* shelled on Argentine positions during the Battle of Mount Tumbledown. *Active's* guns supported actions at Bluff Cove, Fitzroy, Berkley Sound, Mount Tumbledown, and Port Stanley. Latterly sold to the Pakistani Navy and renamed *Shah Jahan*, she was sunk as a target in 2021.



317

317.

THE BUILDER'S PLATE FOR H.M.SUBMARINE *DREADNOUGHT*, 1959

inscribed on polished brass plate *H.M.S. DREADNOUGHT (S101) / ROYAL NAVY SUBMARINE / BUILT BY / VICKERS ARMSTRONGS / BARROW-IN-FURNESS / LAID DOWN — 12/6/59 / COMMISSIONED — 17TH APRIL 1963*, the corners with securing holes — 6 x 8in. (15 x 20cm.)

£500-800

The seventh H.M.S. *Dreadnought* was the United Kingdom's first nuclear-powered submarine, built by Vickers Armstrongs at Barrow-in-Furness and launched by Queen Elizabeth II on Trafalgar Day 1960, being commissioned into service in April 1963. Powered by a S5W reactor, a design made available as a direct result of the 1958 US-UK Mutual Defence Agreement, she was decommissioned in 1980.



318 (part)

318. δ

CLIFFORD BAYLEY (BRITISH, B. 1969)

'Blue Screw' Chatham Naval Dockyard

Watercolour and pastel

Signed 'Clifford Bayley' (lower right)

13¼ x 19½in. (33.5 x 49.5cm.); **together with** Gerald M. Burns *H.M Ships 'Iris' and 'Daffodil' returning from the Zeebrugge Raid, April 1918*, watercolour; David Addey *Silver Jubilee Fleet Review with T.S. 'Sir Winston Churchill', a photograph* 'The departure of the Terra Nova' and a print of an iceberg of Cape Evans with presentation inscription verso

(5)

£200-300

319. No Lot

Navigational & Scientific Instruments





320



321

320.

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

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

£3,000-5,000

321.

A TWO-DAY MARINE CHRONOMETER BY LITHERLAND DAVIES & CO., LIVERPOOL, CIRCA 1841

the 3½in. silvered dial signed as per title and numbered '856/17955', standard balance with Poole's auxiliary, plain plates, helical spring, jewelled detent, contained within countersigned and numbered bowl in three-tier wooden case with key, faceplate with domed glass, drop handles, approximately — 7in. (18cm.) cubed

£2,500-3,500

322.

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

the 3½in. silvered dial signed as per title and numbered '804/17440', plain plates, standard balance with blued helical spring, jewelled detent, contained within gimbalised bowl in associated three-tier wooden case with label for Dent inside lid and later label for Litherland Davies, associated key, drop handles,

approximately — 7in. (18cm.) cubed
£2,000-3,000



322



323

323.

A TWO-DAY MARINE CHRONOMETER BY WEBSTER & SON, LONDON, CIRCA 1830

the 3½in. silvered dial signed as per title and numbered '872', spotted plates, standard balance with Earnshaw escapement, blued helical spring, jewelled detent, contained within gimbalised bowl in three-tier wooden case with key and drop handles, approximately — 7in. (18cm.) cubed

£2,500-3,000

324.

A TWO-DAY MARINE CHRONOMETER BY JOHN POOLE, FENCHURCH STREET, LONDON, CIRCA 1865

the 4in. silvered dial signed as per title and numbered '4954', spotted plates, standard balance with blued helical spring, jewelled detent, contained within counter-numbered bowl in three-tier wooden case with tipsy key and inset drop handles, approximately — 7½in. (19cm.) cubed

£2,000-3,000



324



325

325.

A TWO-DAY MARINE CHRONOMETER BY JAMES MCCABE, LONDON, CIRCA 1850

the 4in. silvered dial signed as per title and numbered '527', spotted plates signed and countersigned, standard balance with blued helical spring, jewelled detent, contained within gimballed brass bowl in three-tier wooden case with tipsy key and drop handles, approximately — 7½in. (19cm.) cubed

£2,500-3,500



326



327

326.

A TWO-DAY MARINE CHRONOMETER BY FRENCH, LONDON, CIRCA 1860

the 4in. silvered dial signed as per title and numbered '10816', chequered plates counter-signed and numbered, bi-metallic balance with Poole's Auxiliary, blued helical spring, Earnshaw escapement with Barraud self winding, jewelled detent, contained within gimballed bowl in three-tier wooden case, counter-numbered maker's label and drop handles, approximately — 7in. (18cm.) cubed

£2,500-3,500

327.

A TWO-DAY MARINE CHRONOMETER BY JOHN FLETCHER, LONDON, CIRCA 1855

the 4in. silvered dial signed as per title and numbered '2486', spotted plates, standard balance with blued helical spring, jewelled detent, contained within counter-numbered bowl in three-tier wooden case with tipsy key, maker's label and inset drop handles, approximately — 7in. (18cm.) cubed

£2,000-2,500



328



329

328.

A TWO-DAY MARINE CHRONOMETER BY M. PAULSON, CHRISTIANIA, NORWAY, 19TH CENTURY

the 3in. silvered dial signed as per title and numbered 'No. 5', plain plates, screwed balance with blued helical spring, jewelled detent, contained within counter-balanced bowl in three-tier wooden case with silvered fittings and key, approximately — 7in. (18cm.) cubed

£2,000-2,500

It has been suggested this is by the Altona maker Kessels who died in 1849.

329.

A 36-HOUR DECK WATCH BY LONGINES, SWITZERLAND FOR THE AMERICAN MARKET

the 3in. painted dial divided into 24-hr with sweep seconds and u/down dial, fob wind and adjustment above '60', gimbal-mounted with threaded back weight to striped plates, with maker's inscription numbered 6109017 21 jewels A.C., contained in wooden box with locking arm — 4 x 6 x 6in. (10 x 15 x 15cm.)

£500-800

330.

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

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

£500-800

331.

A TWO-DAY MARINE CHRONOMETER MOVEMENT BY PARKINSON & FRODSHAM, LONDON, CIRCA 1850

the 3½in. silvered dial signed as per title and numbered '3280', gold spade hands, up/down and subsidiary seconds dials, contained in brass bowl with threaded faceplate, the movement with standard balance with blued helical spring and Earnshaw escapement

£500-1,000



330



331

332. Ø

A SILVER DECK WATCH BY J. PLAYER & SON, COVENTRY, CIRCA 1887

with 1¼in. enamel dial with broad arrow mark, Roman numerals, subsidiary seconds dial and blued steel hands, contained in silver case hallmarked for London 1887 with rear key wind, hinged front glass and dial to gilt brass mounted fusee movement with dust cover, signed as per title and numbered '25454' with broad arrow mark, Earnshaw type escapement with bi-metallic balance, contained in a fitted two-tier box with Greenwich issue label dated 8th August 1918 and inset ivory label to lid with makers name, number and broad arrow mark — 2½ x 3½ x 4 ½in. (6.5 x 9 x 11.5cm.)

£400-600



332

333.

THREE CONTEMPORARY NEWSPAPER REPORTS ON JOHN HARRISON AND THE BOARD OF LONGITUDE

comprising the Scots Magazine, December 1749; the London Chronicle 27-29 April 1773 and 4-6 May 1773

(3)

£150-250

The articles include a short piece on the award of the Royal Society prize medal on account of *a very curious clock made by him for discovery of the longitude*; Harrison's petition to Parliament setting forth his claim of £10,000; the House of Commons consideration of the petition and the Board of Longitude's refusal to pay the reward.



334

334.

A HORIZONTAL SUNDIAL BY GEORGE ADAMS, LONDON, FOR THE AMERICAN COLONIAL MARKET, CIRCA 1750

the 12in. brass plate signed G. ADAMS / LONDON / 38° 45' by north, hour scale V-XII-VII divided to the minute, calendrical scales for the equation of time, 16-point compass rose and original gnomon — 6in. (15cm.) high

£1,000-1,500

The latitude indicates this sundial was intended for use just south of Washington.

335.

TWO 1960'S 'ASTROLABIO' PATTERN PLATES BY FORNASETTI, MILAN

depicting astrolabe with banner titles through suspension loops within a bright gold field, the reverses with maker's marks, numbered '2' (1966) and '5' (1969) respectively — 9½in. (24cm.) diam

(2)

£300-500



335

336.

AN 18TH CENTURY UNIVERSAL EQUINOCTIAL RING DIAL

unsigned, with black-filled numbers to chapter ring, hinged bridge with sliding finial sight, suspension hole to rim — 3½in. (9cm.) diam

£250-350



336

337.

'PRACTICAL NAVIGATION', CIRCA 1683

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

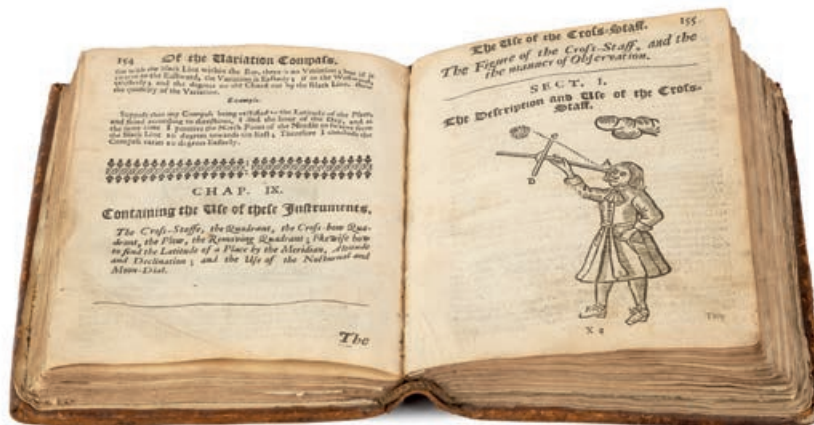
Sold not subject to return

£200-300

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

One of the first guides to use modern scientific and mathematical methods for sea navigation, with engravings illustrating the use of compass and sextant, and contemporary log tables bound in (as issued.) 5th edition, 1683 all editions being rare and usually distressed, no doubt because they were used at sea. Includes tables of latitude and longitude for numerous coastal place names in Europe, the East and West Indies, the Americas and the South Seas.

John Seller (1632-1697) was a London compass maker who went on to compile and publish maps, charts and navigation guides, appointed Hydrographer to the King in 1671 and was later jailed in Newgate Prison.



337



338 (part)

338.

A HAND-HELD BEARING COMPASS BY WEST, CIRCA 1820

with 2½in. arsenic green card with pivot, contained in lacquered brass case with folding sights, the lid inscribed *West, Optician to the Admiralty, 92 & 93 Fleet Street, London Strt.*, the base inscribed with owner's inscription *Col. Cole* — 4in. (10cm.); **together with** a further seven pocket compasses of assorted types and makes and a Gordon I. Roberts retailed by Abercrombie & Fitch New York compass scope in box

(8)

£200-300



339 (part)

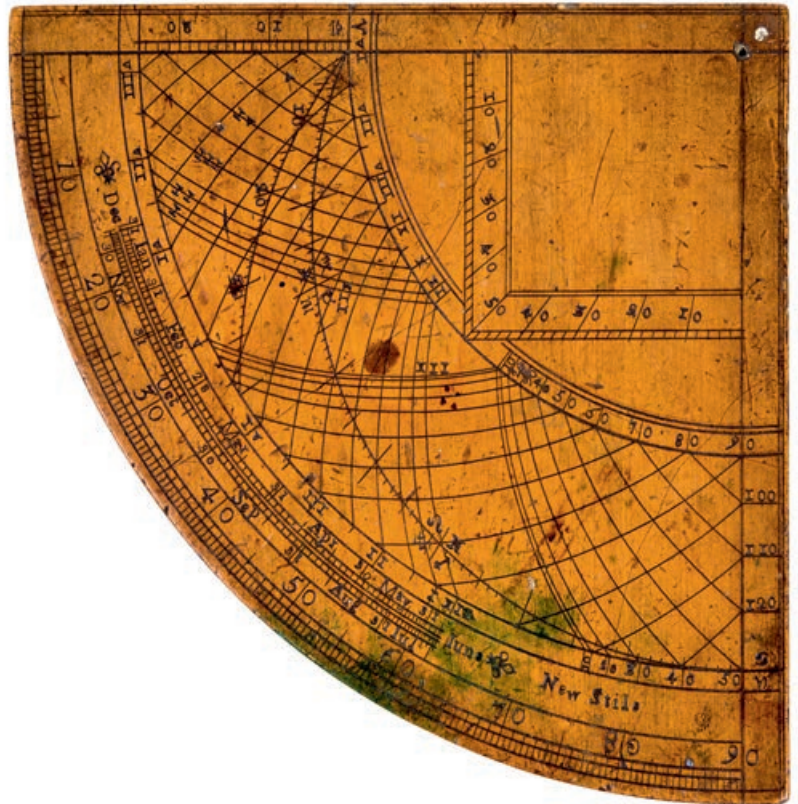
339.

A 19TH CENTURY SURVEYOR'S CROSS BY BECKER & BUDDINGH, ARNHEM

the 3in. ebonised compass dial signed as per title with jewelled steel needle, lacquered brass drum case countersigned by side scales, rack-and-pinion adjustment and mounting socle contained within wooden box — 8¾in. (23cm.) wide; **together with** a pocket survey barometer by E.R. Watts & Sons, London, circa 1920

(2)

£100-150



340

340.

A BOXWOOD HORARY QUADRANT, ENGLISH, POST 1752

for latitude 51.5° (London), inscribed over one side with shadow square, hour and month scales etc., with plummet line hole to apex, one side drilled for a sight, the radius — 5in. (12.5cm.)

£1,000-1,500



341

341.

A RARE BOXWOOD SIX-FOLD SURVEYOR'S PLANE TABLE RULE, 18TH CENTURY

unsigned, divided over both sides with degrees and inches — 13½ x 16in. (34.5 x 40.5cm.) open
£200-300

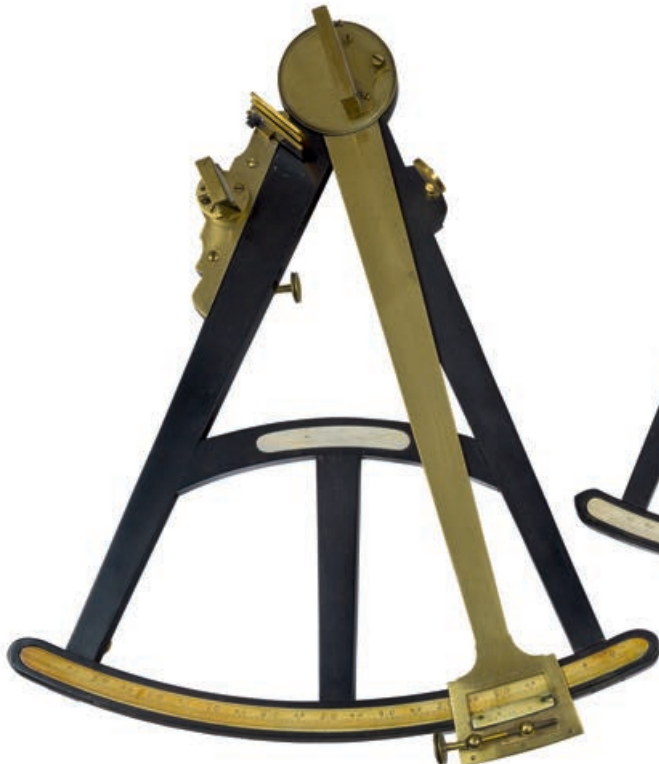
Literature: Rees, J & M: *The Rule Book*, Astragal Press 2010, p.126



342



344



343

342. Ø

**A 9½IN. RADIUS OCTANT
BY SPENCER BROWNING &
CO., LONDON, CIRCA 1840**

the ebony T-frame with
plates signed as per title and
inset arc scale divided to
100° and SBR mark at 50°,
braced index arm, pinhole
sights, two mirrors, five
shades, pin feet, contained
within keystone box —
12¾in. (32.5cm.) wide
£250-350

343. Ø

**A 13½IN. RADUIS VERNIER
OCTANT, CIRCA 1800**

with ebony T-frame, inset
ivory scale divided to 95°,
brass index arm bearing
inscription *Gilbert London*,
pinhole sight, mirrors and
three shades and brass pad
feet, contained within oak
stepped keystone case —
18in. (46cm.) wide; **together**
with a 9½in. radius example
by J. Walker, London, circa
1815

(2)

£300-500

344. Ø

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

the ebony 'T' frame with
ivory scale divided to 105°,
lacquered brass vernier
signed *Thos. Harris, London*,
pinhole sight with swivel
filter, three shades, mirrors,
pencil finial and noteplate,
contained in stepped
wooden case with trade
label for Mathieson, Leith —
11½in. (29cm.) wide
£250-350



345

345.

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

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

£700-900

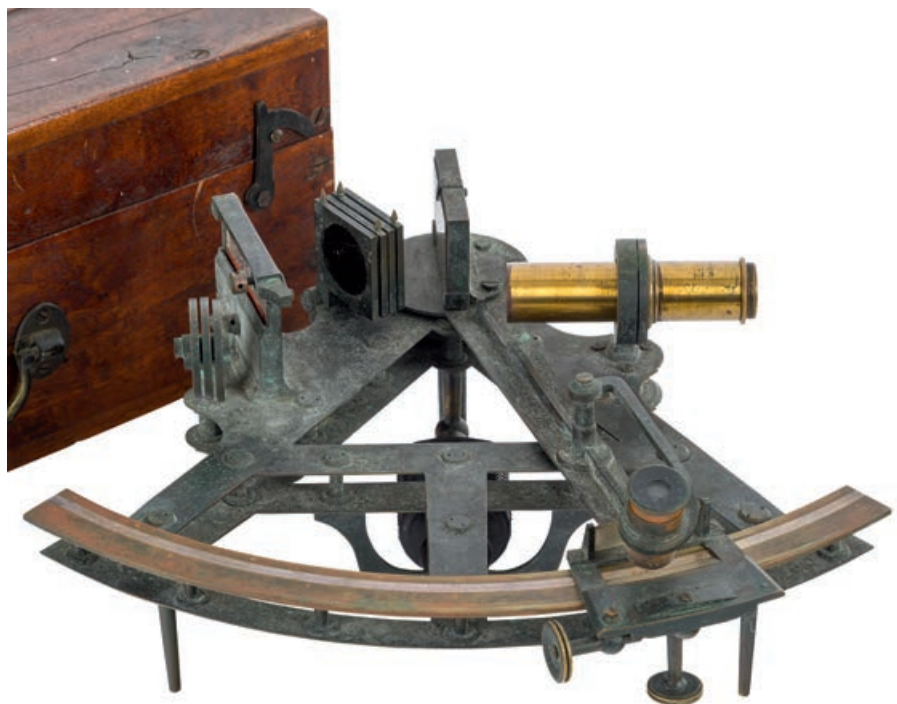
346.

A 7½IN. RADIUS DOUBLE-FRAMED SEXTANT BY CHARLES SHEPHERD, LONDON, CIRCA 1850

with oxidised brass 'T' frame, brass arc signed *Shepherd, Leadenhall St. London*, inset silvered scale divided to 110°, braced index arm with vernier and magnifier, two mirrors, seven shades, pin feet and ribbed ebony handle, contained in box with four sighting tubes — 13in. (33cm.) wide

£400-600

Charles Shepherd worked from 53 Leadenhall St between 1846-1858.



346



348

347

347.

A 3IN. DESK GLOBE BY NEWTON & SON, LONDON, CIRCA 1840

signed in cartouche as per title and North Pacific ocean, continents outlined in hand colouring, showing the tracks for Cook, Biscoe, polar regions not defined, mounted via polar pins in turned wooden bowl with lid — 4in. (10cm.) high

£1,500-2,500

348.

A 1IN. NOVELTY GLOBE, CIRCA 1880

unsigned, printed coloured gores and mounted on a turned ebonised wooden stand — 2½in. (6.5cm.) high

£100-150



349

349.

A BETT'S PORTABLE 'UMBRELLA' TERRESTRIAL GLOBE, CIRCA 1880

the 18in. coloured silk globe with contrasting countries and continents with British Empire coloured in red, signed in cartouche by George Phillips & Sons, mounted on an ebonised spring stick with eight spokes with suspension loop to top — 28in. (71cm.) high

£400-600



350 (part)

350.

A POCKET BAROMETER BY SHORT & MASON, LONDON, CIRCA 1910

the 1¾in. dial signed as per title with trademarks and inscribed *Compensated* and *TyCos*, the outer scale divided for use to 12,000ft with blued steel indicator, contained within gilt brass full-hunter case with fob release; **together with** a pocket barometer retailed by John Barker & Co., Kensington, divided to 10,000ft, a small aneroid barometer in wooden case for wall hanging and a Fortin-type barometer (defective)

(4)

£150-250



351

351.

A WALL-MOUNTED MAGNETO TELEPHONE BY L.M. ERICSSON & CO., STOCKHOLM, CIRCA 1910

the handle with Bakelite grip and trumpet mouthpiece, signed in transfer as per title with writing slope and dynamo handle — 29in. (74cm.) high overall

£250-350



352

352.

A RARE 'DR. GALL' CRANILOGICAL SNUFF BOX, CIRCA 1828

constructed in pressed fruitwood with tortoiseshell lining, the lid depicting front, side and rear views of a human skull subdivided with numbers, the rim with maker's inscription *Cranologie Docteur Dr. Gall*, the bottom with numerical reference key repeated on inset paper within, together with two contemporary cuttings about Gall — 3¼in. (8.5cm.) diameter

£600-800

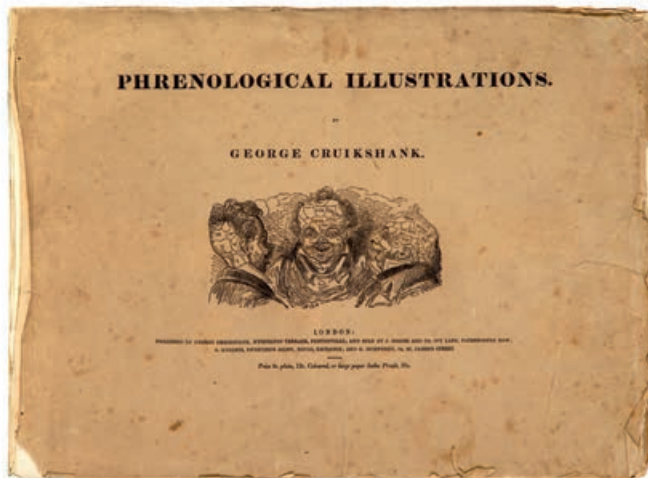


353

353.

A PHRENOLOGY INKWELL BY F. BRIDGES, CIRCA 1850

modelled in blue and white porcelain, the head with inset phrenology zones over recesses for three pens and ink reservoir stamped with maker's name — 5½in. (14cm.) high
£500-700



354

354.

'PHRENOLOGICAL ILLUSTRATIONS...'

designed and published by George Cruikshank and retailed by J. Robins & Co., London, 1826, comprising six hand-coloured plates with tissue guards, each with five amusing situations titled after phrenological diagnoses, dedication to Drs Gall and Spurzheim and 33 part key explanation, stitched within original thin card covers printed with titles and contained in modern folder

£200-400



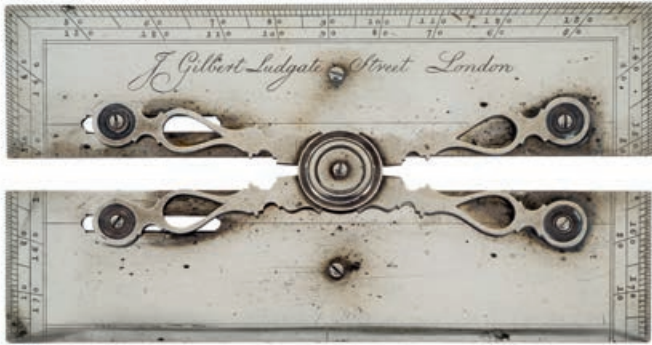
355

355.

A RARE SET OF GEOMETRIC SOLID SHAPES BY THOMAS LARKIN FOR RETAIL BY WILLIAM HARRIS & CO., LONDON, CIRCA 1815

comprising 40 numbered shapes viz: 14 flat; three pyramidal; one cube; one prism; one cone and 20 more complex examples, four with pencil markings, contained in original box of issue, the sliding lid with maker's label to top and retailer under — 8in. (20.5cm.) wide

£500-700



356

356.
A FINE SILVER SCISSOR-TYPE PARALLEL RULE BY J. GILBERT, LONDON, CIRCA 1780

signed and inscribed *J. Gilbert, Ludgate Street, London*, the top engraved for a square protractor, the underside a sector — 6in. (15cm.) wide,
£1,000-1,500



357

357. Ø
AN EARLY 20TH CENTURY DRAWING SET

unsigned but probably by Harling, plush-fitted top tray with near-complete complement of compass, dividers, pens etc.; middle tray divided for brushes and watercolours with some briquettes; base tray with rule compartments including roller and parallel examples, all within fine burr walnut case with top and lock plates — 4 x 14in. (10 x 35.5cm.)
£250-350



358

358.
A STATION POINTER BY TROUGHTON & SIMMS FOR THE HYDROGRAPHIC OFFICE, 1922

constructed in lacquered brass with 8in. scale, middle arm signed as per title and inscribed 'H.O. 22' with broad arrow mark, contained in fitted wooden box with arm extensions and certificate inscribed by lock escutcheon 'Admiralty H.O. 22' — 27½in. (70cm.) wide
£250-350

359.
A 4IN. DIAMETER STATION POINTER BY J.D. POTTER, LONDON, CIRCA 1840

constructed in lacquered brass signed *Potter, London* by arc, contained in fitted wooden box with arm extensions and screws — 16in. (40.5cm.) wide; **together with** two roller rules, an ebony parallel rule, a drawing set and a coin balance (6)
£150-250

359A.
A COLLECTION OF 20TH CENTURY INSTRUMENTS

comprising a three-circle micrometer sextant by Kelvin & Hughes, circa 1953; two brass roller rules; a brass protractor by S. & S. Ltd in box; small brass theodolite; a monocular microscope with box of associated slides and three empty instrument cases for two microscopes and a telescope

(a lot)
£150-250

360.
A DOMESTIC BAROMETER BY E. TOTTENHAM, DUBLIN, CIRCA 1900

the ivoryine scale signed *E. Tottenham, 38 College Green, Dublin*, with vernier scale and thermometer, mercury tube, adjusting knob and suspension loop — 38in. (96.5cm.) high
£150-250



360 (detail)



360



361. Ø

AN IVORY AND GILT BRASS MONOCULAR BY DOLLOND, CIRCA 1800

with 1½in. objective, single draw signed *Dollond London* — 2¾in. (7cm.) high; **together with** another, similar, two draw, *unsigned*

(2)

£150-250

362. Ø

AN IVORY AND GILT BRASS MONOCULAR BY MATTHEW BERGE, CIRCA 1800

with 1½in. objective, single draw signed on the cuff *Berge London Late Ramsden* — 3in. (7.5cm.) high (closed)

£150-200

363. Ø

AN ADAMS-PATENT IVORY AND SILVER PLATED MONOCULAR, CIRCA 1800

with 1½in. objective, ivory tube with four draws, the last signed *Adams, Fleet St., London* and embossed with Prince of Wales Feathers, and Hanovarian Royal Arms, contained in original Morocco case of issue — 2¼in. (6cm.) diameter; **together with** a 1¾in. two draw ivory and gilt brass monocular signed *W. Harris & Co., 50 Holborn London, and at Hamburg* — 2in. (5cm.) high

(2)

£150-250

364. Ø

A DIEPPE IVORY DESK THERMOMETER, CIRCA 1830

turned ivory with threaded connections, the front with mercury tube secured to front divided in Fahrenheit with markers inscribed *Freezing; Temperate; Sumr Heat; Blood Heat* and *Fever Heat*, the top surmounted with bust of King William IV in classical dress but wearing a Garter Star and holding a scroll — 8in. (20cm.) high overall

£150-250



364



366A.

A 2½IN. REFRACTING LIBRARY TELESCOPE BY E. ELLIOTT, LONDON, CIRCA 1980

the 24in. lacquered brass main tube signed on the backplate as per title, with shade cuff, rack-and-pinion and shade focus, mounted on a brass pedestal to wood and brass tripod stand — 62in. high (approx.)

£300-500

367.

A 3IN. REFRACTING ASTRONOMICAL TELESCOPE BY J.H. STEWARD LTD, LONDON, CIRCA 1920

the 32in. lacquered brass main tube with eyepieces with two draws, star spotter, mounted to wood and brass tripod stand — 64in. (162cm.) high

£200-300

365.

A PAIR OF 15 X 80 MILITARY OBSERVATION BINOCULARS BY NIKKO, CIRCA 1940

with green painted tubes, backplates stamped with maker's names and numbered 1180, separate focus eyepieces and lens cap covers, mounted on painted tubular military type base with chain retainers; **together with** a pair of Barr & Stroud English naval 7 x 50 binoculars with broad arrow mark

(3)

£1,500-2,500

366.

A PAIR OF JAPANESE 15 X 80 'BIG EYE' NAVAL BRIDGE BINOCULARS BY FUJI, CIRCA 1960

constructed in polished steel and brass with rubber eye caps, stamped on the top plate with '15 x 80' and numbered '6388' — 19½ (49.5cm.) long overall; **together with** an associated wooden folding tripod stand; barrel length — 20in. (51cm.)

(2)

£4,000-6,000





368

368.

A HARPOON SHIP'S LOG BY T. WALKER & SON, CIRCA 1880

constructed in lacquered brass with enamel dials divided for tens, singles and fractions of a mile, inscribed T. Walker's Patent Ship's Log'; contained in fitted box of issue with maker's instruction label in lid — 23in. (58cm.) wide

£600-800



369

369.

A TORPEDO HARPOON SHIP'S LOG BY J. HAND OF NANTUCKET, CIRCA 1880

the 3½in. enamel dial plate signed and inscribed as per title with recording dials for fractions, miles and 10s of miles with swivelling brass cuff cover and twine connecting loop to tip — 18in. (46cm.) long (excluding twin loop)

£400-600

370.

A 2IN. REFRACTING TELESCOPE BY DOLLOND, LONDON, CIRCA 1860

the 28in. main tube with rack-and-pinion fine focus, signed on the backplate as per title, eyepiece with dust slide, mounted to folding brass tripod stand — 22in. (56cm.) high

£150-250

371.

A 1½IN. OFFICER OF THE WATCH PATTERN SINGLE DRAWER TELESCOPE BY ROSS, LONDON, CIRCA 1920

signed by the eyepiece as per title and numbered '52628', marked for retailer Gieves, Matthews & Seagrove Ltd, leather-covered main tube with owner's inscription for *PH Calderon R.N.*, splash cuff to object — 18in. (46cm.) closed; **together with** single draw telescope by Kelvin Bottomly and Baird, Canada, Ltd, a pocket telescope and monocular, distance meter in box, a copper document tube with associated data and a modern level in box

(7)

£250-350

372.

A 1¼IN. OFFICER OF THE WATCH PATTERN TELESCOPE RETAILED BY GIEVES LTD, CIRCA 1920

signed as per title and numbered '9330', eyepiece, dust slide, leather-covered main tube with splash cuff and lens cap — 18in. (46cm.) closed

£250-350



370



373 (detail)



373



374 (detail)



374

373. Ø

A MARINE BAROMETER BY KEOHAN, LONDON, CIRCA 1830

the ivory scale signed *Keohan, East Smithfield, London*, with adjustable scales, burr walnut case, with inset thermometer to front, lacquered brass reservoir, suspension loop — 37in. (94cm.) high

£400-600

374.

A GOOD ADMIRAL FITZROY TYPE BAROMETER, CIRCA 1880

the 9½in. paper dial signed "Royal Polytechnic Barometer, Joseph Davis & Co., London", with twin indicators and barometric scale, the case with Fitzroy's remarks behind, scales in Fahrenheit and centigrade, in carved oak case — 41in. (104cm.) high

£200-300

375.

A MECHANICAL BAROGRAPH BY TORWIN, CIRCA 1950

clockwork mechanism, eight capsule pressure drum and chart drawer and bevelled glass cover — 9 x 15in. (23 x 38cm.)

£200-300

376.

A MODERN BAROGRAPH RETAILED BY R.R. LUCKING, HAMPTON COURT

with lacquered brass fittings, signed as per title, and battery compartment under wooden base

£40-60



377

377.

A SET OF 19TH CENTURY CHINESE DENTAL INSTRUMENTS

comprising 12 assorted instruments with polished steel heads and elaborately carved mother-of-pearl handles in the form of a stylised dolphin and leaf, inset with semi-precious stones, each — 6in. (15cm.) long

(12)

£800-1,200

378.

A 19TH CENTURY WIMSHURST-PATTERN ELECTRICAL MACHINE

the contra-rotating 18in. diam glass plates with copper contacts, lacquered brass brush fittings with insulated handles, on wooden frame with Leyden jars to each corner, turned feet and winding handle, overall measurements — 26 x 25 x 9in. (66 x 63.5 x 22.5cm.)

£400-600



378



379

379.

A RARE CALCULATING CYLINDER BY MCFARLANE, CIRCA 1833

printed arithmetic tables signed *McFarlane's Calculating Cylinder* pasted and varnished over 2in. three-section wooden former with axis and brass end caps — 5½in. (14cm.) high

£600-800

The principal function of this highly portable instrument was to calculate the interest on English money and is one of the earliest examples of the format.



380

380.

A RARE LORD'S PATENT CALCULATOR FOR THE TEXTILE INDUSTRY BY W. WILSON, LONDON, CIRCA 1920

the 9in. silvered dial signed as per title, with three independently adjustable circular scales operated by removable side handles, with blued steel indicators, the rim inscribed for Linen Lea, Worsted Hank, Linen Bundle, Cotton & Silk Hank, contained within escritoire type box, the lid forming a writing slope — 5 x 13 x 13in. (13 x 33 x 33cm.) (closed)

£600-800

END OF SALE

*Our next sale will be held on Tuesday 1st November
Closing 2nd September*

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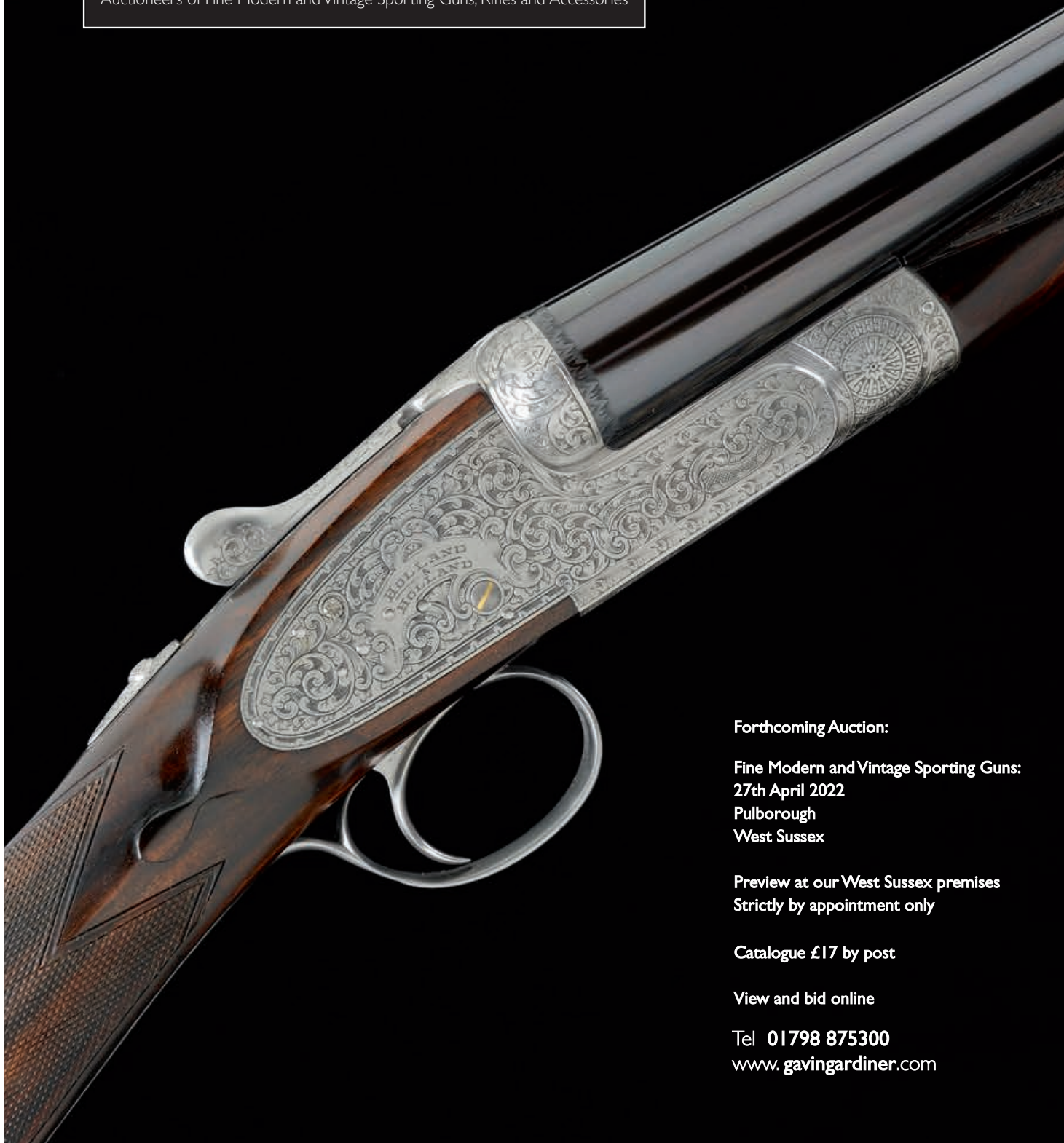
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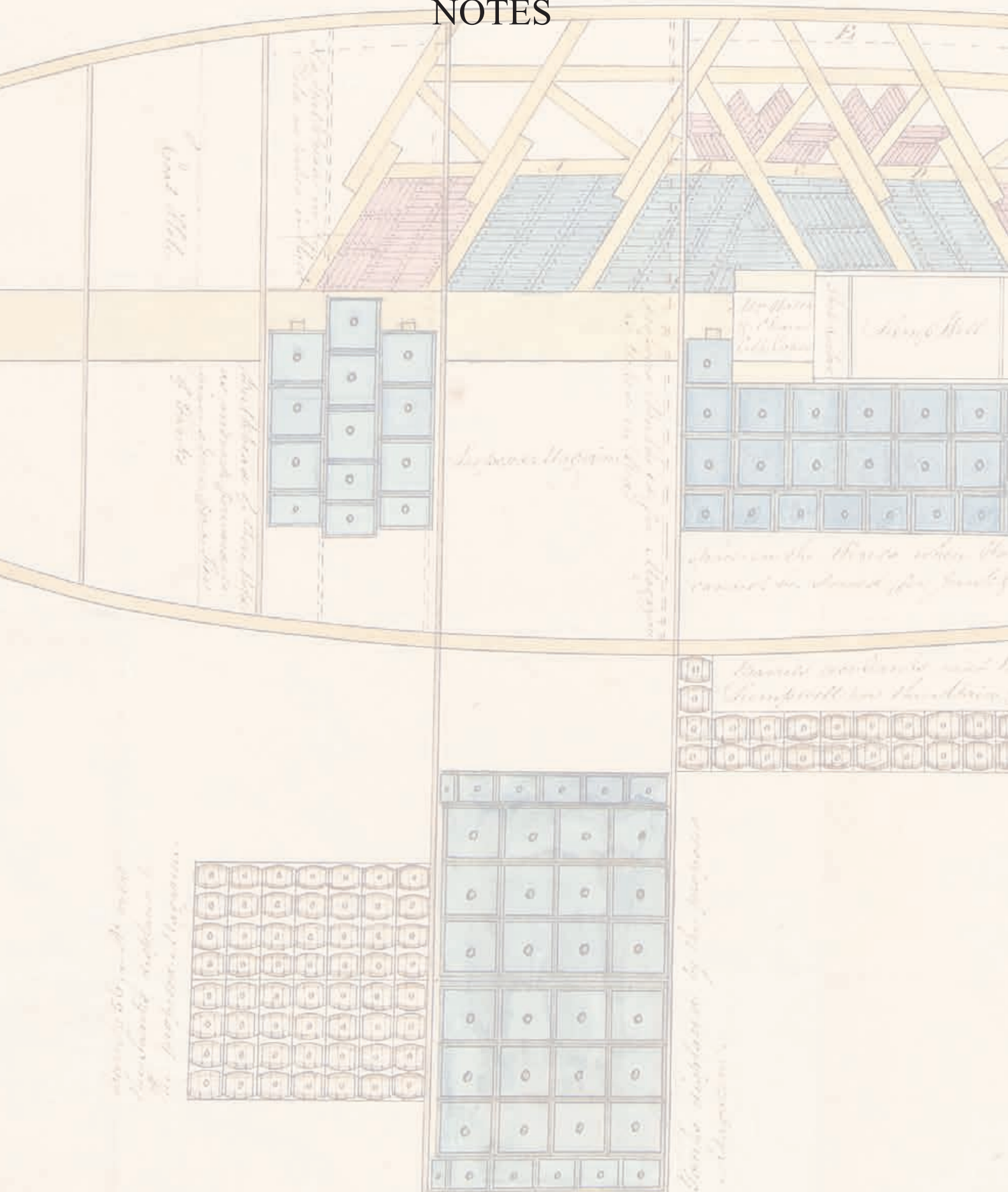
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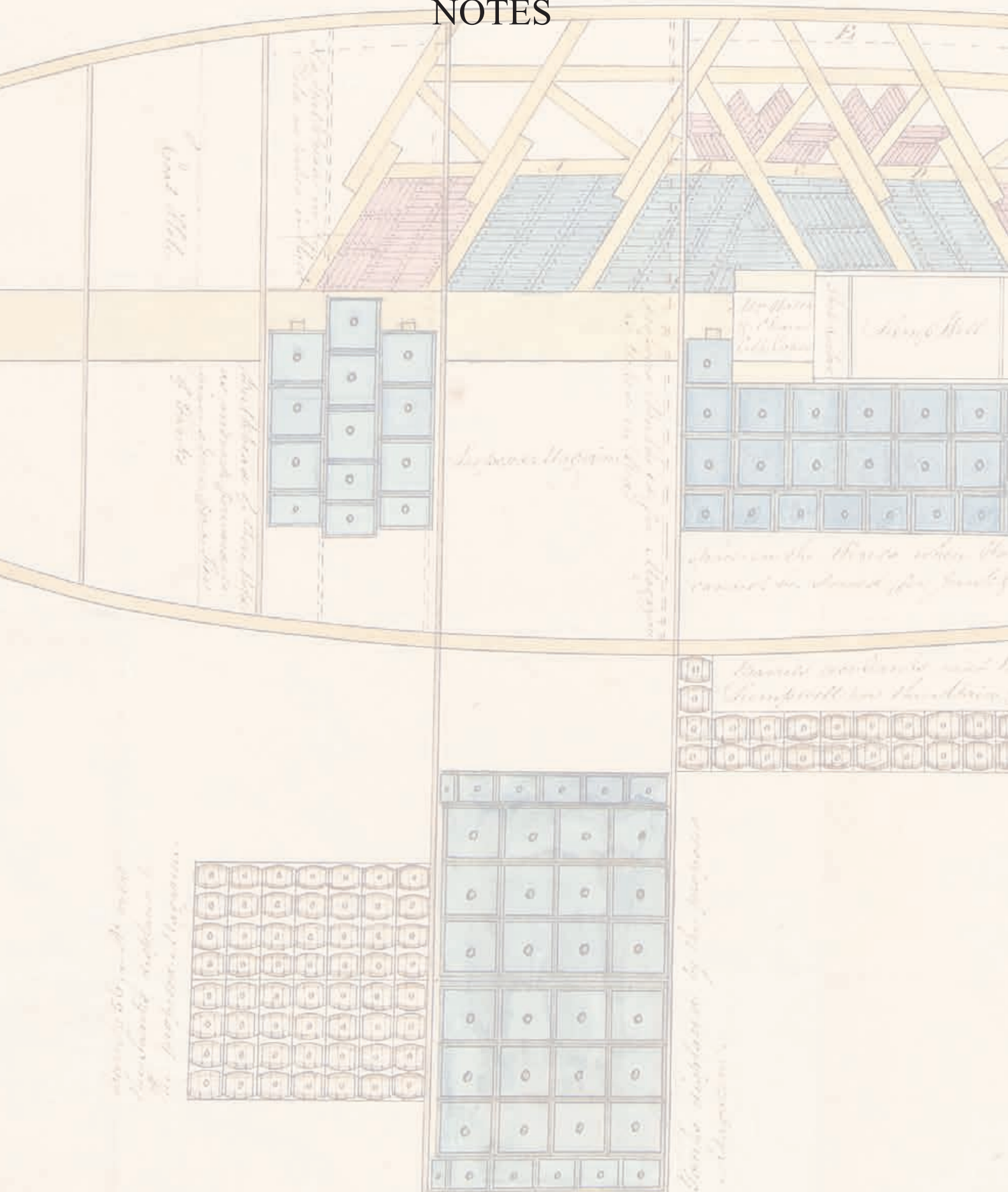
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- (e) These Conditions of Business shall be interpreted in accordance with English Law, under the exclusive jurisdiction of the English Courts, in favour of CM.

Charles Miller Ltd's Authenticity Guarantee

If Charles Miller Ltd sells an item of Property which is later shown to be a "counterfeit", subject to the terms below Charles Miller Ltd. will rescind the sale and return the Buyer the total amount paid by the Buyer to Charles Miller Ltd. for that Property, up to a maximum of the Purchase Price.

The guarantee lasts for one (1) year after the date of the relevant auction, is for the benefit of the Buyer only and is non-transferable.*

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

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

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

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

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

To claim under this guarantee the Buyer must:-

- (i) notify Charles Miller Ltd. in writing within one (1) month of receiving any information that causes the Buyer to question the authenticity or attribution of the Property, specifying the lot number, date of the auction at which it was purchased and the reasons why it is believed to be Counterfeit; and
- (ii) return the Property to Charles Miller Ltd. in the same condition as at the date of sale and be able to transfer good title in the Property, free from any third party claims arising after the date of the sale.

Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd.

Charles Miller Ltd. shall not be bound by any reports produced by the Buyer, and reserves the right to seek additional expert advice at its own expense. In the event Charles Miller Ltd. decides to rescind the sale under this Guarantee, it may refund to the Buyer the reasonable costs of up to two mutually approved independent expert reports, provided always that the costs of such reports have been approved in advance and in writing by Charles Miller Ltd.

*This excludes books and prints which are sold not subject to return.



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



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