



Charles Miller Ltd

Maritime and Scientific Models,
Instruments & Art

London

Tuesday 1st November 2022

Auction Enquiries and Information

Sale Number: 030
Code name: GLORIANA

Enquiries
Charles Miller
Thomas Wadman

Historical Consultant
Michael Naxton

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



Tel: +44 (0) 207 806 5530
Fax: +44 (0) 207 806 5531
Email: enquiries@charlesmillerltd.com
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1. Absentee bid – you can place a bid through our website: www.charlesmillerltd.com/next-auction or using the form on page 123
2. Online via one of the following platforms:



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

Important Information for Buyers

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 1st November 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 **Tuesday, 10th October – Monday, 31st October**.

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, 2nd November.

Order of Sale

Mercantile (Sail & Yachting)	1-57B
Mercantile (Steam)	58-112
Naval (Sail)	115-202
Naval (Steam)	205-319
Navigational & Scientific Instruments	325-353



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 & Yachting)

The Royal Naval Club and the Royal Albert Yacht Club



This sale contains approximately one hundred lots from the *Royal Naval Club and the Royal Albert Yacht Club Limited* and which are being sold by order of the joint administrators of the Club from Begbies Traynor. Rather than placed *en bloc*, they have been located within the appropriate sale sections next to other lots of similar content. To distinguish them, the Clubs' dual ensign has been placed by the lot number.

The Albert Yacht Club was founded at Southsea in 1864 and was granted the title 'Royal' in 1865. It merged with the *Royal Portsmouth Corinthian Yacht Club* in 1946 and the *Royal Naval Club* in 1971. Occupying splendid premises on Pembroke Road, Portsmouth, it also maintained ten yacht berths in the Haslar marina and historically ran a full season of races and events. In more recent times an irreversible decline in membership combined with the cruel blow of Covid-19 dealt what was to prove the last straw and, with mounting running costs and losses, the club closed its doors for the last time in March 2022.

Assets, other than those listed in this catalogue, will be handled by the joint administrators who can be contacted on 023 8021 9820 or southampton@btguk.com.



1

1.

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

9¼ x 17½in. (25 x 44.5cm.)

£400-600

2.

GEORGE STANFIELD WALTERS (BRITISH, 1838-1924)

Sunset on the Medway; Yarmouth boats going into Harbour

Watercolour heightened with white

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

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

(2, a pair)

£300-500



2



3

3.

THOMAS BUSH HARDY (BRITISH, 1842-1897)

Towing in a derelict

Signed *T.B. Hardy* and inscribed with title (lower left)

9 x 28in. (23 x 71cm.)

£300-500



4

4.

THOMAS BUSH HARDY (BRITISH, 1842-1897)

Coming up to Calais

Signed and dated 'T.B. Hardy - 93' (lower right), inscribed as per title

Watercolour and scratching out

8½ x 22½in. (21.5 x 57cm.)

£300-500



5

5.
HENRY THOMAS DAWSON (BRITISH, 1842-1918)
Sunset - Shipping in The Thames Estuary
 Signed and dated 'H Dawson 1874' (lower left)
 Oil on canvas
 15½ x 23½in. (39.5 x 60cm.)
 £800-1,200



6

6. 
GUSTAVE DE BRÉANSKI (BRITISH, 1856-1898)
A fishing boat embarking from a harbour
 Signed 'Gustave de Bréanski' (lower right)
 Oil on canvas
 23 x 19½in. (58.5 x 49.5cm.)
 £400-600

7.

**A FINE 1:48 SCALE MODEL OF THE
LEON [1880]**

modelled by D.J. Harris from Underhill plans, with 27in. hull finely planked and pinned, carved decoration to head and stern, planked deck with fittings including metal anchors on catheads with chains and winch, capstan, deck house with boat and stove pipe over, companionways, covered hatches, bilge pump, saloon with light, twelve-spoke wooden helm, masts with standing and running rigging, yards with footropes, wooden blocks, bowsprit with chains and dolphin striker, mounted on two wooden supports within Plexiglass wooden display case with brass nameplate and photograph of the vessel underway. Overall measurements – 35 x 45 x 18in. (89 x 114 x 46cm.)

£1,000-1,500



7



7 (detail)



8

8.

**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.)

£500-800



9

9. 8

ELLING TRONNES (AMERICAN, 1870-1965)

The Norwegian training sail ship 'Sørlandet'

Oil on canvas

Signed *E. Tronnes* (lower right), and inscribed behind with presentation inscription from the artist *Christmas 1940*; remnants of artist's label to stretcher

19½ x 25in. (49.5 x 63.5cm.)

£300-500

Completed in 1927, the 499 ton *Sørlandet* has, with a small break in World War II when she was used as an accommodation ship for U-Boat crews, been a sale training ship all her life. After several restorations, most recently in 2012, she is still afloat and training cadets.



10

10.

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.)

£400-600



11

11.

JOHN FALCONAR SLATER (BRITISH, 1857-1937)

The Fishing Fleet off the Northumbrian coast

Signed '*J F Slater*' (lower right)

Oil on canvas

15½ x 25½ (39.5 x 65cm.)

£300-500



12

12.

A WELL-DETAILED 1:48 SCALE STATIC DISPLAY MODEL OF THE BARQUE *BEREAN* OF LONDON

modelled by S. Kershaw in pear, mahogany, box and walnut with 20in. planked hull with bow and stern detailing, rudder, and planked deck, carved female figurehead, catheads, anchors, deck rails, bitts, decklights, stovepipes, capstan, winch, companionways, slat-covered hatches, deck winches, deckhouse, four ship's boats in chocks, davits, poop deck with saloon lights, lockers, aft helm with binnacle and other details, masts with yards, stun's'l booms and foot ropes, standing and running rigging, mounted on a realistic scale shingle display base within Plexiglass case. Measurements overall – 20½ x 31½in. (52 x 80cm.)

£1,000-1,500

Provenance: Christie's, South Kensington, *Maritime Sale*, 31st October 2002, lot 171

Designed and built for the Tasmanian trade by Pile of Sunderland, the "beautiful little *Berean*" was owned by T.B. Walker of London and soon made her name as the fastest of his fleet of barques. Launched in August 1869, she was registered at 542 tons gross (526 net) and measured 160 feet in length with a 30-foot beam. *Berean's* best ever outward run from London to Launceston (Tasmania) was 71 days, pilot to pilot, and in 1881-2 she ran home in 79 days, Launceston to the Lizard. Averaging one round trip each year, she usually left the West India Docks in May and was generally back in the Thames the following March. Such was her reliability that Lloyd's underwriters eventually offered to insure her at a reduced premium and the only two accidents she ever suffered were both due to the negligence of others. In 1894 she was sold and *Berean* was bought by Norwegian owners who employed her carrying ice from Norway to London. Less well-maintained but still making good passages, she remained a familiar sight on the Thames until 1910 when she was rammed by a foreign steamer near Gravesend and had to be beached in a sinking condition. Thereafter condemned, she was patched up and towed to Falmouth where she ended her days as a hulk.



13.

**ATTRIBUTED TO FRANK BOGGS
(AMERICAN, 1855-1926)**

South French Harbour Scene
Circa 1880

Oil on panel

9 x 12½in. (23 x 32cm.)

£600-800

13



14

14.

A FINELY MADE AND PRESENTED 1:32 SCALE MODEL OF AN ITALIAN *PALEDGIA* OF CIRCA 1880

modelled by D. A. Brogden c.1981, with 18in. hull framed and planked with trennels, green below the waterline, decorative boot-top over wale, planked deck arranged as for a working boat with details including capstan with three bars, partially opened hatches with visible cargo in marked sacks, fitted boat, coiled ropes, water casks, grapple anchor, open companionway, shaped tiller, masts with lateen rig, bowsprit and yard, mounted on a display base with legend within glazed wooden case. Overall measurements – 21½ x 41½ x 13in. (54.5 x 105.5 x 33cm.)

£1,000-1,500

Provenance: One of two examples modelled by Brogden, the other remains in his family, the example offered was given to a close friend.

15.

A FINELY CONSTRUCTED MODEL FOR A THAMES TIMBER BARGE *LYDIA*, CIRCA 1888

constructed as in working practice, in contrasting woods with planked and pinned hull and deck with companionway with sliding cover and ladder, hatches covered with individually numbered boards, windlass, deck rings and intermittent gunwales – 6 x 27in. (15 x 68.5cm.)

£800-1,200

Provenance: Richard Martin (1852-1920), a Master Barge Builder who worked at Corey's Barge Builders for over fifty years and who constructed this model in 1888 in celebration of the birth of his daughter, Lydia.



15



14 (detail)



16

17

16.

A MANUSCRIPT NAVIGATION WORKBOOK AND JOURNAL, CIRCA 1812

kept by one T. Hugill on laid paper, navigation comprising fifty pages filled with diagrams and copperplate text, followed by an eight-page journal for a voyage from the Lizard to Madeira and back, followed by a chart of the route, signed and dated for 31st January 1812, bound in card covers with later owner's name inscribed *Wm Warde, Bilsdale..* – 14 x 8½in. (35.5 x 21.5cm.)

£300-500

17.

A MANUSCRIPT NAVIGATIONAL WORKBOOK, CIRCA 1811

kept by W.P. Shuckburgh, in a neat copperplate hand on laid paper watermarked for '1810' with flourish section headers, the first 150 pages numbered and including geometric examples and drawings, the second half filled with examples and exercises, vellum boards – 13 x 8½in. (33 x 21.5cm.)

£300-500

18.

MARITIME SALE CATALOGUES

Comprising Christie's 1980-2007; Sotheby's 1985-2003; Bonhams 1980-2007; and Philip's 1993-96, each bound in gilt embossed blue cloth bindings, sized as appropriate

(17)

£200-400

19.

A VOYAGE TO SHETLAND, THE ORKNEYS AND THE WESTERN ISLES OF SCOTLAND

first edition, later cloth by Sharp and Kellet with their ticket, title in gilt on cover, London for C. Corbet, 1751 – 6 x 9in. (15 x 23cm.)

£120-180



20.

IN DARKEST AFRICA OR THE QUEST RESCUE AND RETREAT OF EMIN GOVERNOR OF EQUATORIA BY HENRY M. STANLEY

Samson Low [and others], 1890, 2 vols, 2 large folding maps in colour (one torn) and numerous plates, a little foxing, original half hardgrain morocco, Royal Naval Club Portsmouth and H.M. Stanley stamped in gilt on front covers (rubbed) – 8¾ x 6½in. (22.5 x 16cm.); **together with** Discoveries in Egypt, Ethiopia and the Peninsula of Sinai in the Years 1842-1845 by Dr. Richard Lepsius edited by Kenneth R H Mackenzie, Richard Bentley, London, 1852, tinted lithographed frontispiece and folding engraved map (with a short tear, light worming slightly affects half title and plate), original blue embossed cloth (hinges and corners a little rubbed) – 9 x 5½in. (23 x 14 cm.)

(3)

£250-350



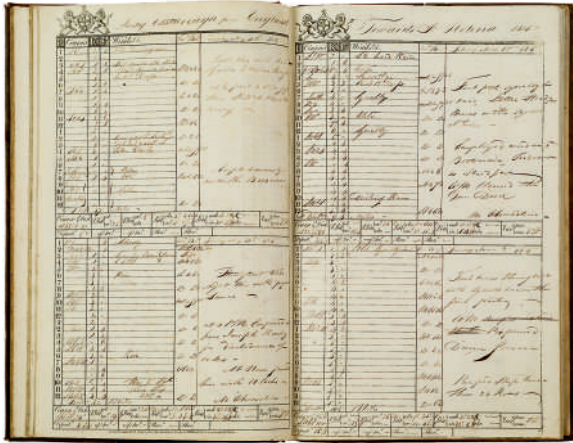
21.

NARRATIVE OF A JOURNEY THROUGH SYRIA AND PALESTINE IN 1851 AND 1852 BY C.W.M. VAN DE VELDE

William Blackwood and Sons, Edinburgh and London, 1854, 2 vols, Chromolithographed frontispieces and 4 folding lithographed map, plans and plate, original blue embossed cloth (a little rubbed) – 8¾ x 5½in. (22 x 14cm.)

(2)

£200-300



22

22.

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.)

£600-800

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.

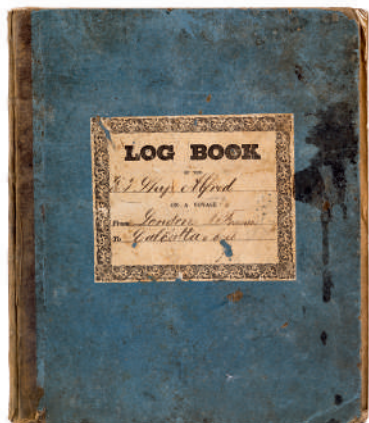
23.

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.)

£600-800

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.



23



24 (part)

24.

A COLLECTION OF ITEMS RECOVERED FROM THE DANISH EAST INDIA COMPANY SHIP *COUNT ERNST SCHIMMELMANN*

comprising three pewter plates; three stamped samples of 1 Daler Swedish copper plate money; a candle stick and base

(8)

£250-350

Provenance: Sotheby's London 19th December 2000, Lot 578 (pewter plates), 512 (plate money)

24A.

A NOVELTY SILVER ELECTRIC 'LIGHTHOUSE' LIGHTER

the removable 'lamp' housing with hinged top to wick and flint, reservoir stopped with a flag, mounted on square plinth battery compartment base with press-button ignition and Birmingham hallmarks for 1931-32 – 7in. (18cm.) high

£300-500



24A



25

25.

**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; 1,978gr

£3,000-5,000



26

26.

**A BOTTLE OF WINE RECOVERED IN 1991 FROM THE DUTCH EAST
INDIAMAN *VLIEGEND HERT*, WRECKED IN THE SCHELDT
ESTUARY, 1735**

green glass onion bottle with protruding cork and twine binding,
the globe about half full with original contents – 7in. (18cm.) high

£800-1,200



27 (part)

27.

NANKING BLUE AND WHITE PORCELAIN

comprising a willow pattern plate – 9¼in. (23.5cm) diameter, and a
small covered tureen with ladles – 7½in. (19cm.) wide

(4)

£150-250

Provenance: Plate: Christie's Amsterdam, The Nanking Cargo Sale,
April/May 1986, Lot 3505 (part)



28

28. Ø 

**A COCO DE MER [*LODOICEA MALDIVICA*], SEYCHELLES, 20TH
CENTURY**

part cut away and polished, retaining original finish to one side,
remnant husk and contains nut – 11 x 12in. (28 x 30.5cm.)

£250-350



29

29. Ø

A FINE SCRIMSHAW DECORATED WHALE'S TOOTH CARVING SET, CIRCA 1850

comprising a pair of 6in. teeth, the fork worked overall with vessel underway and whales spouting behind within foliate borders, the knife with becalmed whaler to one side, the blade stamped VR with maker's mark for Thornhill, the knife 21in. (54cm.)

(2, a pair)

£2,000-3,000

30. Ø

AN 19TH CENTURY WHALEBONE FID

of typical tapering form with facet cut handle engraved *R.I.* to the top – 14in. (36cm.)

£300-500

31. Ø

A SECTION OF NARWHAL TUSK

with typical barley twist, mounted on turned wooden stand – 7½in. (19cm.)

£200-400

32. Ø

A 19TH CENTURY WHALEBONE FID

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

£300-500

33. Ø

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

worked over one side with profile of a stationary whaler, the tip and root drilled – 7½in (19cm.); 723g

£400-600

The drilling suggests this *might* have once been a Fijian tabua



30

31

32



33



34

34.

A WHEEL HUB RECOVERED FROM THE IRON CLIPPER *SMYRNA*, 1876, WRECKED OFF THE ISLE OF WIGHT 1888

cast in bronze with inset lettering reading *WALTER HOOD & Co. SHIPBUILDERS ABERDEEN / SMYRNA / 1876* – 18in. (46cm.) diameter

£400-600

The iron clipper *Smyrna* was built by Walter Hood & Co – the famous Aberdeen yard which had built *Thermoplae* a few years before – for the Aberdeen White Star Line in 1876. Registered at 1,372 tons with dimensions of 232.2 x 38.5 x 22.2 ft. she plied successful route carrying wool between London and Australia for several years including a crossing of just 96 days in 1887. The 28th April 1888 saw her off the Needles en route to Sydney when she collided with the S.S. *Moto*. The Captain and twelve crew drowned, the remaining seventeen were rescued by the steamship and landed at Southampton.

35.

A TRINITY HOUSE MARQUETRY ESCRITOIRE, CIRCA 1860

the lid with a polychrome depiction of the iron barque *Warrior* under full sail, plush-lined writing slope with paper compartments, pen holders etc. – 14in. (35.5cm.) diameter

£400-600

Trinity House boxes were made by keepers of the Nore lightship stationed in the Thames Estuary between 1850-1880 to sell to passengers as souvenirs.



35



36

36.

A PAIR OF 19TH-CENTURY GIMBALLED SALOON CANDLE LAMPS

constructed in polished brass with removable sprung candle sockets, weighted base, gimbal suspension, glass shades and suspension bracket with shield-shaped bulkhead plate – 14½in. (37cm.) high

£200-300

37.

A SUNDERLAND LUSTREWARE JUG FOR THE CLIPPER SHIP *GREAT AUSTRALIA*, CIRCA 1870

coloured transfer print inscribed *The Great Australia Clipper Ship* and *The Unfortunate London*, flanking a poem – 7½in. (19cm.) high

£150-250



37



38 (part) Charles Nicholson at the helm of 'Candida'



39 (part)

38. 

A COLLECTION OF YACHT RACING PHOTOGRAPHS

Comprising four 12 x 9in. by Beken of Cowes, *Cariad* 1908, *Navaho* 1894, *Rainbow* 1898 and *Westwood* 1930 signed by Beken in India ink; **together with** a sepia-toned view of *Meteor* with the Kaiser aboard; **and** Charles Nicholson at the helm of 'Candida'; **and** a large format view of a gaff-rigged yacht race – 14 x 20½in. (35.5 x 52cm.)

(7)

£100-150

39. 

ROYAL ALBERT YACHT CLUB TELESCOPES

four telescopes, each with presentation inscription and maker's marks – the largest 24in. (61cm.) closed; **together with** two private photograph albums of yachting and naval interest comprising approximately fifty views of yachts and yacht racing, some taken aboard, some from busy beaches, assorted sizes but mostly 3 x 4in. pasted to card leaves (*lacking covers, some foxing, some gaps on pages*); the album of naval interest circa 1895 with view of *Victory* afloat, and the launch of HMS *Prince George*, and many other annotated RN ships, some yachting and beach views with bathing machines in Broadstairs, and several 'at play' with friends; and two small watercolour burgees for the Royal Albert Yacht Club and the RAYC Commander

(8)

£200-300



40

40.

A SET OF TWELVE CROWN DERBY HAND-PAINTED YACHTING PLATES, CIRCA 1930

painted by W.E.J. Dean with individual yachts, makers marks to reverse with manuscript name for yachts comprising: *Caroline*; *Starlight*; *America*; *Astra*; *Mahdee*; *Pitzi* (x2); *Flight*; *Pendragon*; *Sally II*; *Mitena* and *Zaida*, each signed W.E.J. Dean – 10in. (25.5cm.) diameter

(12)

£300-500

41. 

THE ROYAL ALBERT YACHT CLUB NAMARA TROPHY 1903

comprising a monumental two-handled cup festooned with medallions and inscribed *The Royal Albert Yacht Club Won by Namara* with London hallmarks 1901-02, mounted on wooden display base with successive prize labels and additional label inscribed *Presented 1949 for Cruising Yachts Exceeding 25 Tons – 24in. (61cm.) high including base; 244.34 oz t*

£4,000-6,000



41



42

42.

T. ROBINSON (BRITISH, 20TH CENTURY)

Off Cowes - Commodore's Pennant R.V.Y.C.

Signed and dated *T. Robinson 1894* (lower left)

Watercolour

9 x 12½in. (23 x 32cm.)

£100-150



43

43. 

A BRASS SPEAKING TRUMPET, CIRCA 1820

with brazed seam and red painted flair – 20in. (51cm.) high

£150-250



44

44. 

A YACHTSMAN'S POCKET DISPUTE SET, CIRCA 1910

comprising four 1¾in. white metal waterline yacht models with hinged booms, and three marker buoys with flags, contained within fitted, plush lined pocket case, the lid with maker's marks for Otto Wessmann, Gullsméd Fredrikstad – 3¼ x 3¼in. (8 x 8cm.)

£200-300

45. ♂

WILLIAM ERIC THORP (BRITISH, 1901-1993)

Bugsby's Reach, Greenwich

Signed 'W Eric Thorp' (lower right)

Oil on board

19 x 25in. (48 x 64cm.); **together with** Charles Smith 'New Haven River,' signed and dated '78' (lower left), inscribed with title on old label to reverse

(2)

£200-400

Provenance: Exhibited at Guildhall Art Gallery; the latter exhibited at the Mall Gallery 1892



45 (part)



46

46. 

A YACHT RACING STARTER GUN

with heavily cast 10in. barrel, threaded breach block with spring pin fire action, with trunnions mounted to step wooden base – 5in. (13cm.) high

£150-250

47. ♂

GUY L'HOSTIS (FRENCH, 1945-)

'FLAME' Bord de pris par jolie Brise

Watercolour

Signed 'G L'HOSTIS' (lower left) and inscribed as per title (lower right)

18 x 27in. (46 x 68.5cm.)

£250-350



47



48

48. 

A SILVER CLARET JUG TROPHY FOR THE ROYAL ALBERT YACHT CLUB, CIRCA 1900

unmarked, hinged lid, foliate scroll handle, the front with coat of arms in cartouche and presentation inscription to side, on raised circular foot – 16in. (40.5cm.) high; 73.94 oz t
£600-800

49. 

MISCELLANEOUS SILVER YACHTING TROPHIES

comprising nine, of assorted sizes; **together with** three ebonised plinths with silver plates; 136 oz t
(a lot)
£800-1,200



49A



49A.

AN ATTRACTIVE 19TH CENTURY PROBABLY CHANDLER'S SALES MODEL FOR A DOLPHIN PATTERN YACHT BINNACLE

with 2in. dry card compass on jewelled pivot, gimbal mounted within bowl with mushroom top cowl with white painted interior, 'lamps' and finial, mounted on tri-dolphin stand with holes for stand – 12½in. (32cm.)
£400-600

50. 

JAMES MILLER (BRITISH, 1962-)

'Mariquita' and 'Tuisa' on the Solent; 'Eleonora' and 'Mariette' in the Westward cup 2010

Signed 'J. Miller' (lower left), with artist's title to stretcher on reverse

Oil on canvas

11½ x 15½in. (29 x 39.5cm.)

(2, a pair)

£300-500



50



51 (detail)

51

51. 

THE ROYAL NAVAL CLUB & ROYAL ALBERT YACHT CLUB WESTMACOTT TROPHY, LATE ROYAL ALBERT YACHT CLUB ANNUAL CHALLENGE TROPHY, CIRCA 1956

comprising a 6½in. waterline silver model yacht on a starboard reach, set in a moulded silver sea with an ebonised display case, the base with pull-out winner's plate and original engraved *ROYAL ALBERT YACHT CLUB / ANNUAL CHALLENGE TROPHY / Presented in memory of / C.E. Nicholson ESQ. O.B.E. R.D.I. M.I.N.A. / by the Commodore / 1956*

– 13½ x 15 x 8 (34 x 38 x 20cm.)

£1,500-2,500



52. 

JAMES MILLER (BRITISH, 1962-)

'Mariquita' and 'Tuiga' racing off the Isle of Wight

Signed 'J Miller' (lower left)

Oil on canvas

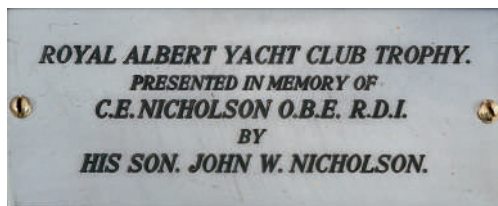
24 x 34in. (61 x 86cm.)

£800-1,200

52



53



53 (detail)



54

53. 

THE ROYAL ALBERT YACHT CLUB'S NICHOLSON TROPHY

comprising a silver model of sailing dinghy with drop keel, rudder, clinker hull and sails set, mounted in ebonised display case with plate inscribed *ROYAL ALBERT YACHT CLUB TROPHY / PRESENTED IN MEMORY OF C. E. NICHOLSON O.B.E. R.D.I. / BY HIS SON JOHN W. NICHOLSON*, with winners on rim plates listed between 1955 and 1968 – 23 x 18½ x 10½in. (58 x 47 x 26.5cm.)
£1,000-1,500

54. 

THE WHITBREAD ROUND THE WORLD RACE TROPHY

silver two-handled covered cup, inscribed to front *WHITBREAD ROUND THE WORLD RACE* Organised by Royal Naval Sailing Association / 2nd Overall on Corrected Time / Presented by Royal Naval Club and Royal Albert Yacht Club, with Sheffield maker's marks for 1919-20 – 17in. (43cm.) high
£400-600

55. ♂

JAMES MILLER (BRITISH, 1962-)

Les Voiles de St. Tropez; 'Mariquita,' 'Tuiga' and 'The Lady Anne'

Signed 'J Miller' (lower left)

Oil on canvas

24 x 34in. (61 x 86cm.)

£800-1,200



55



56



56 (detail)

56. 

DUPREE INTERNATIONAL CHALLENGE TROPHY, 1932

comprising a covered cup, the cover with winged Victory finial, the handles in the form of two racing hydroplanes, inscribed as per title and *Presented by The Vice President Sir William T Dupree Bt., Vd., Td., D.L., Jp. to The Portsmouth & South Sea Motorboat Club 1932*, on stem base with dolphin supports, circular foot to ebonised base with prize cuff with Sheffield hallmarks 1931-2 – overall height 27in. (69cm.); 128.60 oz t

£3,000-5,000

Named after **Colonel Sir William Dupree (1856-1933)**, a local brewing magnate and early exponent of powerboat racing who donated it to the Royal Albert Yacht Club in 1932. It was awarded to the Portsmouth and Southsea Powerboat race winners and was used until just before the outbreak of the Second World War. Fearing invasion, the Club Secretary hid this trophy, along with other valuables, but died before hostilities had ended. It wasn't until the 1980s when builders were renovating the Queen's Hotel in Southsea that it was discovered in a chimney breast. It is now thought to be the world's second oldest power boat trophy with only the Harmsworth Trophy of 1903 pre-dating it. It has been thought that the original date of manufacture was 1913, however, no hallmarks support this, although the hydroplane handles are of that era. More recently the trophy was re-dedicated as the Round the World Powerboat Record Cup.



57. 

THE SOUTHSEA ROYAL REGATTA FOR MOTORBOATS CHALLENGE CUP, 1904

comprising a two-handled covered cup, with figure of Victory presenting laurel wreaths, cartouche engraved with motor boat underway, inscribed behind as per title with Sheffield hallmarks for 1904-5, the silver foot with later rededication inscriptions for the *Portsmouth Offshore Trophy for 1984*, secured to ebonised display plinth – 17½in. (44.5cm.)

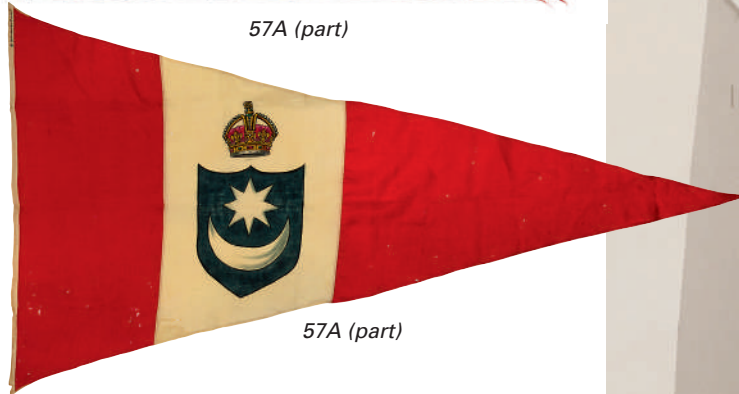
£300-500



57



57A (part)



57A (part)



57A.

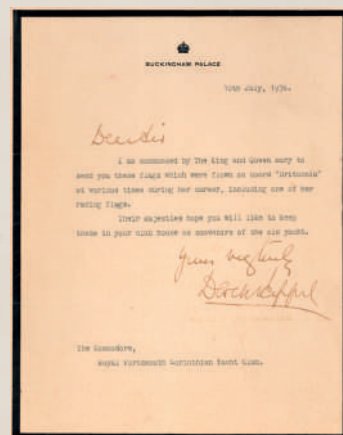
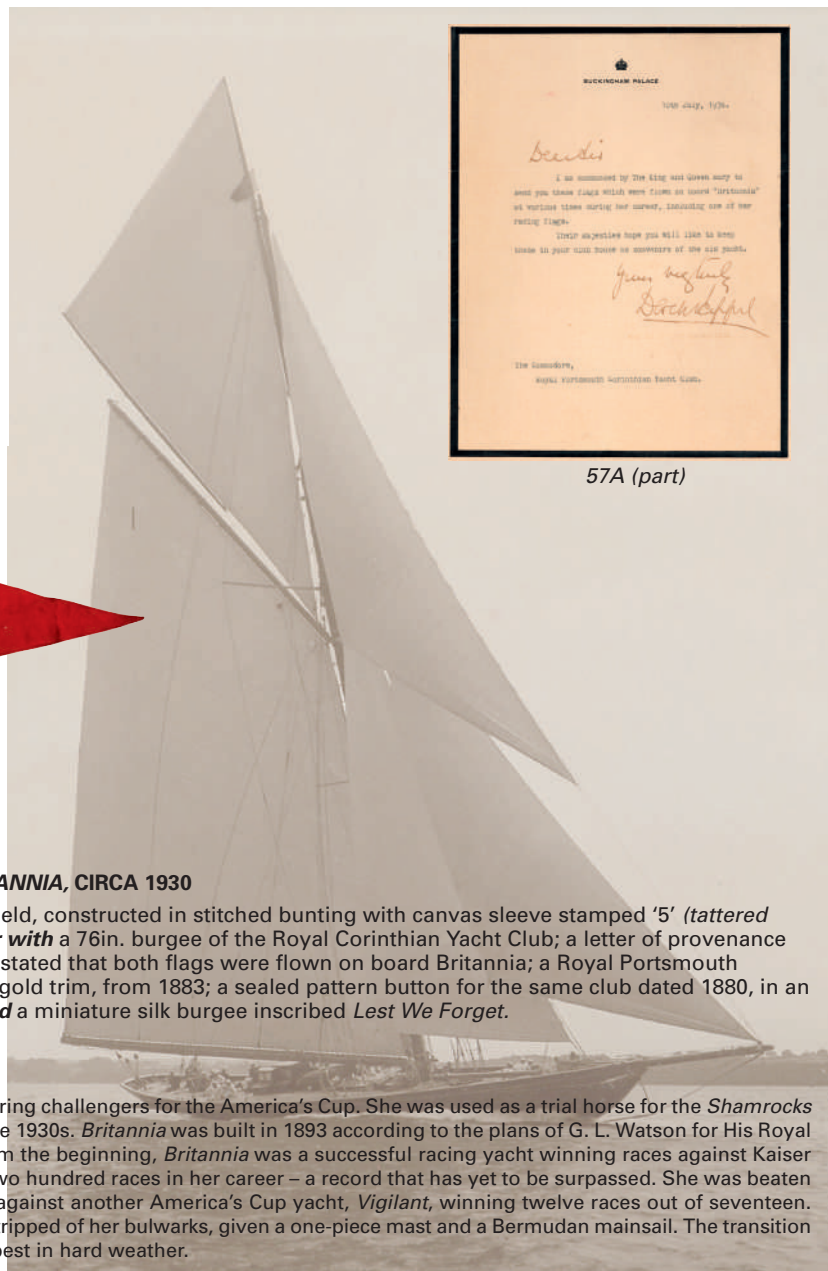
A RACING FLAG FROM THE ROYAL SAILING YACHT *BRITANNIA*, CIRCA 1930

the Prince of Wales' feathers over a divided blue and red field, constructed in stitched bunting with canvas sleeve stamped '5' (*tattered edge with old wear*) – 43 x 60in. (109 x 152.5cm.); **together with** a 76in. burgee of the Royal Corinthian Yacht Club; a letter of provenance from Buckingham Palace dated 10th July 1936, where it is stated that both flags were flown on board *Britannia*; a Royal Portsmouth Corinthian Yacht Club printed silk racing programme with gold trim, from 1883; a sealed pattern button for the same club dated 1880, in an envelope addressed to Prince Edward of Saxe-Weimar; **and** a miniature silk burgee inscribed *Lest We Forget*.

(6)

£1,000-1,500

His Majesty's Yacht *Britannia* played an important part in preparing challengers for the America's Cup. She was used as a trial horse for the *Shamrocks* and later, after conversion, for most of the 'J' Class yachts of the 1930s. *Britannia* was built in 1893 according to the plans of G. L. Watson for His Royal Highness the Prince of Wales, a keen and able helmsman. From the beginning, *Britannia* was a successful racing yacht winning races against Kaiser Wilhelm's *Meteors*, among many others. *Britannia* won over two hundred races in her career – a record that has yet to be surpassed. She was beaten once by *Navahoe*, one of Herreshoff's boats, but fared better against another America's Cup yacht, *Vigilant*, winning twelve races out of seventeen. When *Britannia* was converted to race in the 'J' Class she was stripped of her bulwarks, given a one-piece mast and a Bermudan mainsail. The transition did not interrupt her run of success, although she performed best in hard weather.



57A (part)

Britannia racing



57B.

ROYAL PRESENTATION PORTRAIT OF KING EDWARD VII

collotype, signed on the mount 'Edward R.I. 1908', pl.–19 x 15½in. (48 x 39.5 cm.), contained in original oak glazed frame. Frame size: 34 x 27in. (86.5 x 68.5cm.); **together with** a three-quarter length 19½ x 13½in. collotype portrait of King George V circa 1910; **and** a pair of 5½ x 4in. commemorative photographic portraits by Vandyk of King George V and Queen Mary, the Queen's inscribed *Mary R. 1936*, the King's inscribed in the same hand *In remembrance of King George V 1936*.

(4)

£150-250



57B (part)

Mercantile (Steam)





58 (part)

58. 

A COLLECTION OF CLUB TOBACCO PARAPHERNALIA

comprising two cigar lighters, one on exotic horn mount, a silver and enamel cigarette box, a silver cigarette case dated 1918, a match strike ball with enamel burgee and yacht name *Rheola*, a ram's horn snuff mull with pewter mounts dated 1881, and a Victorian silver snuff box dated 1872

(7)

£250-350

60.

GAETANO D'ESPOSITO (MALTESE, 1858-1911)

Fair and foul portraits of 'SY Lady Godiva' R.Y.S.

Each signed and dated 'G D'esposito 1898' (lower right) and inscribed 'SY Lady Godiva' (lower left)

Watercolour and gouache

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

(2, a pair)

£600-800



59

59.

ANTONIO DE SIMONE (1851-1907)

S.Y. 'Evona' in the Bay of Naples

Signed and dated 'De Simone 1902' (lower right) and inscribed with title (lower left)

Gouache

17 x 24½in. (43 x 62.5cm.)

£400-600

The steel screw schooner *Evona* was designed by G.L. Watson and built for Henry J. Mason of Bingley, Yorkshire, by the Ailsa Shipbuilding Company of Troon in 1897. Registered at 391 tons gross (147 net & 465 Thames), she measured 163 feet in length with a 25-foot beam and was engined by Muir & Houston of Glasgow. Her original owner kept her until just before the Great War at which time she disappears from record.



60



61

61.

A 1:48 SCALE STATIC DISPLAY MODEL OF THE CUNARD LINE'S S.S. *SERVIA* [1881]

the carved and painted 32in. hull with carved and gilt stern decoration, brass propeller, rudder and brass portholes, scored and varnished decks with painted fittings as appropriate, masts with standing and running rigging with blocks and tackle, mounted within glazed wooden case with nameplate. Overall measurements – 16 x 37 x 9in. (40.5 x 94 x 23cm.)

£2,000-3,000

Built by J.&G. Thomson in 1881 and registered at 7,392 tons, *Servia* introduced a number of 'firsts' to the Atlantic passenger trade making her the first truly 'modern' liner: The first ship built to specialise in passengers only; the first Cunarder to introduce Edison's electric lamps; the first major liner to be built entirely of steel and to re-introduce Brunel's double bottom; and to incorporate watertight compartments with electric doors enabling her to remain afloat with any two flooded. Her public rooms were of a scale and luxury unknown at the time, and her powerful 10,300 ihp engines achieved an impressive speed of just over 17 knots. However, with the appearance of the crack Cunard liners *Campania* and *Lucania* in 1893, *Servia* was relegated to intermediate service. She was later used to transport troops to South Africa during the Boer war and was broken up in 1902 by Thos W. Ward.



62

62.

**AN HISTORICALLY INTERESTING STICK STAND
MADE FROM THE GANGWAY BOARD
RECOVERED FROM THE WRECK *BERAR*, 1896**

the top section carved in oak and depicting a falcon resting on a pointed hand within gothic traced border, the edge lined in brass with ringlets, stamped 'S' behind with plaque inscribed *Barque 'BERAR' 950 Tons, / Wrecked off Downlands, / October 6th 1896*, box behind with zinc liner – 27 x 13½ x 9½ in. (68.5 x 34 x 24cm.)

£400-600

Berar was a 902 ton iron barque built in 1863 by W. Pile & Co., Sunderland for Italian owners. On 7th October 1896 when en route from Borga to Seville, she grounded in fog off Culverhole Point between Axmouth and Lyme Regis, being fatally holed by a rock which soon broke her in two. Her considerable cargo of wood was spread along miles of the Charlton Bay coast.



63

63.

A BUILDER'S STERN MODEL FOR A RUDDER SYSTEM THOUGHT INTENDED FOR MANOEUVRING AT SLOW SPEED, POSSIBLY FRENCH, 1840-1880

laminated and carved with ebonised topsides, the ?removable flat-ended four-bladed brass propeller flanked and enclosed by three pairs of rudders on brass brackets, the side pair with deck levers, removable deck section, secured to wooden cradle stand – 9½ x 13 x 9in. (24 x 33 x 23cm.)

£600-1,200

To date it has not been discovered to any degree of certainty who designed this system, when, or for what precise purpose. A small staple in the deadwood suggests there may have been two or three interchangeable models intended to solve a problem, thought most likely to be steering a large vessel safely at slow speeds. It is unlikely this system was ever actually built as, apart from the expense, the rudder pairings would have readily fouled flotsam and jammed.

64.

THE HEAD OF H.M.S. AGAMEMNON'S FIGUREHEAD, HELLYER WORKSHOPS, CIRCA 1852

carved as a moustachioed warrior wearing a plumed peak helmet with slightly open mouth, gesso covered overall, now ebonised, the neck inscribed *AGAMEMNON / 1877* – 36 x 20in. (91.5 x 51cm.); **together with** a 16 x 22in. engraving from the Illustrated London News date 1.8.57 entitled H.M.S. "AGAMEMNON", 91 GUNS, SHIPPING THE ENGLISH PORTION OF THE ATLANTIC SUBMARINE CABLE AT EAST GREENWICH. with good view of the vessel, including her bust-length figurehead.

(2)

£800-1,200

Agamemnon (91), a 'James Watt'-Class battleship of 5,080 tons, had the distinction of being the first purpose-built auxiliary warship for the Royal Navy. Her success was such that she became the template for all RN auxiliary battleships for the decade after her launch in 1852. She served as flagship to Rear Admiral Mends in the Crimea and took part in the bombardment of Sevastopol in 1854 and the shelling of Fort Kinburn a year later. In 1857 she was fitted out to carry 1250 tons of telegraph cable for the Atlantic Telegraph Company's first attempt to lay a transatlantic telegraph cable. The first attempt was a failure, however, the next year she tried again and met her counterpart U.S.S. *Niagara* in mid-ocean, successfully splicing the cable ends on July 29th. Returning to Ireland with William Thompson (later Lord Kelvin) monitoring the 1,020 miles of cable, *Agamemnon* reached Valentia Bay on 5th August 1858 with *Niagara* raising Trinity Bay, Newfoundland the same day. Eleven days later Queen Victoria sent President Buchanan a ninety-nine-word message - a process that took over sixteen hours - which laid the foundation for all modern global communication thereafter. *Agamemnon* was paid off in 1862 and sold in 1870 - her figurehead originally showed Agamemnon, Commander of the Greek Army at the siege of Troy in a plate-mail tunic and holding a scimitar and shield, Hellyer's charged £35/0/0 for the work.



64



65

65. 

A MODERN TERRACOTTA MODEL OF ISAMBARD KINGDOM BRUNEL

unsigned, modelled after the famous chain pose photograph and standing on plinth base inscribed 'I.K. Brunel' – 22in. (56cm.) high

£400-600



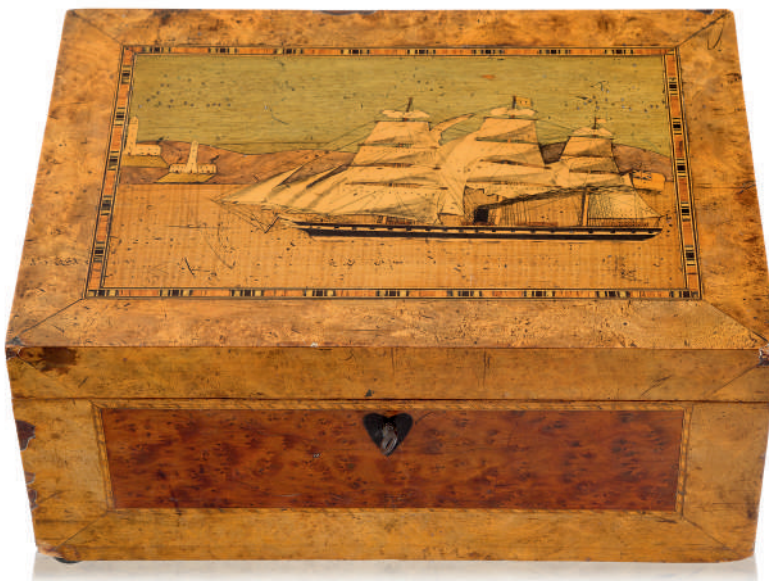
66

66.

A RARE CERAMIC TRANSFER PRINT CHAMBER POT FROM THE S.S. GREAT EASTERN, CIRCA 1865

the front with the insignia for the *Telegraph Construction and Maintenance Company Ltd*, the sides and rim with studded chain decoration – 5½ x 10in. (14 x 25.5cm.)

£800-1,200



68

67.

A SECTION OF ATLANTIC TELEGRAPH CABLE LAID BY S.S. GREAT EASTERN, CIRCA 1865

each end with brass cuff inscribed with provenance, *Telegraph Construction & Maintenance Co.* – 3in. (7.5cm.)

£100-150

68.

A TRINITY HOUSE BOX DEPICTING BRUNEL'S S.S. GREAT BRITAIN, CIRCA 1860

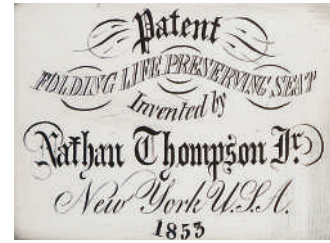
in polychrome marquetry with contrasting pannelled sides, plush lined lid and letter tray within – 13½in. (34cm.) wide

£400-600

The first iron ship to provide a regular transatlantic service in 1846, *Great Britain* was, by 1857, an Australian emigrant ship. After a refit that year, her masts were reduced from six (as launched) to just three. She is now preserved back in her original configuration in Bristol.



69



69 (detail)



69 (assembled)

69.

A PATENT FOLDING LIFE PRESERVING SEAT, CIRCA 1853

the seat comprising two sealed air-tight units, hinged at the bottom with sprung securing steel clasps, finished in polychrome overall with Russian crown inscribed 'Nicholas' over, with the American and Russian coats of arms opposite, silver label within inscribed *Patent / Folding Life Preserving Seat / Invented by / Nathan Thompson Jr. / New York U.S.A. / 1853 – 22¼ x 15 x 14½in. (56.5 x 38 x 37cm.)*

£1,000-1,500

70.

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

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

£2,000-3,000



70



70 (detail)



71

71.
A RARE COFFEE POT DESIGNED BY DR CHRISTOPHER DRESSER FOR P&O, CIRCA 1870

hinged lid, company device to front and maker's marks for Elkington & Co. underneath – 9in. (23cm.)
£500-800



72

74.
A GOLD SOVEREIGN RECOVERED FROM THE WRECK OF THE P&O LINER EGYPT

minted 1861 and contained in plush-lined box with certificate dated 30th June 1932 – 8g; **together with** a ladle by Elkington Plate from the P&O liner *Medina*
(2)
£300-500

One of five sisters built by P&O for the Indian and Australian service (the others being *India*, *China*, *Arabia* and *Persia*) they were the largest additions yet made when completed in 1897. Surviving the Great War (unlike *Persia*, *India* and *Arabia* who were all torpedoed) she was unfortunate in colliding in fog with the French ship *Seine* off Ushant. She sank on 20th May, 1922, in 20 minutes with the loss of eighty-six souls and bullion then valued at £1,054,000 (about £22 million today). By 1935 most of this had been salvaged by the Italian salvage vessel *Artiglio*.

75.
AN ICED WATER JUG FOR THE ORIENT LINE BY ELKINGTON & CO., CIRCA 1886

with hinged lid, front and back handles, company device to side with maker's marks stamped to base – 11in. (28cm.) high
£200-300

72.
A SOUP TUREEN FOR P&O, CIRCA 1920

in plated metal, the cover and tureen with P&O device and maker's marks for Mappin & Webb to base – 11 x 15in. (28 x 38cm.)
£200-300

73.
TWO CALEDONIA-PATTERN PLATES FOR P&O, CIRCA 1846

with green plaid shaped edges and P&O device to centre, reverse with maker's marks for Ridgway, Morley, Wear & Co and diamond registration number for 1846 – 10in. (25.5cm.) diameter
(2)
£400-600



73



75



76

76.

A BRASS WHEEL HUB FROM THE S.S. JACOB CHRISTENSEN, 1881

cast in brass and inscribed in black-filled lettering *RAYLTON DIXON & Co MIDDLESBRO ON TEES IRON SHIP BUILDERS / JACOB CHRISTENSEN / 1881* – 17in. (43cm.) diameter

£300-500

A cargo ship of 1,763 tons, she was renamed *Moresby* in 1898. On the 28th November 1916 between Saigon and Dunkirk carrying rice, she was torpedoed without warning by the U-39 (Walter Forstmann). Settling immediately by the stern, she disappeared in 12 minutes with no possibility of getting any of the boats away. Thirty two souls were lost but the master and ten others survived.

77.

A COLLECTION OF UNION LINE AND UNION CASTLE LINE EPHEMERA

comprising a manuscript volume of "Confidential Reports" on the characteristics of Union Line officers serving approx 1877-1897 with detailed descriptions of each officer's strengths and weaknesses and, if wrecked red ink is used, bound in quarter calf boards with a gilt embossed label to cover inscribed *RECORD of OFFICERS* – 13½ x 9in. (34 x 23cm.); **together with** a Union Castle contract with Harland & Wolff to build the S.S. *Kenilworth Castle* (1902) bound with stamped specification books; eight official World War II sinking reports viz *Dunvegan Castle*; *Walmer Castle*; *Dromore Castle*; *Llangibby Castle*; *Richmond Castle*; *Warwick Castle*; *Windsor Castle*; and *Dundrum Castle*; and Harland & Wolff tenders to build the *Pendennis Castle* (1955) with copies of plans etc.

(A lot)

£300-500



78A



78

78.

A PAIR OF TRINITY HOUSE MARQUETRY PICTURES

each depicting shipping in the Nore, with inlay borders and integral frame – 11 x 19in. (28x 48cm.)

(2, a pair)

£250-350

78A.

A NOVELTY MECHANICAL CAPSTAN CLOCK COMPENDIUM BY ANDRE GUILMET, PARIS, CIRCA 1880

comprising a capstan with a mechanism to rotating 'lamp' housing containing two opposed clocks with a single winding arbor, barometer and thermometer, with a compass set in a cupola under, mounted on black slate base – 20½in. (52cm.) high

£2,000-3,000

78B.

AN ATTRACTIVE GILT BRASS DESK COMPENDIUM, CIRCA 1900

comprising a 'block' with three 2in. dials viz a thermometer with curved bar tube, clock with enamel dial (*London signature obscured*) and aneroid barometer, contained in a plush-lined leather case with winding key – 10½in. (27cm.) diameter

£300-500



78B

79.

A COMMEMORATIVE SHIP IN BOTTLE MODEL OF R.M.S. LUSITANIA MADE BY A SURVIVOR, 1915

carved in wood with waterline hull ebonized with gold-painted topsides, funnels with cotton wool 'smoke', and masts, mounted on a blue moulded sea with pilot cutter and tender fore and aft with townscape behind, with label inscribed *LUSITANIA / SUNK / 4.5.1915 / FRED JONES*, the neck corked with twine grommet – 12in. (30.5cm.) high

£200-300



80 (part, detail) Example in situ

80.

A FIRST CLASS STATEROOM CORNER CUPBOARD FROM R.M.S. AQUITANIA, CIRCA 1915

in neo-Georgian style, inlaid quarter veneer mahogany cupboard, subdivided within on shaped support – 32 x 20½in. (81 x 52cm.); **together with** an original copy of the promotional leaflet for *Aquitania* containing many photographs

(2)

£400-600



80

81.

A RARE COMPACTUM / WASH STAND FROM R.M.S. MAURETANIA, CIRCA 1906

in two pieces, the lower section with drop front with 14 x 14in. porcelain lipped bowl and soap containers each with Cunard transfer print device, central water spout and hot/cold taps mounted top left and right, under cupboard with waste water tank and lower storage cupboards; the upper section with drop down mirror with fitted writing compartment behind and two drawers under, one stamped with yard number '735' – 68 x 20 x 9½in. (173 x 51 x 24cm.)

£1,500-2,500

Originally a water tank was kept behind the mirror and topped up by a steward each day; at some point, a central supply with hot and cold water was added in a refit and the redundant space attractively re-purposed as an *escritoire*.



81



82

82.

A HALF BLOCK BUILDER'S MODEL FOR THE S.S. VINCENT, BUILT BY MACKIE & THOMSON FOR BOOTH SS CO. LTD. 1910

the 44in. hull carved from ½in. laminated yellow pine with gilt brass propeller and ebonised topsides, lined and lacquered decks, hatches and superstructure with silvered fittings as appropriate, cut-away masts and funnel, mounted on a display board within original glazed case with manuscript builder's plate and two finials. Overall measurements – 19½ x 57in. (49.5 x 145cm.)

£1,500-2,500

A cargo ship of 986 tons, she was sold to Cia Zamorensa de Nav SA de Gutierrez Zamora in 1913 and renamed *Libertad*. On August 3rd, 1916 in passage from New Orleans to Santiago De Cuba with a cargo of lumber, she foundered off Cape San Antonio.



82 (detail)



84

83

84

83.

A FINE SIR WILLIAM THOMSON PATTERN BINNACLE COMPASS MADE BY KELVIN & JAMES WHITE LTD, GLASGOW, CIRCA 1880

with 5in. patent dry card compass in copper bowl, mounted on adjustable gimble with grommet suspension, mushroom hood with oil lamps and covered top glass, on a wooden pillar stand with Flinders bar, Kelvin spheres, inclinometer, magnet chambers and square base with holes for deck bolts, with brass maker's label to front inscribed *SIR W.M. THOMSON COMPASS/ ORIGINAL PATTERN NO. 8037/ MADE BY KELVIN & JAMES WHITE LTD / GLASGOW / ALSO SOLE MAKERS OF LORD KELVIN'S LATEST COMPASS* – 56in. (142cm.) high

£1,500-2,000

84.

A PATENT 'WATERPROOF' LIFEBOAT VENTILATOR, CIRCA 1920

constructed in brass with side handles and vent holes, the red painted interior with brass label inscribed *PAT NO. 401023/ KEEP VENTILATOR FILLED WITH WATER TO LEVEL OF OVERFLOW HOLES* – 27in. (68.5cm) high; **together with** another similar (2)

£800-1,200



85

85. 5

ROBERT G. LLOYD (BRITISH, B. 1969)

Blue Funnel Cargo Ship S.S. 'Dardanus' Pictured in London's Royal Docks Circa 1930

Signed and dated 'R. G. Lloyd 1998' (lower left)

Oil on board

21 x 37½in. (53x 95cm.)

£500-800



86

86.

A HALF BLOCK BUILDER'S MODEL FOR THE CARGO SHIP S.S. 'EVELEEN', BUILT BY THE ARDROSSAN DRY DOCK & SHIPBUILDING CO. LTD. FOR J. MILLIGEN & CO. LTD., 1920

the laminated and carved 38in. hull with bilge keel, wale, lined rudder and propeller, red painted decks with lined hold covers, gilt brass fittings as appropriate, lined boxwood open bridge with helm, binnacle and lifebuoy, stayed funnel with safety valve extension pipe and hooter, ventilators, davits, cutaway masts and other details, mounted on paper-lined backboard with wooden case with ivorine builder's plate, pasted labels for 'Hugh Macmillan, Model Maker, Greenock' and front glass. Overall measurements – 17 x 51 x 7in. (43 x 129.5 x 18cm.)

£600-800

A coaster of 498 tons, she was leased for two years in 1944 by the Government and renamed *Empire Eveleen* before reverting to her original name and owner. She was broken up by the West of Scotland Shipbreaking Co. in 1957.



86 (detail)



87

87.

A CHAMPAGNE BUCKET BY CHRISTOFLE FOR MESSAGERIES MARITIMES, CIRCA 1920

reeded border and handle, company device to front, maker's mark for Christofle on the underside – 9in. (23cm.)

£200-300

88.

THE ENGINE ROOM PLATE FROM THE P.S. TATTERSHALL CASTLE, 1934

cast in brass with raised lettering inscribed No. 1059 / BUILT BY / WILLIAM GRAY & Co. / LIMITED / WEST HARTLEPOOL with holes for bulkhead attachment – 13½ x 20in. (34 x 51cm.); **together with** a refurbishment plate from 1975; and a brass and enamel steward's lapel badge

(3)

£600-800

Originally built as a passenger tender for the London & North Eastern Railway, the 556 ton *Tattershall Castle* was used as a barrage balloon tether and troop ferry over the Humber in World War II. Nationalised with the railways in 1948, she remained with British Rail until 1973. In 1976 (after a refit) she was towed to London where, after a stint as a floating art gallery, she was re-opened as London's famous floating pub in 1982. Moored along the Embankment opposite the old County Hall, the "Tatty Cassie" as regulars affectionately know her has been open for business ever since.



88 (part)

89. 8

ROBERT G. LLOYD (BRITISH, B. 1969)

Cunard Liner R.M.S 'Carinthia' Approaching New York, U.S.A., Circa 1958

Signed and dated 'R. G. Lloyd 2001' (lower right)

Oil on board

12 x 18½. (30.5 x 47cm.)

£250-350

89A.

A TYPE 1 CURTA CALCULATOR, CIRCA 1950

signed on the base and number 8459, contained in fitted tube of issue - 4¾in. (12cm.); **together with** two slides rules in boxes; **and** ephemera connected to QEII

(5)

£400-600

Provenance: L. Melvin, lead draughtsman for the QE2 project at John Brown & Co. Ship Builders.



89



89A



90

90.

AN ATTRACTIVE 1IN:40FT SCALE WATERLINE MODEL FOR THE R.M.S. *QUEEN MARY*, CIRCA 1938

the carved 24in. hull plated with paper and painted in Cunard livery with portholes, plain yellow decks with painted card and wood fittings, metal deck rails, anchor chains and rigging, covered lifeboats in davits, stayed funnels, raked masts with aerials, ventilators and other details, mounted at anchor in a moulded and painted sea with tug passing port bow and yacht off stern, in a glazed oak case with brass plate. Overall measurements – 9 x 32 x 8in. (23 x 81 x 20cm.)

£600-800



92

91.

A SET OF FOUR 3RD CLASS DINING ARMCHAIRS FROM R.M.S. *QUEEN MARY*, CIRCA 1936

with stretchers, two with iron deck securing braces with rope deck attachment, one with label inscribed *TOURIST DINING ROOM QM*, loose seats now recovered – 33 x 21 x 19in. (84 x 53 x 48cm.)

(4)

£1,000-1,500

92.

AN ART DECO FIRST-CLASS STATEROOM BULKHEAD SLAVE CLOCK FROM R.M.S. *QUEEN MARY*, CIRCA 1936

the 4¼in. diameter dial with Arabic numerals, black hands to modern battery-operated quartz (formerly slave) movement contained in nickel-plated case – 5 in. (14.8cm.) square

£300-500



91



91 shown in situ



93

93.

A 1:48 SCALE WATERLINE BOARDROOM MODEL OF THE M.V. LANDWADE BUILT BY BARTRAM & SONS LTD FOR ATLANTIC SHIPPING AND TRADING CO., 1960

modelled by Sunderland Model Making Co. with laminated and carved 40in. hull, ebonised deck with lined grey hold covers, masts rigged with derricks, superstructure with lined yellow decks with fittings as appropriate, funnel with logo, engine room lights, glazed bridge with binnacle over, comms mast, aerial and other details, mounted on a moulded and painted sea with maker's plate by stern, glazed cover and builder's plate. Overall measurements – 12 x 50 x 12in. (30.5 x 127 x 30.5cm.)

£2,000-3,000

Provenance: Reputedly from Landwade Hall, Suffolk.



93 (detail)



94

94. 6

ROBERT G. LLOYD (BRITISH, B. 1969)

The Royal Mail Line Passenger Cargo Ship 'Ebro' at Anchor Off the Port of Spain Circa 1955

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

Oil on board

17 x 24 3/4 in. (43 x 63cm.)

£300-500



95

95. 6

ROBERT G. LLOYD (BRITISH, B. 1969)

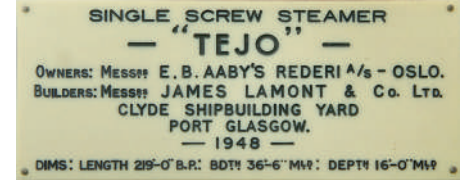
The Bank Line Passenger Cargo Ship M.V. 'Olivebank' Westbound in The Suez Canal Circa 1965

Signed and dated 'Robert G. Lloyd 2005' (lower right)

Oil on board

18 x 28 1/2 in. (46 x 72.5cm.)

£300-500



96 (detail)

96

96.

A BUILDER'S MODEL FOR THE NORWEGIAN CARGO SHIP S.S. *TEJO* BUILT BY J. LAMONT & CO, PORT GLASGOW FOR E.B. AABY'S REDERI, OSLO, 1948

the laminated and carved 27in. hull with bilge keels, brass propeller and rudder, lowered companionway, white lined decks with yellow planked hold covers, silvered fittings as appropriate, ship's bell, painted masts with rigged derricks, superstructure with bridge with binnacle and rangefinder over, water tanks, funnel with company logo, safety valve extension pipe and hooter, three covered lifeboats in davits, emergency helm and other details, mounted on two brass supports to raised display base with ivoryine builder's plate within original glazed wooden case with raised feet. Overall measurements – 23¼ x 39¼ x 14½in. (59 x 100 x 37cm.)

£3,000-5,000

Registered at 1,149 tons, *Tejo* was sold in 1967 and renamed the S.S. *Borba Gato*. On the 8th October 1967 when en route from Santos for Buenos Aires with a cargo of timber, she ran aground and was wrecked East of Isla Lobos, off Punta del Este.



97

97. 8

ROBERT G. LLOYD (BRITISH, B. 1969)

Nippon Yusen Kaisha Ship M.V. 'Sanuki Maru' Preparing to Receive Cargo, Birkenhead Docks, Circa 1955

Signed and dated 'Robert G. Lloyd 2005' (lower right)

Oil on board

15½ x 20¼in. (39 x 51.5cm.)

£250-350



98

98. 8

ROBERT G. LLOYD (BRITISH, B. 1969)

The P&O Liner S.S. 'Himalaya' Arriving at Tilbury Circa 1952

Signed and dated 'R. G. Lloyd 2000' (lower right)

Oil on board

12½ x 19in. (32 x 48cm.)

£250-350



99

99. 5

ROBERT G. LLOYD (BRITISH, B. 1969)

The Ellerman Passenger Cargo Ship M.V. 'City of Poona' Lying in Kowloon Bay, Hong Kong Circa 1950

Signed 'R. G. Lloyd' (lower right)

Oil on board

16½ x 30½in. (42 x 77.5cm.)

£400-600

100. 5

ROBERT G. LLOYD (BRITISH, B. 1969)

The Clan Line Passenger Ship M.V. 'Clan Menzies' Leaving Dar Es Salam Circa 1960

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

Oil on board

16 x 23in. (40.5 x 58.5)

£350-450

101.

THE SHIP'S BELL FROM THE S.S. *SEA SERPENT*, CIRCA 1898

cast in silver bell metal with moulded rim, inscribed as per title to front with large stock piece – 13 x 11½in. (33 x 29cm.)

£500-800

Built by A McMillan & Son Dumbarton for C F Leach, London and registered at 902 tons, on the 23rd March 1916 she struck a mine laid off Folkestone Pier and sunk with the loss of fourteen lives including the Master.



100

102.

THE SHIP'S BELL FROM THE TRAWLER *LORD CARNARVON*

inscription to front *S.S. LORD CARNARVON*, complete with clapper – 6¾ x 8in. (17 x 20cm.)

£200-300

This 80-ton trawler was sunk on the 20th November 1914 by a mine laid by the German light cruiser *Stralsund* with the loss of ten crew.

103.

THE SHIP'S BELL FROM THE ROYAL MAIL LINER *LOCH GOWAN* (1954)

cast in brass with moulded lip and black-filled lettering to front, foundry stamp to crown reading '...BY LTD MAINLAND', red painted interior – 11 x 12in. (28 x 30.5cm.)

£300-500

Built by Harland & Wolff in 1954 and registering nearly 10,000 tons, she was broken up in Kaishong, 1970.



101



102



103



104

104.

A STORM LANTERN BY BULPITT & SONS, BIRMINGHAM, CIRCA 1916

front glazed with key adjustment via safety door on left of lamp assembly, inscribed with maker's name, polished reflector and handle – 13in. (33cm.) high

£200-300



105

105.

A FOURTH-ORDER FRESNEL LENS, 20TH CENTURY

constructed in three sections with plated shaped metal frames, the middle section with hinged lamp access, now resting on wooden feet – 37½in. (96cm.) high overall

£2,500-3,500



106

106. 6

ROBERT G. LLOYD (BRITISH, B. 1969)

The British India S.N. Co. S.S 'Woodarra' Loading Bales of Wool for Liverpool in Adelaide Circa 1958

Signed and dated 'Robert G. Lloyd 04' (lower left)

Oil on board

15½ x 21in. (39.5 x 53.5cm.)

£300-500



107

107. 6

ROBERT G. LLOYD (BRITISH, B. 1969)

The Port Line Passenger-Cargo Ship M.V. 'Port Pirie' in Winter Conditions in The Thousand Islands, St Lawrence Seaway Circa 1955

Signed and dated 'Robert G. Lloyd 1999' (lower right)

Oil on board

23 x 37½in. (58.5 x 95cm.)

£400-600



108

108. 5

ROBERT G. LLOYD (BRITISH, B. 1969)

The Blue Funnel Line Passenger-Cargo Ship S.S. 'Ixon' Discharging Wool from Australia at Hull Docks, Circa 1955

Signed 'Robert G. Lloyd' (lower left)

Oil on board

12½ x 21½ (32 x 54.5cm.)

£250-350



110

110.

A BELL FROM THE TANKER S.S. BRITISH CROWN (1952)

cast in brass, inscribed to front 'BRITISH CROWN' with replacement clapper adapted from a ship's rivet – 5½ x 6¼in. (14 X 17cm.); **together with** another bell from the tanker *Pass of Melfort* (1961), mounted on a brass bracket, complete with clapper – 7¼ x 6in. (18.5 x 15.5cm.)

(2)

£200-300

British Crown was built by Cammell Laird for the British Tanker Co. (later BP) and registered over 18,000 tons. Whilst unloading crude oil at Umm Said, Qatar on 20th August 1966 she suffered a fire and explosion which couldn't be controlled. Dragged off she was beached two miles away and eventually broken up; Pass of Melfort was built by Blyth SB Co and registered a modest 937 tons, no disposal date has been listed.



109

109.

A PAIR OF HOLLAND AMERICA LINE CHAMPAGNE BUCKETS, CIRCA 1962

constructed in plated metal with hinged handle and company logo to front – 24in. (61cm.) high including raised handle

(2)

£400-600



111

111.

A LATE 19TH CENTURY BRASS YACHT BINNACLE BY J. W. BLAKE & SON, GOSPORT

the 5in. compass card signed as per title and mounted within liquid-filled bowl with drain cock and lamp socket behind, mounted on pedestal to square base with label inscribed *Captain Gauntlett / "Anne" - 1967 - 12in. (30.5cm.) high*

£350-500



112

112.

A WELL-PRESENTED 1:48 SCALE BUILDER'S-STYLE MODEL OF THE R.S.S. SIR DAVID ATTENBOROUGH, BUILT BY CAMMELL LAIRD FOR THE UK RESEARCH & INNOVATION DEPT., 2021

modelled by W. Brogan with 38in. box-section frames planked overall and complete with twin five-blade brass propellers and rudders, bow thrusters, Plimsoll markings, green decks with painted wood and metal fittings as appropriate, coated wire deck rails, subsidiary vessels inset on davits, the stern with field trip research vessel *Boaty McBoat Face* with davit and crane, stepped multi-section glazed bridge with communication and navigation arrays and other details, mounted to display base with name plate within plexiglass glazed wooden case. Overall measurements – 23¾ x 45 x 14½in. (60 x 114.5 x 37cm.)

£3,000-5,000

Built by Cammell Laird at a cost of £200m and launched by the Duchess of Cambridge in 2018, the R.S.S. *Sir David Attenborough* is the most advanced addition to the British Antarctic Survey's fleet. Unusually it is her tender which, initially at least, briefly out-shone her illustrious mother ship when it had to be named *Boaty McBoatface* in deference to a public vote on naming the ship and which, as a result of a viral campaign, won the competition hands down. This model was constructed with unique access to the builder's plans and is one of a pair, the other being for the builder's use.

113-114.

No Lots

Naval (Sail)





115

115.

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.)

£8,000-12,000

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.*



115 (detail)



116

Admiral Edward Vernon (1684-1757) gained his fame during the short war of Jenkins Ear, which was sparked by Captain Robert Jenkins having his ear cut off by Spanish Coast Guard when he and his smuggling ship Rebecca were captured off the coast of Cuba in 1731. Seven years later, in a wave of revenge filled debate, Jenkins was paraded before Parliament without his ear. Permission was granted for punitive raids to take place in the Caribbean and Vernon was given command of the expedition. He first attacked Porto Bello in Panama 20-22 November 1739 where, with six ships, he captured the port and over three days destroyed the fortifications and warehouses which provided much treasure. He then attacked Cartagena, in present day Colombia, on 13-20 March 1740. However the Spanish prepared a solid defence against the British and after 21 days of siege, Vernon withdrew his force and returned to Panama where he attacked Fort Real Chagres (22-24 March 1740). The fort was defended by only a small garrison which the British quickly overcame, thus removing the last Spanish stronghold in Panama.

Vernon returned to Cartagena on 3 May 1740 and was again unsuccessful. Determined to gain Cartagena and her riches, Vernon returned on 13 March 1741 and maintained an amphibious assault during which the British gained the upper hand and a messenger was despatched to London with news of the victory which resulted in the minting of commemorative medals by Mr. Pinchbeck. The reality was much different, which following yellow fever afflicting the British troops, they then decided to return to Jamaica to regroup. A Council of War agreed to attack Havana which, when news reached London, meant more medals commemorating victory were struck. However, it was decided Havana was too strong so Santiago would be attacked. This too was deemed too strong at which point Vernon brought his fleet home.

It appears the one man who did well from all this activity was the descent of Christopher Pinchbeck who developed the brass alloy which became the basis for these medals and became known as Pinchbeck Gold. The Vernon series of medals is unique in its scope with a couple of hundred varieties covering one campaign.

Reference: Adams, Chao & Bentley: *Medallic Portraits of Admiral Vernon: Medals Sometimes Lie*, Kolbe & Fanning, Gahanna, 2010; Please see online for specific information regarding these lots.

116. 

A COLLECTION OF ADMIRAL VERNON 'PORTO BELLO' MEDALS, 1739-1741

with assorted portraits of Vernon to the obverse and the fleet attack to reverse, most – 1½in. (4cm.) diameter

(8)

£500-700

117. 

A COLLECTION OF ADMIRAL VERNON 'FORT CHAGRES' MEDALS, 1739-1741

with assorted portraits of Vernon to the obverse and the fleet attack to reverse, most – 1½in. (4cm.) diameter; **together with** a Portsmouth pound note from 1813, framed and glazed

(8)

£250-350

Charles Miller Ltd thanks Sim Comfort for his assistance with these two lots.



117 (part)



118

118.

A FINELY CARVED AND PRESENTED 1:48 SCALE MODEL OF H.M.S. WAGER [1734]

the planked and pinned 28in. hull painted white below the waterline, ebonised wales and carved gunwales, raised gun port lids with brass rings and oxidized brass guns run out, laminated rudder with pintles and chains, finely carved lion figurehead, stern and quarterlights, four anchors with bound wooden stocks, planked decks with fittings including stove chimney, belfry, gratings with shot rack surrounds, well deck with suite of three fully fitted ships boats over, the poop with double ten-spoke helm rigged to whip-staff, belaying rails with pins and other details, three bound first-stage masts with platforms, standing rigging and ratlines, mounted on cradle stand to green cloth display base with plate within Plexiglass wooden case. Overall measurements – 25 x 43½ x 14in. (63.5 x 110.5 x 35.5cm.)

£6,000-8,000

H.M.S. *Wager* was a 28-gun East Indiaman purchased specifically for Commodore George Anson's ambitious but ill-fated six-ship expedition against Spanish Pacific outposts at the start of the War of Jenkins' Ear. Chronically undermanned, the squadron, led by Anson in *Centurion*, departed Portsmouth on September 18th, 1740 with crews including 260 invalids from Chelsea Hospital and 210 untrained marines. Raising St. Catherine's Island off Brazil some three months later, they remained there until 18th January 1741. Intending to sail direct for Cape Horn, the need for repairs was so great they were forced to put into the deserted Port St. Julien where *Wager* came under the command of Lt. David Cheap, *Centurion's* former 1st Lieutenant. Transiting the Straights of Le Maire on 7th March, savage weather prevented them from rounding the Horn for six weeks, and, on 24th April, *Wager* lost sight of the rest of the squadron. Instead of making for a pre-arranged back-up rendezvous, Cheap lay to for four days and by 13th May was in the Bay of Peñas - but with only "thirteen sickly hands" to work the ship. At 04.30 the next morning she struck a reef and came to rest just off the shore of the deserted island where she became a total loss. At this point the ship's company divided and pursued different strategies to reach home, which by 1746 several had managed. *Wager's* wreck was rediscovered in 2006 by the Scientific Exploration Society which, having allowed a full month to find it, arrived late at night and set up camp, with the first members tripping over her ribs, settled in an estuary, first thing the next morning! Whilst Anson's original objectives failed, *Centurion* circumnavigated the globe and was the only vessel to return to England in 1743 - having intercepted a Spanish treasure ship which yielded half-a-million pounds sterling which, despite all, guaranteed his career and with which he built the stately home of Shugborough.



118 (detail)

119.

SCOTS MAGAZINE 1749, JANUARY, MARCH, MAY, JUNE, JULY, AUGUST AND SEPTEMBER ISSUES

Anson's Voyage Round the World in complete January issue (pp 40-44), complete March issue (pp 128-131), complete May issue (pp 221-226), complete June issue (pp 272-276), complete July issue (pp 333-339) and complete August issue (pp 385-392), account of the loss of the *Wager* (in 1741) in complete September issue (pp 438- 442), account of Admiral Boscawen's expedition in complete March issue (pp 141-144) – as above.

£200-300

120.

A 1:24 SCALE MODEL OF THE FIGUREHEAD FOR THE CENTURION [1732]

carved in pear and ash and depicting an Admiralty Pattern lion rampant, mounted on a bow section to display base with nameplate – 7in. (18cm.) high

£300-400



120

121. 

CHARLES EDWARD DIXON (BRITISH, 1872-1934)

The Queen's ships off Dover circa 1588

Oil on canvas

29½ x 49½ in. (75 x 126cm.)

£1,000-1,500



121

122. 

A NEW NAVAL HISTORY OR, COMPLEAT VIEW OF THE BRITISH MARINE BY JOHN ENTICK

for R. Manby [and others], 1757, engraved frontispiece, folding map (torn), 2 plates and 2 portraits (lower fore-corner of 3U2 torn away with loss, a little browning), contemporary vellum, later leather title-piece on spine – 15½ x 9½ in. (39.5 x 24 cm.); and Vol II of Cook's Second Voyage (towards the South Pole), London 1777, lacks plates.

(2)

£800-1,200

123.

A QUANTITY OF SILVER SPECIE RECOVERED FROM THE ASSOCIATION, WRECKED OFF THE ISLES OF SCILLY, 1707

comprising fourteen examples viz: five Charles II crowns for 1671; 1673 (x2); 1676; 1682; two Charles II half crowns for 1663; 1673; two William III half crowns for 1696; three Charles II shillings for 1663 and two James II shillings for 1685, all contained in wallets with coin and label recesses; **together with** facsimile receipts for same from 24.9.74 W.H.Lane Sale, Penzance; a certificate of provenance, and other ephemera.

(A lot)

£1,200-1,800

Provenance: W.H. Lane Auctioneers, Penzance: 'Association Treasure Sale', 24th September, 1974, where bought by vendor's late father.

The infamous wrecking of Sir Cloudesley Shovell's 96-gun flagship *Association* through a navigational error (killing over 2,000 men) provided the impetus to solve the age-old problem of longitude that was only solved with John Harrison's invention of the marine chronometer some fifty or so years later. The wreck itself was discovered by the Navy Sub-aqua Club in 1967 and contracts for the salvage were issued to the Club, Blue Sea Divers and Roland Morris who worked until 1970 and established a museum in Penzance (now closed), and again from 1973 with alumni divers from the Blue Sea team, mainly to catalogue the cannon. On removing one of these a layer of English shillings appeared and, when these were lifted they in turn had plugged a four foot 'hole' containing some 8,000 coins and artefacts which were surrendered to the Receiver of Wreck who then disposed of some of the best examples via W.H.Lane in 1974.



122



123 (part)



124



124 (detail)

124.

A 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.)

£4,000-6,000

125.



AN 18TH CENTURY REVERSE GLASS PRINT OF THE HON. CHARLES KNOWLES

Printed for Robert Sayer, London

14 x 10in. (35.5 x 25.5cm.), contained in original Hogarth frame

£80-120



125

126.

A 1:24 SCALE MODEL OF THE FIGUREHEAD FOR THE *ENTERPRISE* [1775]

after the painting by Marshall, carved in pear and ash and depicting David holding the severed head of Goliath, mounted on a bow section to display base with name – 7½in. (19cm.) high

£300-400

127.

A 1:24 SCALE MODEL OF THE FIGUREHEAD FOR THE *WINCHELSEA* [1764]

after the NMM model, carved in pear and ash and depicting a classical girl playing the lute, mounted on a bow section to display base with name – 7in. (18cm.) high

£300-400



126



127



128



129

128.
ATTRIBUTED TO GEORGE KNAPTON (BRITISH, 1698-1778)

Portrait of a Captain of the Royal Navy Circa 1760

Oil on canvas

29 x 24in. (74 x 61cm.)

£4,000-6,000

129.
A SECTION OF 7IN. MAIN CABLE FROM THE *ROYAL GEORGE*, WRECKED 1782, RECOVERED BY CMDR. PASLEY 1843

bound in twine to each end and loosely mounted in a wooden stand – 9½in. (24cm.) high overall; **together with** provenance plate.

(2)

£250-350

130.
CIRCLE OF HUGH DOUGLAS HAMILTON (BRITISH, 1739-1808)

Portrait of Lt. William Jeffrey, circa 1793

Inscribed to panel on reverse with historical details

Pastel, oval

9½ x 7½in. (24 x 19cm.)

£400-600



130



131



131 (detail)

131.

AN ELLIS-TYPE AQUATIC MICROSCOPE BY PETER DOLLOND, CIRCA 1768, ONE OF FOUR TAKEN BY JOSEPH BANKS ABOARD THE ENDEAVOUR ON CAPTAIN COOK'S FIRST VOYAGE OF DISCOVERY, 1768-1771

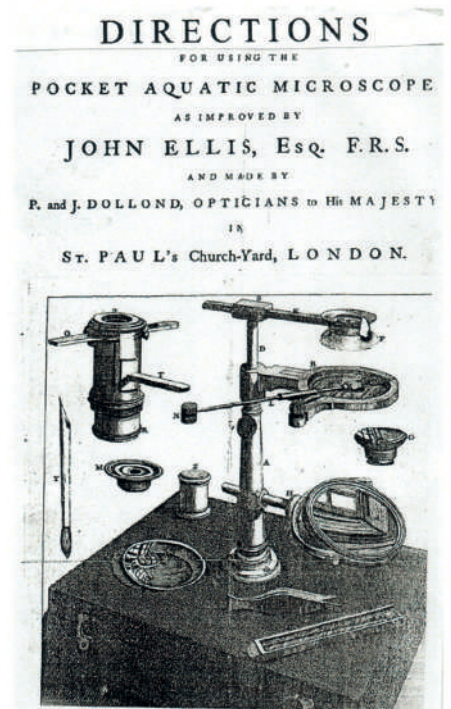
with lacquered brass pillar thread-mounted into lid boss with concave mirror plate, circular specimen stage, two threaded eye-pieces, support arm engraved over both sides *Joseph Banks / H.M.B. Endeavour*, contained within green plush-lined pocket case covered in black fishskin with securing hooks – 1½ x 5 x 4½in. (4 x 12.5 x 11.5cm.); **together with** a copy of Cavendish House Auctioneers catalogue 6-7th December 1950.

(2)

£30,000-50,000

Provenance: Sir Joseph Banks (1743-1820) to Knatchbull Family via his wife Dorothea Hugessen (1758-1828), believed dispersed at one of a series of London sales of Banks' effects between 1886-1893 where presumed bought by V.B. Crowther-Beynon (1865-1941) to his wife Mary (1856-1952) and sold by her as part of his effects by Cavendish House Auctioneers, Cheltenham, 6th December 1950, lot 175, where bought by vendor's late father.

This design of microscope originated with John Ellis (1710-76), an English naturalist who had been an Agent for West Florida. The intention was to allow movement of the objective so as to follow the activity of small water creatures held by a glass watch on the stage. The first model was made for Ellis by John Cuff in 1752 but it wasn't long before other makers produced their own and, with Dollond's excellent reputation for lenses, theirs was soon being included in their list of products as *Ellis's Aquatic Microscope* for a considerable £2-12-6. When Joseph Banks was offered the chance to accompany Captain James Cook he set about acquiring one of the finest collections of naturalists' instruments and accessories he could. Although no list of his equipment has been found, other contemporary references offer useful suggestions and none less than John Ellis himself recorded for Carl Linnaeus (1707-78) the meeting between Banks and fellow naturalist Johann Fabricius (1745-1808) where he advised Banks on what equipment he should take aboard the *Endeavour* and which included his "modified" aquatic microscope: *No people ever went to sea better fitted out for the purpose of Natural History, nor more elegantly.* According to H.B. Carter whose book *Sir Joseph Banks* discusses the preparations *The most important instruments were the optical items: the three-foot achromatic telescope for the study of passing coastlines and inaccessible places; the four Ellis 'aquatic' microscopes; the compound microscope of the Culpeper design by an unknown maker, said to have been a gift to Banks from the Dowager Duchess of Portland. Of these, perhaps the most important were the 'aquatic' microscopes in their fish-skin cases, adaptable in practice both for observations in marine biology (as originally intended by Ellis) and as early forms of the dissecting microscope for entomology and botany.*



Vernon Bryan Crowther-Beynon was a well-known antiquarian and a member of numerous antiquarian and archaeological societies, in many of which he held office. Educated at Trinity, Cambridge, he was called to the bar and lived for many years in Rutland, writing many papers about the local antiquities. Latterly he moved to Beckenham and became deeply involved in the London antiquity scene - he had been on the Council of the Society of Antiquaries since 1905. He had many interests and collections and was a prolific buyer. His greatest passion was numismatics, especially the associated side branch of obsolete coin balances, of which he became a pre-eminent authority. He retired to Bath where he died in 1941 and, in 1946, his widow, Mary, donated his extensive coin balance collection to the British Museum. Four years later as she approached her 95th year, she sold off the rest of his collection in a large and eclectic sale held in Cheltenham. The 364 Crowther-Beynon lots took up the first day of a two-day sale and many were grouped - it makes for tantalising reading as no photographs were used. Lot 175 in which this aquatic microscope was included was one such and no claims were made for it, the cataloguing simply reading *A pocket microscope and fittings in sharkskin case, another, bone cribbage board, ivory silk winder, tiny box of lead dominoes, a seven-draw pocket telescope, ivory spy-glass, travelling knife and fork and sundries*. When bought, the brass arm was blackened and unpolished with the engraving obscured. The engraving is thought to have been added in the late 19th century and it seems likely that Crowther-Beynon having acquired the instrument, probably from one of the several Knatchbull sales of Banks's effects held at Sotheby's and Puttick & Simpson between 1886 and 1893, realised he needed to establish its credentials before they became obscured, precisely the behaviour of an antiquarian who understood the value of provenance.

The Knatchbull Connection: Banks married Dorothea Hugessen in 1779 and her sister Mary wed **Sir Edward Knatchbull (1781-1849)**; As the Bankses died without issue, Dorothea left the Banks estate including all his papers to her brother-in-law, who in turn left it to his eldest son **Edward Hugessen Knatchbull (1829-1893) first Baron Brabourne of Brabourne**. He attempted to sell Banks's complete and intact papers to the British Museum but the sale fell through and they were sent to auction at Sotheby's on 13th March and 14th April 1886 and, after he died, Puttick & Simpson on 26th June 1893 which, being a more general Rooms, is probably where this microscope was sold to Crowther-Beynon.

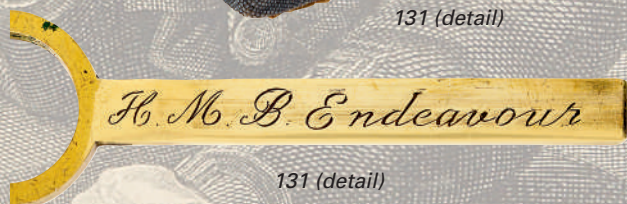
Literature: Carter, H.B. *Sir Joseph Banks*, British Museum (Natural History), p. 70-72

Talbot, S. *P.&J. Dollond Catalogues: A Trade Handbill of c.1780*, Bulletin of the Scientific Instrument Society, No.100 (2009), p.15-22

Turner, G. L'E. *The Great Age of the Microscope*, Adam Hilger, 1989, p.270-271



131 (detail)



131 (detail)



131 (detail)

132.

THE LONDON CHRONICLE: CAPTAIN COOK AND ENDEAVOUR

comprising four issues: 12-15 June, 17-19 June, 22-24 June 1773 and 14-17 March 1789, giving accounts of Cook's voyages and, lastly, a report on the performance of a *Grand Serious Pantomimic Ballet* called 'The Death of Captain Cook'

(4)

£250-350

The reports include a full account of the escape of the *Endeavour*, near Cape Tribulation; an account drawn up from the journals which were kept by the several commanders and from the papers of Joseph Banks Esq and John Hawkesworth LLD and Captain Carteret's voyage on the *Swallow* and Cook's account of the arrival of *Endeavour* at Otaheite.

133.

COOK'S VOYAGES ROUND THE WORLD FOR MAKING DISCOVERIES TOWARDS THE NORTH AND SOUTH POLES

engraved portrait and 5 engraved plates, rather browned throughout, contemporary reverse calf, leather label on spine, upper joint worn, Manchester, S. Russell, 1806 - 6 x 9 in. (15 x 23cm.)

£100-150



134

134. 

AUGUSTE BALLIN (FRENCH, 1842-1909)

The 'Victory' breaking through the Franco-Spanish Line at the Battle of Trafalgar, 1 pm 21st October 1805

Signed and dated 'A. Ballin 1878' (lower right)

Oil on canvas mounted in moulded gilt-frame with presentation plaque from 'Vice-Admiral E. W. Vansittart C.B.'

35 x 58½in. (89 x 148.5cm.)

£4,000-6,000



135

135. 

AUGUSTE BALLIN (FRENCH, 1842-1909)

The 'Euryalus' frigate preparing to take the 'Royal Sovereign' in tow after the Battle of Trafalgar, 6.15 pm 21st October 1805

Signed and dated 'A. Ballin 1876' (lower right)

Oil on canvas mounted in rope-edged gilt frame with presentation plaque from 'Vice-Admiral E. W. Vansittart C.B.'

34½ x 59in. (87.5 x 150cm.)

£4,000-6,000



136

136.

A FINE AND HIGHLY ORIGINAL FULLY RIGGED FRENCH NAPOLEONIC PRISONER OF WAR MINIATURE SHIP MODEL FOR A FIRST-RATE SHIP OF THE LINE

the 3½in. hull carved from shin bone and pierced for three decks of brass guns with red-painted port lids, carved head and stern galleries, plain decks with simple fittings, bound masts with yards, original standing and running rigging with full suit of lined paper sails, mounted on bone display base with penwork decoration within straw work case with pink silk 'curtains', back and end mirrors, drop glazed front enclosed with straw work doors, the top with carved bone finials, knobs and feet. Overall – 7¼ x 8½ x 4in. (18.5 x 21.5 x 10cm.)

£8,000-12,000



137

137.

A HAND-COLOURED MEZZOTINT OF LORD NELSON UNDERSTOOD TO HAVE BEEN PRESENTED BY ADMIRAL SIR T.M. HARDY TO E.D. KING, CIRCA 1826

possibly after Henry Singleton and depicting Nelson overlooking the destruction of the 'L'Orient' at the battle of the Nile, framed dimensions – 22½ x 20in. (57 x 51cm.) verre églomisé mount inscribed *Lord Nelson* within contemporary gilt and oak leaf frame, with presentation plate inscribed *said to have been presented (by) ADMIRAL SIR T.M. HARDY to CAPT. E.D. KING H.M.S. 'WINDSOR CASTLE' 1826 PRESENTED TO THE ROYAL NAVAL CLUB BY W. GRANT ESQ.*

£400-600



138 (part)

138. 

"NELSON'S BUTTONS"

two pairs of octagonal linked blue buttons, faintly embossed with floral motif, attached to alleged provenance to a 'bosun Bussey' and dated for February 1847, mounted in clip frame; **together with** a facsimile pass to Nelson's funeral; **and** a silver "Trafalgar" shilling

(3)

£150-250

A careful search of *Victory's* Trafalgar muster list found no member of the ship's company named 'Bussey'; the Boatswain, William Wilmet, was appointed 14th March 1805 but wounded in action 29th March 1805, but remained aboard and was supported by four Boatswain's Mates, none of whose names were remotely similar to 'Bussey'. The Trafalgar Roll records that Wilmet *performed distinguished service during the battle. Was severely wounded in the thigh, but demanded to remain on duty till the end of the fight.* Coupled with the facts that Nelson was using a white chemise and waistcoat, no other buttons like these have been identified and the unlikely scenario that a boatswain would be passed intimate relics of the Admiral strongly suggest these are one of the many so-called Nelson 'relics' that began to circulate without plausible credence shortly after his death, and which continue so to do.



138A

138A.
AN EARLY 19TH-CENTURY NAPOLEONIC FRENCH PRISONER-OF-WAR SPINNING JENNY

single character on platform over carved bone mechanism with handle, contained in glazed dome – 7in. (18cm.) high

£250-350



139

139.

A COMMEMORATIVE NAVAL HANGER FOR THE BATTLE OF THE NILE, 19TH CENTURY

the 13¾in. curved steel blade with remnant gilt etching comprising trophy of arms and signed in cartouche for 'T. Gill. Gun and Sword Manufacturer 83 St. James' Street London,' pierced oak leaf guard with quillons, cast brass alligator grip, contained within engraved brass mounted leather scabbard of issue countersigned on chape – 20in. (51cm.) overall

£2,000-3,000

140.

'VICTORS OF THE NILE'

line engraving, published by R. Bowyer London 1803 after R. Smirke and engraved Bromley and Landseer – 27½ x 17in. (70 x 43cm.)

£400-600



140

141.

A PARTIALLY-RESTORED FRENCH NAPOLEONIC PRISONER OF WAR BONE MODEL FOR A FIRST-RATE SHIP OF THE LINE, CIRCA 1800

the 8in. planked and pinned hull with retractable guns, carved stern, contrasting deck with simple fittings, cut-away masts with standing rigging, contained in glazed wooden case – 8 x 15in. (20 x 38cm.); **together with** a small sailor work model in case

(2)

£400-600



141 (part)



142

142. 

ATTRIBUTED TO CHARLES MARTIN POWELL (BRITISH, 1775-1824)

Two views of the battle of Trafalgar

Signed 'C Pow...' on both (lower right)

Oil on canvas

9½ x 13½in. (24 x 34cm.)

(2, a pair)

£2,000-3,000

Provenance: Presented by Lt Col. Ramsey, R.M.L.I. 1892

143.

A TRAFALGAR FLAG FRAGMENT FROM LORD NELSON'S FUNERAL, 1805/6

in similar-sized sections of red, white and blue bunting, mounted on card within glazed oak frame with manuscript and typed notes to reverse, the fragments – 5½ x 8½in. (14 x 21.5cm.)

£3,000-5,000

Provenance: John Taylor Auctioneers, Louth: *Eastgate Manor House Contents: The John Kendall Bourne Collection*, 21st July, 1981 (typed label on reverse)



143

144.

AFTER LEMUEL ABBOTT, 19TH CENTURY

Portrait of Admiral Lord Nelson

Oil on panel

11½ x 9¾ in. (29 x 25cm.)

£600-800



144

145.

A SILVER WINE LABEL FROM LORD NELSON'S SERVICE

plain rectangular form, inscribed *SHRUB* and hallmarked for Elizabeth Morley, London 1801-2, further engraved with the initials "N" surmounted with an earl's coronet, and "B" surmounted by a ducal coronet – 1½ in. (4cm.) wide; **together with** another similar, inscribed *MADEIRA* and dated 1806-7 for William, first Earl Nelson (1757-1835)

(2)

£1,000-1,500

For similar see Sotheby's London, 5 October 2005, Lot 111.

146.

THOMAS JONES BARKER (BRITISH, 1815-1882)

"Lord Nelson at Prayer Before Trafalgar" Circa 1854

Signed and inscribed to reverse in pencil *First idea for a large picture of Lord Nelson in the cabin of the Victory, T J Barker*

Oil on panel, framed

8½ x 6½ in. (21.5 x 16.5cm.)

£1,000-1,500

This is a preparatory sketch by Jones for his celebrated painting (Private Collection, USA) of Nelson in his cabin ahead of the battle of Trafalgar. Completed in 1854, the painting went on a public tour of the United Kingdom and Ireland, principally to promote its popular printed version by Ferdinand Jean de la Ferté Joubert. Known as a history painter, often of military scenes, Barker enjoyed similar success with his depiction of Nelson receiving the surrender of the *San Josef* at the Battle of Cape St Vincent.



146



145



147

148

147.

A GEORGE III PORCELAIN DESSERT PLATE, CIRCA 1810

possibly Coalport, plain white, decorated in red and gilt with a Greek key border and in the centre with the "San Josef" crest and "Chelengk" crest surmounted by an earl's coronet for William, first Earl Nelson (1757-1835) – 8¼in. (21cm.)

£300-500

Other examples from this service made for Earl Nelson are in the collection of the National Maritime Museum, Greenwich and National Museum of the Royal Navy at Portsmouth.

148.

A CREAMWARE ARMORIAL PLATE, CIRCA 1800

plain with wheatsheaf border, decorated in the centre with the coat of arms of Forster of Norfolk. This plate is reputed to have been owned by Captain Edward Berry (1768-1831), who married his cousin Louisa Forster in 1797. The plate was with him in HMS *Agamemnon* at the Battle of Trafalgar – 8¼in. (20.5cm) diameter; **together with** a creamware mug, circa 1805, transfer-printed in black with a portrait of Vice-Admiral Horatio Nelson (1758-1805), inscribed above 'England Expects every Man to do his Duty', and below 'ADMIRAL LORD NELSON / Born Sept 29th 1758-Died Oct 21 1805 / Aged 47' (a similar example is in the collection of the National Maritime Museum AAA4819)

(2)

£250-350

149.

A SAILOR'S ART CARVED OSTRICH EGG, EARLY 19TH CENTURY

the egg carved with the naval victors of the battles of The First of June, Camperdown, St. Vincent and Trafalgar within draped cartouches and further decorated with naval trophies, surmounted by the figure of Britannia and a lion. On a later silver stand – overall height 7¾in. (19.5cm)

(2)

£400-600



150



149

150. Ø

AN 1805-PATTERN NAVAL SWORD

28in. etched steel blade with remnant gilt work, guard with fouled anchor device, carved wire-bound ivory grip with lion's head pommel to stirrup hilt, complete with brass mounted scabbard of issue (*parted in middle*) – 33½in. (85cm.) overall

£800-1,200

151.

A RARE PAIR OF GEORGE III BRASS COMMEMORATIVE SHOE BUCKLES, CIRCA 1780

each decorated with portraits of Admiral Lord Rodney (1718-1792) and inscribed: 'SIR GEORGE BRYDGES RODNEY ADMIRAL OF THE WHITE', in contemporary silk lined fitted box – 6in. (15.5cm) wide

£400-600

Among his many exploits, Admiral Lord Rodney (1718-1792) was celebrated for his victories at the 1780 Battle of Cape St Vincent and 1782 Battle of the Saintes, as well as relieving Gibraltar during the Great Siege. An identical pair of buckles is on display at the National Maritime Museum, Greenwich (JEW0009).



151



152

152.

AN ATTRACTIVE FRENCH PRISONER-OF-WAR BOXWOOD MODEL FOR A 74-GUN SHIP, CIRCA 1810

the 5in. hull carved with ebonised wales, brass guns with red port lids, ebonised warrior figurehead with spear, carved stern and quarter galleries, scored deck with ebonised strake, brass deck rings, well deck flanked by boats with one slung over, lined great cabin light, bound masts with yards, stuns'l booms, standing and running rigging, mounted on raised straw work display base within associated straw work display case with six mirrors and glazed drop front on carved bone pad feet, the top with brass carry handle. Overall measurements – 13 x 15in. (33 x 38cm.)

£4,000-6,000

153.

A STATIC DISPLAY MODEL FOR A LARGE FRENCH FRIGATE OF 48-GUNS, CIRCA 1800, POSSIBLY BY A DOCKYARD APPRENTICE

the carved boxwood hull copper sheathed below the waterline, ebonised wales, red-lined gun ports with brass guns, chain plates with deadeyes, female bust figurehead, carved quarter galleries and stern with fleur-de-lys, planked and pinned deck with fittings including belaying rails with pins, capstan, well deck with belfry, compass, doubled helm, glazed saloon lights, gratings, companionways, bound cut-away masts and bowsprit, loosely mounted on wooden cradle stand – 9 x 17in . (23 x 43cm.)

£3,000-5,000



153



154

154.

A LARGE AND FINE NAPOLEONIC FRENCH PRISONER-OF-WAR-STYLE MODEL OF THE 50-GUN SHIP *PRESTON*

the 18in. hull planked and pinned on port side and open framed below the wales on starboard with finely carved details including classical warrior figurehead, stern and quarter galleries, planked deck with typical fittings including anchors with bone stocks, stove pipe, belfry, capstan, water casks, well deck with fitted boat over, companionways, saloon lights, etc., bound masts with yards with stuns'l booms, standing and running rigging with bone blocks, bowsprit with dolphin striker and other details, mounted on an inlaid wooden base. Overall measurements – 24 x 31in. (61 x 79cm.)

£6,000-8,000



154 (detail)



154 (detail)

155. 

THE NAVY LIST: 1803-2014

a near-complete run comprising approximately 400 volumes in mixed sizes and bindings, some duplications and omissions, also includes 1788 Surgeons List and 1873 Arctic List (*rebound but original wrappers retained*). A detailed list is available on application; spine shots on our website.

(A lot)

£3,000-5,000

156. 

THE FIELD OF MARS: BEING AN ALPHABETICAL DIGESTION OF THE PRINCIPAL NAVAL AND MILITARY ENGAGEMENTS, IN EUROPE, ASIA, AFRICA AND AMERICA... FROM THE NINTH CENTURY TO THE PEACE OF 1801

for G. and J. Robinson, 1801, 2 vols, engraved frontispieces, 27 (of 28) maps, four folding and 8 (of 9) engraved plates, half-title, frontispiece and title of Vol II detached, some browning, ownership inscription excised from titles and clumsily repaired, contemporary half calf, worn – 10½ x 8 in. (27 x 20 cm.); **and** Lives of the Admirals by John Campbell, 4 vols. London, 1761

(6)

£200-300

157. 

THE DISPATCHES AND LETTERS OF VICE ADMIRAL LORD VISCOUNT NELSON WITH NOTES BY SIR NICHOLAS HARRIS

Henry Colburn, London, 1844-46, 7 vols, 2 folding lithographed charts, engraved portrait of Nelson and a plate, contemporary half leather, a few signs of wear – 8½ x 5½ in. (21.5 x 14 cm.); **and** 3 other vols. pertaining to Nelson

(10)

£100-150

158. 

THE NAVAL CHRONICLE

apparently a complete run, Bunny and Gold (and others), London, 1799-1818, numerous plates, plans and maps, many folding (some defects), contemporary half calf, on the whole in good condition – 9 x 5½ in. (23 x 14 cm.)

(40)

£800-1,200

159. 

THE NAVAL HISTORY OF GREAT BRITAIN FROM THE YEAR 1783-1786

Edward Pelham Brenton, Henry Colburn, London, 1837, 2 vols, engraved frontispieces (William IV and the author), 13 portraits, mostly mezzotints, 5 folding plans (*one with a short tear*) and 2 plates, one folding (a little foxing), 20th century morocco-backed cloth – 8½ x 5 in. (22 x 13 cm.); **together with** Brackenbury, G: *The Campaign in the Crimea*, P and D Colnaghi, 1855, 2 vols, in one, lithographed titles and 78 tinted lithographed plates only (of 84?), contemporary hard grain half Morocco, gilt spine (hinges a little rubbed; *The Fighting at Jutland*, *The Personal Experiences of Sixty Officers and Men of the British Fleet*, No publisher, [?1920], plates, many mounted, and numerous illustrations, original cloth (spine rubbed); Brackenbury, H: *The River Column*, 1885; Seddel, H: *Malta Past and Present* (1870); Dixon, D: *The King's Sailing Master* (1948)

(7)

£100-150



155 (part)

160. 

'THREE YEARS OF ARCTIC SERVICE, AN ACCOUNT OF THE LADY FRANKLIN BAY EXPEDITION'

Adolphus Greely for Richard Bentley and Son, London, 1886, 2 vols, numerous plates, plans and illustrations, original pictorial cloth – 9½ x 6½ in. (24 x 16.5cm.); **together with** Scott, R.F: *The Voyage of the Discovery*, second impression, 1905, Vol II only; **and** Sir William Monson's *Naval Tracts*, N.R.S. 1902, Vol I only

(4)

£400-600

161. 

ARCTIC EXPLORATIONS: THE SECOND GRINNELL EXPEDITION IN SEARCH OF SIR JOHN FRANKLIN, BY ELISHA KENT KANE

Childs & Peterson, Philadelphia, 1856, 2 vols. Additional engraved titles, frontispiece portraits, 3 maps and plans, 2 folding and 18 engraved plates, numerous illustrations, most plates somewhat foxed, original black embossed cloth – 9 x 5½ in. (23 x 14 cm.)

(2)

£300-500

162. 

NARRATIVE OF A VOYAGE TO THE POLAR SEA DURING 1875-6, IN H.M. SHIPS 'ALERT' AND 'DISCOVERY' BY CAPT. SIR G.S. NARES

Sampson Low (and others) London, 1878, 2 vols. Large folding lithographed map mounted on cloth, another folding map and 5 plates being actual photographs mounted, numerous illustrations, modern cloth – 8 x 5 in. (20 x 13cm.); **and** the Arctic Voyages of Adolf Erik Nordenskiöld, 1858-1879, London, 1899

(3)

£200-400

163. 

THE VOYAGE OF THE 'CHALLENGER': THE ATLANTIC BY SIR C. WYVILLE THOMSON

Macmillan and Co. London, 1877, 2 vols, engraved portrait of the author and 43 lithographed plates, planes and folding maps (a little light foxing) original pictorial cloth gilt, top edges gilt – 9 x 5¼ in. (22 x 15cm.). Presentation inscription tipped in at beginning of vol. 1

(2)

£250-350



164

164.
A WELL RESTORED EARLY 19TH-CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR WOOD MODEL FOR A 74-GUN SHIP

the 9in. hull coppered below the waterline, ebonised wales with protruding guns with port lids over, warrior figurehead, scored deck with simple fittings including capstan, belaying rails, well deck with ship's boat, hammock racks, water casks, companionway etc., bound masts with yards, st'un'sl booms, standing and running rigging with blocks, main mast streamer, union jack and white ensign, mounted on cradle stand to inlaid base. Overall measurements – 13 x 15in. (33 x 38cm.) Travel display case £2,000-3,000

165.
A 19TH CENTURY MODEL FOR A NAVAL GUN

with 11½in. three stage barrel with cascabel, touch hole and trunnions, mounted on stepped wooden naval carriage with iron rings and wooden trucks with steel ties – 7in. (18cm.) high £700-900



165

165A.
A 19TH CENTURY MARINE THEMED DESK COMPENDIUM

comprising a fouled anchor with thermometer to front, the flukes supporting an aneroid barometer and clock on a slate and brass base – 8½in. (21.5cm.)

£400-600



165A



166

166.

AN EARLY 19TH CENTURY FRENCH BONE P.O.W. MODEL FOR A 74-GUN SHIP 'DEFIANCE'

the 10in. carved hull planked and pinned in bone with horn wales, guns with red painted port lids, carved male figurehead, carved stern and quarter galleries, deck with bone fittings as appropriate including stove pipe gratings, two ship's boats over the well deck and other details, bound mast with standing and running rigging with bone blocks, mounted on wooden bone stand, loosely contained in wooden glazed case with bun feet – 20 x 24 x 11½ (51 x 61 x 29cm.)

£5,000-8,000

167. 

AN ATTRACTIVE PRESENTATION MODEL FOR A NAVAL GUN

with tapering five stage silvered barrel with cascabel rope loop, touch hole and trunnions, mounted on a stepped, polished naval type carriage with ebonised wooden wheels, loosely mounted on display with plaque inscribed to *A.E. Rowe on His Retirement as Master Gunner to the R.A.Y.C – 7½ x 13 x 8in. (19 x 33 x 20cm.)*

£400-600

167A.

A NOVELTY MARINE DESK CLOCK

in gilt brass and comprising two oars and boathook supporting an anchor and helm with clock by Ansonia Clock Co., USA, on 'rope' base – 13in. (33cm.) high

£150-250



167A



167



168

168.

A FINE FRENCH PRISONER-OF-WAR BOXWOOD MODEL FOR A 74-GUN SHIP, CIRCA 1810

the 6½in. hull with ebonised wales, brass guns with red painted port lids, warrior figurehead, carved stern, plain deck with fittings including belaying rails, capstan, water casks, fitted boat over well deck, belfry, deck rings, companionway, stern boat in davits, carved gunwale, bound masts with yards, stuns'l booms, standing and running rigging with chain plates, deadeyes, blocks and tackle, mounted on wooden base with balustrade within a glazed case. Overall measurements – 11 x 17 x 8in. (28 x 43 x 20cm.)

£3,000-5,000

169.

A FRENCH 1786 PATTERN PISTOLET DE BORD

the lock plate stamped 'J' and signed, the barrel stamped faintly 'C.109' and 'MLE AN9' and 'P' with a crown device over – 14in. (35.5cm.)

£800-1,200

170.

AN EARLY 19TH CENTURY TURNED WOOD PRESS GANG COSH

the 3in. head connected to grip by flexible twined leather – 18in. (46cm.)

£200-300



169



170



171

171.

A FINE MINIATURE FRENCH PRISONER-OF-WAR BOXWOOD MODEL FOR THE FIRST RATE L'OCEAN, CIRCA 1810

the 5in. hull with warrior figurehead, ebonised wales with brass guns and red painted port lids, finely carved quarter galleries and stern with name and fitted boat slung over, plain decks with fittings including guns in carriages, belaying rails, brass stove pipes, well deck with red companionways and belfry, saloon lights etc., bound masts with yards, standing and running rigging with boats between fore and main mast, mounted on stepped ebonised and inlaid display base with brass bound glazed cover. Overall measurements – 10 x 13 x 8½in. (25 x 33 x 21.5cm.)

£2,500-3,500

172.

AN 1821-PATTERN NAVAL SWORD BY ELLYETT, PORTSEA

the 30in. steel blade etched with foul anchor, crown, Royal arms and signed as per title, gilt brass half-backed hilt with hinged thumbpiece, frog eyelet, wire-bound fishskin grip and well-chased lion's head pommel with half mane (*lacks scabbard*) – 36in. (91.5cm.) overall

£600-800

173.

A WARRANT OFFICER'S SWORD, CIRCA 1790

the 24in. steel blade etched with moon, sun and stars, pipe-backed, stirrup hilt with diamond device, fluted ebony grip with cushion pommel, contained in leather covered steel scabbard – 31in. (79cm.) overall

£600-800

173



172

174

174.

AN 1827-PATTERN NAVAL SWORD BY GIEVES, CIRCA 1950

with 31½in. etched steel blade with crown for George VI, half basket hilt with hinged thumbpiece inscribed *F.M. JOHNSON R.N.*, wire bound grip and lion's head pommel with full mane, contained in leather scabbard of issue – 37¼in. (94.5cm.) overall

£200-300



175

175. 

ATTRIBUTED TO THOMAS LUNY (BRITISH, 1759-1837)

H.M.S. 'Britannia' (120) with King William IV aboard sailing off Plymouth with a naval frigate saluting and crew manning the yards

Oil on canvas

10 x 15¾in. (25.5 x 40cm.) old gallery label inscribed to reverse

£1,000-1,500

176. 

THE LIFE OF ADMIRAL LORD NELSON BY JAMES STANIER CLARKE AND JOHN MCARTHUR

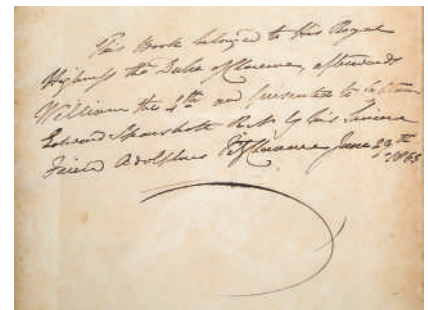
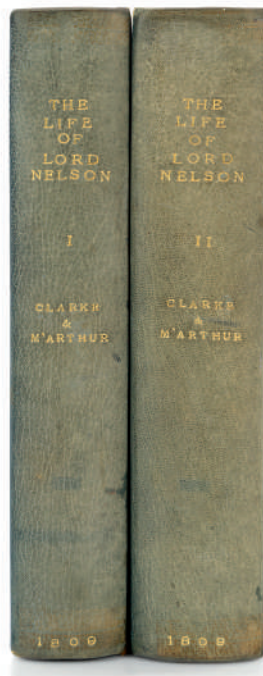
for T. Cadell and W. Davies, 1809, 2 vols., engraved portrait, plates and vignettes, modern blue calf morocco, THE DEDICATION COPY with the book-labels of William IV transferred from the earlier binding to this one – 13¼ x 11in. (34 x 28cm.)

(2)

£200-300



176 (detail)



176 (detail)

176



177

177.
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 25.5cm.)
 (2)
 £500-800

178.
A RARE SET OF GEORGE IV NAVAL WHITTILING YARD BRONZE MEASURES
unsigned comprising five measures, the rims stamped 'G IV' with crown device, each engraved with a pair of crossed foul anchors to front and dated 1826 on base – the largest 5½in. (14cm.) high
 (5)
 £1,000-1,500



178



179 (part)

179. δ

WILLIAM M BALL (BRITISH, 1923-2008)

Frigates of the Red Squadron

Signed 'William M Ball' (lower right)

Watercolour

14 x 21¼in. (35.5 x 55cm.); **together with** a watercolour panorama of a squadron of the red in the Channel by the same hand – 11½ x 28½in. (29 x 72.5cm.)

(2)

£200-300

180. δ

WILLIAM M BALL (BRITISH, 1923-2008)

The Frigate 'Diana'; Frigates and cormorants in Torbay

Signed and dated 'William M Ball 88' (lower right) the latter with artist's label to reverse

Watercolour

13½ x 20¾ (34.5 x 52.5cm.)

(2)

£200-300

181. δ

WILLIAM M BALL (BRITISH, 1923-2008)

Studies of Napoleonic frigates

Each signed 'William M Ball' (lower right)

Watercolour

8 x 11½in. (20 x 29cm.)

(2)

£200-300



180 (part)



181 (part)



182

183

182. Ø

A FINE DIEPPE IVORY MODEL FOR AN EARLY 19TH-CENTURY 26-GUN FRENCH SLOOP-OF-WAR, CIRCA 1830

the 5½in. hull carved from the solid and sporting ebonised-tipped guns with red-painted port lids, fiddle prow and carved stern with traced quarter-lights outlined in red, plain deck with fittings including capstan, belaying rails, gratings, decorated well deck, some 'crew', companionway etc, stepped masts with standing rigging with 'crew' climbing, running rigging, yards with furled and scored open sails, mounted on ebonised base with dinghy in tow, within glazed dome cover. Overall measurements – 15 x 13 x 7½in. (38 x 33 x 19cm.)

£1,000-1,500

183. Ø

A GOOD DIEPPE IVORY MODEL FOR AN EARLY 19TH CENTURY 16-GUN BRIG-SLOOP-OF-WAR, CIRCA 1840

the 3½in. hull with guns arrayed in carriages along flush deck with some crew and simple fittings including masts with standing and running riggings, yards with a near-full suit of sails, mounted on a raised plinth with marquetry sides with glazed dome cover. Overall measurements – 11 x 11 x 6½in. (28 x 28 x 16.5cm.)

£500-800

184. 

THE DUAL BETWEEN SHANNON AND CHESAPEAKE

photographic reproductions after the originals, initialled 'E.B.E.' and comprising 'Chesapeake' approaches 'Shannon'; and *The first broadside*, each – 17 x 23½ in. (43 x 59.5 cm.) framed and glazed

(2, a pair)

£100-150

185.

A CRIBBAGE BOARD MADE FROM THE U.S.S. CONSTITUTION

the 1in. shaped timber section with brass plate secured to top with filled emblems for the card suits and engraved *Timber & Brass from / Old Iron Sides / Capt. Issac Hull / Anno 1820* – 12½in. (32cm.)

£150-250



185



H.M.S. CAPTAIN.
Presented by Commander The Hon. J.B. Vivian, R.N.
1870
In remembrance of those who perished in the ship
when wrecked on the rocks of the coast of Brittany
on the 6th September 1870.
When presenting it the donors expressed their hope
that such a picture might be handed down to the next generation.

186

186. 

WILLIAM EDWARD ATKINS (BRITISH, 1842-1910)

H.M.S. 'Captain,' Under Steam off Portsmouth at Dusk

Signed 'W.E. Atkins' (lower left)

Oil on canvas, painted oval in gilt frame with presentation and commemorative plate for 1870 by Commander the Hon. J.B. Vivian
25 x 31½ in. (63.5 x 80 cm.)

£3,000-5,000

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. This painting is a very rare - and highly contemporary - view of *Captain* underway and might well be considered the artists' masterpiece.



"The Victory"
PRESENTED BY
Commander the Lord Walter Kerr
1870

187

187. 

PHILIP JOHN OULESS (BRITISH, 1817-1885)

H.M.S. 'Victory' Lying at Anchor Off Portsmouth at Sunset

Signed with monogram and dated '1869' (lower right)

Oil on canvas, painted oval

25 x 31½in. (63.5 x 80cm.)

£3,000-5,000

Provenance: Presented by Commander the Lord Walter Kerr, 1870

The following five lots are all original watercolour illustrations from a private collection and which formed part of the content of *Symons and Mitchells' Victorian Naval Miscellany* produced by the artists W. Christian Symons who worked on characters, and W. Fredrick Mitchell who worked on vessels. It was probably printed c.1897 to commemorate Queen Victoria's diamond jubilee.



188

188.

WILLIAM FREDERICK MITCHELL (BRITISH, 1845-1914)

The Great Harry of 1488; Battle Ship, about 1650

Signed 'W F Mitchell' (lower right), the latter inscribed '1664 * 1890'

Watercolour and gouache

9½ x 13¾in. (24 x 35cm.)

(2, a pair)

£250-350

Found in Vol. I of Symons & Mitchell. *Symons and Mitchells' Victorian Naval Miscellany*. (Naval and Military Press, 2022)

189.

WILLIAM CHRISTIAN SYMONS (BRITISH, 1845-1911)

Admiral (18th Century); Post Captain (18th Century); Heaving the Lead (18th Century)

Watercolour and gouache

13 x 9in. (33 x 23cm)

(3, a set)

£500-800

Found in Vol. I of Symons & Mitchell. *Symons and Mitchells' Victorian Naval Miscellany*. (Naval and Military Press, 2022)



189



190

190.

WILLIAM FREDERICK MITCHELL (BRITISH, 1845-1914)

The Victory (Launched 1765)

Signed and dated 'W F Mitchell 1890' (lower right)

Watercolour and gouache

9½ x 13¾ in. (24 x 35cm.)

£400-600

Found in Vol. III of Symons & Mitchell. *Symons and Mitchells' Victorian Naval Miscellany*. (Naval and Military Press, 2022)

191.

WILLIAM FREDERICK MITCHELL (BRITISH, 1845-1914)

A 74-Gun Ship-of-the-line, about 1794; Battle Ship, about 1760

Signed and dated 'W F Mitchell' (lower right/lower left), the latter inscribed '1665*'

Watercolour and gouache

9½ x 13¾ in. (24 x 35cm.)

(2)

£500-700

Found in Vols. I & III of Symons & Mitchell. *Symons and Mitchells' Victorian Naval Miscellany*. (Naval and Military Press, 2022)



191



192

192.

WILLIAM FREDERICK MITCHELL (BRITISH, 1845-1914)

A 42-Gun Frigate, about 1780; A 38-Gun Frigate, about 1770

Signed 'W F Mitchell' (lower right), the latter dated '1890'

Watercolour and gouache

9½ x 13¾in. (24 x 35cm.)

(2)

£500-700

Found in Vols. I & II of Symons & Mitchell. *Symons and Mitchells' Victorian Naval Miscellany*. (Naval and Military Press, 2022)

193.

A NOVELTY CLOCK AND BAROMETER SET

modelled as mortars with 2in. enamelled clock with plugged access to the rear and aneroid barometer, mounted on red marble and gilt metal bases – approximately 5in. cubed (13cm.)

(2, a pair)

£600-800



193



194.

A TRAFALGAR CENTENARY COPELAND SUBSCRIBER'S COPY LOVING CUP OR TYG, CIRCA 1905

printed in full colour and gilt with oak leaves, ensign and the union flag with depictions of Nelson, Britannia and ancient and modern naval vessels, the inside of the rim with flag signals for "England Expects ...". Base with maker's and retailer's marks for T. Goode & Co. and numbered 454624 – 5½in. (14cm.) high

£400-600

195.

A TRAFALGAR BICENTENARY DECANTER OF RUM

issued by Pusser's Rum, in Wade porcelain ship's decanter, sealed and waxed with contents and stopper – 9in. (23cm.) high; **together with** an empty miniature

(3)

£80-120



194



195 (part)



196

196.
A NOVELTY MARINE DESK CLOCK

comprising a 2in. enamelled clock set within an eight-spoke gilt brass helm mounted on a marble display base with silvered anchor – 7 x 7in. (18 x 18cm.)

£250-350



197

197.
A PAIR OF MARINE-THEMED CANDLESTICKS, CIRCA 1900

the stems comprising a pair of fouled anchors on stepped bases with wirework lifebuoys – 7in. (18cm.)

(2, a pair)

£200-300

198. 

WILLIAM EDWARD ATKINS (BRITISH, 1842-1910)

A First Rate Firing a Salute by The Citadel Portsmouth; Fifth Rates of The Royal Navy Exercise Off Portsmouth

Both signed 'W.E. Atkins' (lower right)

Watercolour with gouache

9¾ x 28½in. (25 x 72.5cm.)

(2, a pair)

£300-500



198



199

199.



ALGERNON YOCKNEY (BRITISH, 19TH-20TH CENTURY)

The Old 'Royal George,' Portsmouth Harbour 1879

Indistinctly signed and dated 'Algernon Yockney 1879' (lower left), with artist's title and signature to reverse

Oil on canvas

24 x 36in. (61 x 91.5cm.)

£800-1,200

200.

A NOVELTY MARINE-THEMED CAST IRON STICK STAND, PROBABLY FRENCH, CIRCA 1890

modelled as a sailor standing on a fighting top with 'rope' stick container, supported by an assemblage of anchors, oars, boat hooks etc., rock-form base initialled 'H.F.' with removable white enamelled drop tray, retaining much original finish overall – 28in. (71cm.) high

£300-500

201.

REVERSE GLASS PRINT OF HMS 'MAJESTIC', CIRCA 1800

published by W.B. Walker and inscribed *THE MAJESTIC, A SEVENTY FOUR GUN SHIP - STEERING for PORT*

10 x 14in. (25 x 35.5 cm.)

£250-350



200



201



202

202.

AN HISTORICALLY INTERESTING GOULD-TYPE BOTANIST'S MICROSCOPE BELIEVED USED ABOARD H.M.S. BEAGLE BY CAPTAIN WICKHAM 1837-41

unsigned, parallel main tube and lacquered brass pillar with threaded lid attachment, contained in a fitted box with accessories including four threaded nose-pieces; live box; magnifier, single-sided mirror, contained in fitted case with plush-lined lid – 5½ (14cm.) diameter; **together with** approximately fifty slides, some prepared by Norman and Topping, in five boxes, one with mss label inscribed 'J.C. Wickham'.

(A lot)

£5,000-8,000

Provenance: Captain John Clements Wickham (1798-1864) First Lieutenant later First Officer aboard *Beagle* (Captain Fitzroy) 1831-36; Captain of *Beagle* 1837-41 and thence by direct descent.

John Clements Wickham (1798-1864) joined the navy in 1815 and, by 1825 was appointed Second Lieutenant of HMS *Adventure* which was ordered, along with HMS *Beagle*, to survey the coasts of the southern part of South America, including Patagonia and Tierra del Fuego. He transferred to *Beagle* in 1831 under **Captain Robert Fitzroy (1805-1865)**, becoming good friends with his passenger and companion, **Charles Darwin (1809-1882)**. Whilst Fitzroy was undoubtedly a superb navigator and surveyor, he is also considered the father of modern weather forecasting techniques, he had a volatile personality which drove Darwin to find sanctuary with the steady-going Markham. *Beagle* returned to the United Kingdom in 1836 and, after a refit, set off again to survey the coast of Australia, however, it seems Fitzroy's character traits had caught up with him and it was Wickham who was made Captain, setting off in 1837 and returning in 1843, although he fell ill in 1841 and had passed Command to his **First Lt John Lort Stokes (1811-1885)** - a shipmate from the first voyage and who also knew Darwin well. It seems entirely likely that it was Darwin who introduced Markham to the delights of microscopy as a fascinating adjunct for any self-respecting educated gentleman. Whilst it is not impossible the example offered here was aboard that famous voyage, it seems a more reasonable conjecture that when Markham set off again in 1837, he took this highly portable botanist's microscope with him.

203-204.

No Lots

Naval (Steam)



205. 

AFTER JOHN LUCAS (BRITISH, 1807-1874)

Captain Sir William Peel R.N. leading the naval brigade into action, India

Engraved by J. Chant and printed by Henry Graves & Company, July 2nd 1869

29 x 17in. (73.5 x 43cm.)

£150-250



205

206. 

FRANCE AND TONGKING, A NARRATIVE OF THE CAMPAIGN OF 1889 AND THE OCCUPATION OF FURTHER INDIA BY JAMES GEORGE SCOTT

T. Fisher Unwin, London, 1885, folding lithographed map and two folding plans, original pictorial cloth - 8¾ x 5¾in. (22 x 15cm.);

together with *Lives of the British Admirals* by John Campbell for C.J. Babbington, 1812, 8 vols., engraved portrait frontispiece, browned and offset, contemporary half roan, uncut, rubbed - 9 x 5½in. (23 x 14cm.)

(9)

£120-180

207. 

THE NAVAL ANNUAL EDITED BY LORD BRASSEY AND T.A. BRASSEY

J Griffin and Co., London, 1886-1904, 29 vol. in 28, lithographed frontispieces and plates in the earlier vols, plates, plans and maps, some folding, the vols. for 1886-1908 in original cloth - 9½ x 6in. (24 x 15 cm.)

(28)

£220-280

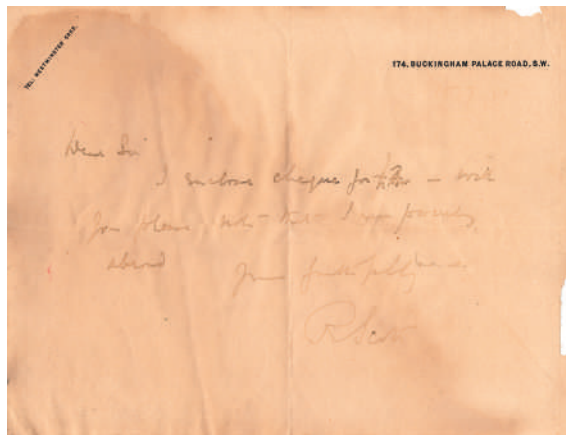
208.

NANSEN'S "FARTHEST NORTH" BEING THE RECORD OF A VOYAGE OF EXPLORATION OF THE SHIP "FRAM" 1893-96...

2 vol., portrait, large and folding map in colour at the end of Vol. I (torn), plates, contemporary half roan (a little rubbed), London, George Newnes, 1898 - 6 x 9in. (15 x 23cm.)

(2)

£120-180



209A

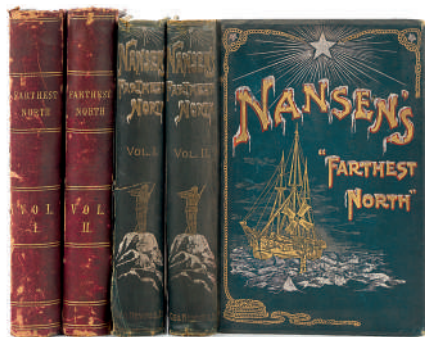
209.

NANSEN'S "FARTHEST NORTH" BEING THE RECORD OF A VOYAGE OF EXPLORATION OF THE SHIP "FRAM" 1893-96...

2 vol. portrait and plates, lacks the large folding map, original pictorial cloth, lower lining of Vol 1 torn, London, George Newnes, 1898, first English Edition - 6 x 9in. (15 x 23cm.)

(2)

£80-120



208

209

209A. 

AN AUTOGRAPH NOTE FROM CAPTAIN SCOTT, 1910

written on stationary from *Terra Nova* fundraising offices, 174 Buckingham Palace Road, dated 15.7.10, addressee unknown, containing a cheque and signed *Yours Faithfully / RScott* - 7 x 9in. (18 x 23cm.)

£200-300

210.

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)

£200-400



211

211. 

ARTHUR WELLINGTON FOWLES (BRITISH, 1815-1883)

100 Years of Naval Architecture

Signed and dated 'A.W. Fowles Ryde 1876,' (lower right) and inscribed in pencil on stretcher '100 years of naval architecture painted by Arthur W. Fowles Ryde 1875, copyright reserved by A.W. Fowles March 1876' together with presentation inscription 'Presented by C. Hellyer, ESQ. 1876.'

Oil on canvas, on a lunette stretcher with gilt rope frame

45 x 72in. (114 x 183cm.)

£1,500-2,500

212. 

ATTRIBUTED TO WILLIAM FREDERICK MITCHELL (BRITISH, 1845-1914)

The ironclad H.M.S. 'Warrior' underway

Watercolour and gouache

12 x 18in. (30.5 x 46cm.); **together with** another by the same hand (2)

£200-300



212



213

213.
A FINE 1:48 SCALE BUILDER'S-STYLE MODEL FOR THE 27-KNOTTER TORPEDO BOAT DESTROYER *STURGEON* [1894]

the carved 52in. hull with moulded and brass fittings including twin propellers on A-brackets, rudder and boarding companionways on crane, scored deck with moulded metal and wooden fittings as appropriate including anchors with capstan winches, quick-firing guns, helm, ventilators, stayed funnels with safety valve extension pipes, raised compass binnacle, torpedo tubes on turntables, engine room lights, three fitted boats in davits and other details, mounted on cradle stand within glazed wooden case – 19½ x 64 x 14½in. (49.5 x 162.5 x 37cm.)

£4,000-6,000

214.
AN INTERESTING PHOTOGRAPH ALBUM KEPT BY ADMIRAL HENRY C. KINGSFORD, 1880-90

comprising 23 plates of naval interest including a rare view of Jellicoe and colleagues c.1882 when serving aboard the gunnery school ship *Agincourt*; firing a 38 ton muzzle loading gun; early torpedo boats (No.10) underway; dry dock view of *Severn* and *Ajax*; informal views with a group of ladies by guns; colonial harbour view of Esquimalt; interior view of a ward room and others, pasted to card pages with captions, the remaining content of sightseeing in Egypt, Australia, Japan etc., quarter calf morocco boards initialled in gilt 'H.C.K.' – 12 x 10in. (30.5 x 25.5cm.)

£300-400

Henry Coare Kingsford (1858-1941) rose to the rank of Rear-Admiral on 5 November 1908, was placed on the Retired List, at his own request, on 7 March 1912, citing ill-health, advanced to the rank of Vice-Admiral on the Retired List on 10 February 1914, and to the rank of Admiral on the Retired List on 2 July 1917.



214 (part)



215

215.

A FINE 1:48 SCALE BUILDER'S STYLE MODEL OF THE RIVER CLASS TORPEDO BOAT DESTROYER *BOYNE* [1904]

the carved 54in. hull with bilge keels, moulded and brass fittings including twin propellers on A-brackets, rudder and boarding companionways on cranes, scored deck with moulded metal and wooden fittings as appropriate including anchors with capstan winches, quick-firing guns, bridge with helm, binnacle, telegraph, searchlight, communication mast with blocks and tackle, ventilators, stayed funnels with safety valve extension pipes, raised compass binnacle, torpedo tubes on turntables, engine room lights, three fitted boats in davits and other details, mounted on cradle stand within glazed wooden case – 23 x 64 x 14½in. (58.5 x 162.5 x 37cm.)

£4,000-6,000

Built by Hathorn Leslie and displacing 545 tons, *Boyne* was the first ocean-going fleet destroyer with no fewer than 34 of these destroyers built between 1903–05. The turtle-back deck forward (see *Sturgeon*) was replaced by a normal fore-castle, raised to improve sea-worthiness and copied from the German *S90* class which had proved very seaworthy. Thus, this class marked the turning point in the transition of the destroyer from a short-range torpedo boat to fleet escort vessel. Their speed of 25 knots could be maintained in foul weather, whereas the earlier so-called 27 and 30 knotters - achieved in flat calm conditions - could not. *Boyne* served on the China station together with a number of its sister ships and during the First World War was on convoy duties in the Mediterranean and the North Sea and sold for breaking in August 1919.

216.

AN UNOFFICIAL-PATTERN TOMPION PLATE OR BADGE FROM THE TORPEDO BOAT DEPOT SHIP H.M.S. *VULCAN* (1889)

heavily cast in brass and depicting a front-facing Vulcan holding an astrolabe and hammer – 11in. (28cm.) diameter; **together with** boat badges from H.M.S. *Coventry* (1916); and H.M.S. *Frobisher* (1915) (3)

£300-500

Vulcan was a most unusual vessel, built along the lines of a cruiser, she was distinguished by a pair of massive cranes behind her second funnel which were used to lift a suite of torpedo boat destroyers in and out of the water. In 1915 she became a submarine depot ship and by 1931 a training hulk, renamed *Defiance III*. She was broken up in 1955.

217. 

A MISCELLANEOUS NAVAL COLLECTION

comprising Vernon badge, mine horn on presentation stand, 1891 Royal Exhibition naval platter, facsimile blazer buttons, Nile gold miniature and autographed photograph of Bruce Fraser – 6 x 8in.

(A lot)

£100-150



216



217 (part)



218

218.  5

LAWRENCE MACAULAY JAY (BRITISH, 20TH CENTURY)

The Royal Navy Torpedo Training Hulk 'Vernon' and Accommodation Hulks Off Gosport

Signed and dated 'L M JAY 1987' (lower left)

Oil on canvas

19 x 28in. (48 x 71cm.)

£200-300



219 (part)

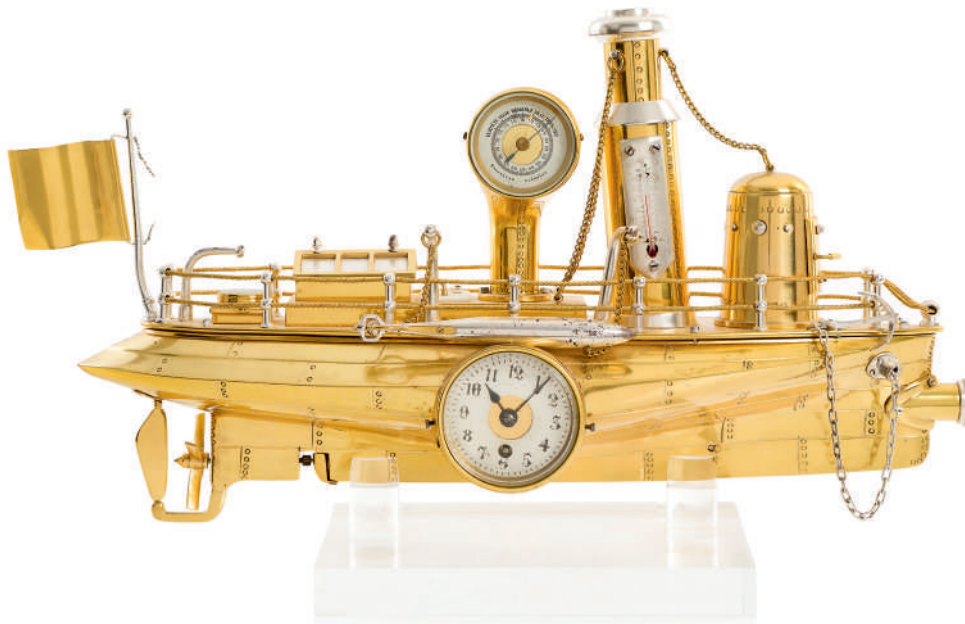
219.  6

AN 8-DAY FUSÉE WALL CLOCK BY DENT, LONDON, CIRCA 1890

the 9½in. painted dial signed as per title, Roman numerals, spade hands and winding arbor to four-pillar chain fusée pendulum movement, mounted within oak case carved with oak and acorn border – 14in. (35.5cm.) diameter; **together with** a framed historic press cutting about the Royal Naval Club, Portsmouth

(2)

£300-500



220

220.

A NOVELTY TORPEDO BOAT DESK COMPENDIUM BY ANDRE GUILMET, PARIS, CIRCA 1880

the stylised hull with clock, aneroid barometer in ventilator, thermometer on funnel, compass by tiller, exaggerated brass fittings including torpedo slung out in davits and bow tube, now mounted on Perspex display stand – 11½ x 17in. (29 x 43cm.)

£1,000-1,500



221



222

221.

ENGLISH SCHOOL 19TH CENTURY

Allied Paddle Frigates at The Bombardment of Sevastopol

Initialled and dated 'W M 1854' (lower left)

Oil on canvas

28 x 41½in. (71 x 105.5cm)

£400-600

222. 

WILLIAM EDWARD ATKINS (BRITISH, 1842-1910)

Mixed Shipping Off Portsmouth with The Troop Ship Jumna Lying Alongside the Quay

Signed 'W.E. Atkins' (lower right)

Watercolour heightened with gouache

21 x 29in. (53 x 73.5cm.)

£150-250



223

223. 

A BRONZE MODEL OF A CARP BELIEVED TO HAVE BEEN PRESENTED TO THE ROYAL NAVAL CLUB BY OFFICERS OF THE I.J.N. *ASAHI* TO COMMEMORATE HER LAUNCH, CIRCA 1900

realistically modelled with scales, the front fins acting as support, with ebonised gilt eyes – 15in. (38cm.) long

£250-350

Built by John Brown at Clydebank, *Asahi* was a 15,200-ton battleship for the Imperial Japanese Navy and completed in 1900. She saw action throughout the Russo-Japanese War and was badly damaged by a floating mine in 1904. Repaired in time for the Battle of Tsushima where she sustained several hits and casualties. By World War One she was, as a pre-Dreadnought, already obsolete and used as a gunnery training platform. Disarmed under the terms of the 1923 Treaty of Washington, in 1926 she was converted to a submarine rescue ship and placed in reserve. In 1938 she was reactivated as a repair ship but was sunk by the U.S. Submarine *Salmon* on 25th May 1942 off Cape Paderas.



224

224.

A CAST BRASS PINNACE BADGE FOR A VICE ADMIRAL FROM H.M.S. *MINOTAUR* CIRCA 1906

cast as a flying ensign and finished in polychrome, now mounted on wooden shield inscribed *H.M.S. MINOTAUR / 1912-1917* – 12in. (30.5cm.) overall

£100-150

The 14,600 ton protected cruiser *Minotaur* was built at Devonport DY and launched in 1906. She spent most of her time as flagship to the China Station but was present at the Battle of Jutland but didn't fire a shot. The only Vice Admiral to raise his flag on her was **Sir Herbert Goodenough King-Hall (1862-1936)** when he commanded the Cape of Good Hope station early in the Great War.



225

225.
A FINE LAUNCHING CASKET FOR THE PROTECTED CRUISER H.M.S. ESSEX, 1901

elaborately carved overall in oak, the lid with silver plaque inscribed *H.M.S. "Essex"* within foliate border, hinged lid, the interior lined throughout with navy blue plush velvet, fitted compartment for ornate boxwood gavel and chisel with silvered head etched 'B' with a double-headed eagle to the reverse, the lid with finely carved boxwood half model of *Essex* complete with masts, main and secondary armament and other details – 7 x 16 x 12in. (18 x 40.5 x 30.5cm.)

£1,000-1,500

Essex was one of ten 9,800-ton Monmouth Class cruisers built to counter a general increase in such vessels by foreign navies. Launched at Pembroke DY by the Captain-Superintendent's wife, Mrs Charles Barlow on 29th August 1901, she was sent to Devonport for completion and arming which was achieved by March 1904. Assigned to the 4th Cruiser Squadron (Admiral Craddock), she was briefly involved in the Tampico Affair of the Mexican Revolution in April 1914 and was struck by small arms fire. A few weeks later when Craddock received the preliminary war warning on 27 July, he ordered *Essex* to join her sister *Lancaster* in Bermuda to protect British shipping and destroy any German commerce raiders but soon transferred to the Caribbean where there was more German activity, and On 7 September, she captured the tender, *SS Bethania* (tender to an armed merchant cruiser) before escorting a troop convoy from Halifax to Queenstown. Re-assigned to the 7th Cruiser Squadron, she captured a German merchantman, *SS Telde*, on 3 May 1916 in the Canary Islands. Later she served as both a destroyer depot ship, training ship and accommodation ship before being paid off and sold in 1919 for break up in Germany in 1921.



H.M.S. Essex

226.
A FINE ARCHIVE OF ORIGINAL TURN OF THE CENTURY ERA NAVAL PHOTOGRAPHS

comprising approximately 150 large format b/w or sepia tone photographs in five assorted albums (one with Royal cypher for Windsor Castle library), many mounted and mostly annotated with names, dates and places and including a mix of mainly capital ships and early destroyers, some at speed, including H.M.S. *Viper* (1901) shortly before her wrecking, crew and officer groups including the *Victoria & Albert III* with Edward VIII & Alexandra, the 1902 Spithead Review illuminated, the launch of H.M.S. *Dreadnought* and many others with interesting content, the largest album – 19½ x 16in.(49.5 x 40.5cm.)

(5)

£500-800



226



227. 

W. W. CHAMP (BRITISH, 19TH-20TH CENTURY)

Royal Yacht 'Victoria & Albert III' attending the Spithead coronation review of 1902

Signed 'W.W. Champ' (lower right)

Oil on canvas laid down on board

19½ x 29½in. (49.5 x 75cm.)

£1,000-1,500

227

228.

A THREE-LIGHT ELECTRIC BULKHEAD SCENCE FROM THE ROYAL YACHT VICTORIA & ALBERT II, CIRCA 1890

a decorative bulkhead plate with holes for four screws, supported by three fluted stems to bayonet socket light fittings with 'drip trays' – 10½in. (26.5cm.) high

£500-800



228

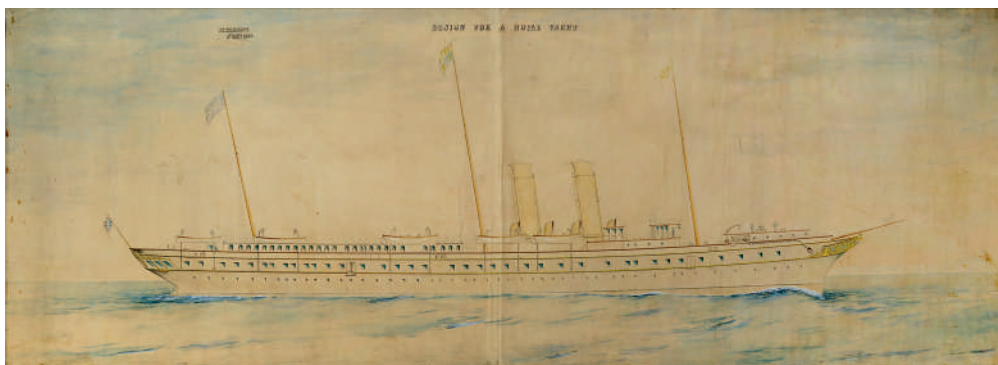
229.

AN ADMIRALTY PROFILE 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.H. White' with watercolour over pen, ink and pencil heightened with gouache – 25 x 73½in. (63.5 x 187cm.)

£600-800

Sir William Henry White (1845-1913) was Chief Constructor at the Admiralty



229

230. 

A WHITE AND GOLD PATTERN TWO-HANDLED PLATTER FROM THE ROYAL YACHT VICTORIA & ALBERT III, CIRCA 1902

with maker's marks for Royal Crown Derby to reverse, the rim with gilt cypher for Edward VII – 12½in. (32cm.) diameter

£300-500

231.

AN IMPRESSIVE GOLD AND WHITE PATTERN TUREEN/SALAD BOWL FROM THE ROYAL YACHT OSBORNE

with maker's marks for Royal Crown Derby, the front with polychrome yacht crest inscribed *Royal Yacht Osborne*, knot work handles and four splayed feet – 5 x 12½in. (12.5 x 32cm.)

£600-800

232.

A BLUE AND GOLD PATTERN TAZZA FROM THE ROYAL YACHT VICTORIA & ALBERT

the centre with gilt transfer print inscribed *HER MAJESTY'S YACHT*, the base impressed with maker's marks for Copeland and numbered 8120 – 2½ x 10in. (6.5 x 25.5cm.); *together with* an ice cream bowl insert by Copeland from the same service – 8in. (20cm.) diameter

(2)

£500-800

233.

A BLUE AND GOLD PATTERN MILK EWER FROM THE ROYAL YACHT VICTORIA & ALBERT

the front with gilt transfer print inscribed *HER MAJESTY'S YACHT*, the base marked 'H' – 7½in. (19cm.)

£500-700

This pattern was in use from 1845 making it hard to determine whether it was used aboard *Victoria & Albert I* or *II*.

234.

A DINNER PLATE FROM THE ROYAL YACHT VICTORIA & ALBERT III, CIRCA 1901

blue and gold pattern with maker's mark for W.T. Copeland & Sons, transferred and impressed to reverse – 10½in. (26.5cm.) diameter

£200-400

230



231

235.

A COLLECTION OF CHINA AND GLASS FROM THE VICTORIA & ALBERT III

comprising a cut glass water carafe, a blue and white side plate and carafe stand all monogrammed 'G R V'; a blue and white milk jug monogrammed 'G R VI'; and a glass sugarbowl monogrammed 'E R II' – the carafe 8¾in. (22.5cm) high

(5)

£200-300

232

233

234



232



235 (part)

236. 

A DECORATIVE SILVER MANTLE CLOCK PRESENTED TO THE OFFICERS' WARDROOM OF THE R.Y. OSBORNE, CIRCA 1892

the 3½in. enamelled dial set behind bevelled glass, inscribed underneath *PERIUNT ET IMPUTANTUR*, on silver stand flanked by Prince of Wales's feathers, supported by corinthian columns entwined with opposing marine dolphins, on base inscribed with yacht's cypher and presentation inscription dated 1892, on stepped slate base – 10 x 8½in. (25.5 x 21.5cm.)

£1,000-1,500



236

237. 

A DANISH SILVER FRUIT BOWL PRESENTED BY QUEEN ALEXANDRA TO THE OFFICERS' WARDROOM OF R.Y. OSBORNE, CIRCA 1901

with pierced foliate sides, the base stamped with Danish crown and maker's mark S&M Benzen 830, inscribed around the rim *TO THE OFFICERS MESS H.M. YACHT OSBORNE FROM HER MAJESTY QUEEN ALEXANDRA COPENHAGEN, 1901* – 9in. (23cm.) diameter; 20.15 oz t

£600-800

238. 

A DANISH SILVER DRINKING HORN AND COVER PRESENTED TO THE WARDROOM OFFICERS' MESS OF R.Y. OSBORNE BY H.R.H. THE PRINCESS OF WALES, CIRCA 1891

engraved with pseudo-Celtic imagery, medallions and zig zag borders, resting on a pair of fowl's feet, the cover with finial formed as a shepherd keeping lookout, inscribed to the front *Presented by / H.R.H. the Princess of Wales / to The Wardroom Officers' Mess / Royal Yacht Osborne / Copenhagen 1892* – 14 x 11in. (36 x 28cm.); 39.70 oz t

£500-800

239. 

A CONTINENTAL SILVER DRINKING HORN PRESENTED BY GEORGE, KING OF THE HELLENES, TO THE OFFICERS' WARDROOM OF THE ROYAL YACHT OSBORNE, CIRCA 1899

decorated and engraved overall and inscribed in cartouche by rim *In Remembrance of / the Osborne's Visit / to Corfu and Petras / From / George King of The / Hellenes. May 1899* – 6½ x 8in. (16.5 x 20cm); 12.73 oz t

£300-500



237



238 (detail)

238

239



240

240. 

A GLASS AND SILVER SQUASH JUG PRESENTED TO THE OFFICERS OF THE WARDROOM OF THE ROYAL YACHT OSBORNE, CIRCA 1883

with facet cut glass body, silver handle and hinged lid inscribed *TO / THE WARDROOM OFFICERS / ROYAL YACHT OSBORNE / FROM / COMMANDER C LESTRANGE 1883*, the rim with London hallmarks for 1883-4 – 9in. (23cm.) high

£300-500

241. 

A SILVER TYG PRESENTED TO THE OFFICERS' WARDROOM OF THE R.Y. OSBORNE, 1887

modelled as a coopered barrel with three handles on heart-shaped escutcheon, inscribed by rim *From Lieutenant H. F. G. Cavendish / in remembrance of five happy years 1882-1887*, the front engraved with Osborne's crest, London hallmarks 1882-3 – 8 x 6in. (20 x 15cm.); 38.58 oz t

£500-800



241

242. 

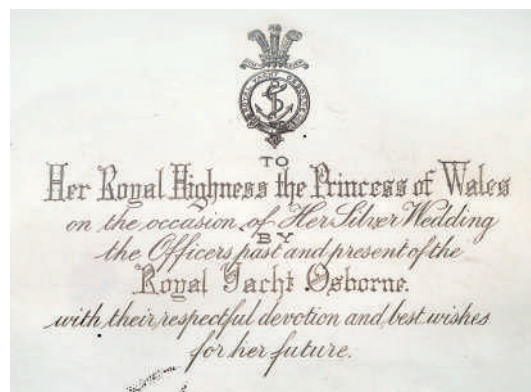
A CONTINENTAL HINGED SILVER BISCUIT BOX PRESENTED TO THE PRINCESS OF WALES BY THE OFFICERS OF THE R.Y. OSBORNE, CIRCA 1888

oval shaped box, worked in repoussé overall, the lid depicting a scene from Robin Hood, handsomely inscribed inside with yacht's crest *To Her Royal Highness the Princess of Wales / on The Occasion of Her Silver Wedding / by / the Officers Past and Present of The / Royal Yacht Osborne / with Their Respectful Devotion and Best Wishes / for Her Future – 3 x 12 x 9in. (8 x 30.5 x 23cm.)*

£800-1,200



242



242 (detail)



243 (part)



244

243. 

A DINNER GONG FROM THE OFFICERS' WARDROOM R.Y. OSBORNE, CIRCA 1900

the 10½in. plated metal gong with Royal Yacht crest, inscribed *PRESENTED BY / CAPTAIN CHARLES WINDHAM / ON LEAVING WITH DEEP REGRET / 28TH DECEMBER 1900*, mounted on tubular stand with striker – 16in. (40.4cm.) high overall; **together with** silver trophy for *Osborne's* boat crew circa 1880; **and** a 20 x 14in. silver mounted oak notice board with Prince of Wales's feathers to top and inscribed in silver lettering *Royal Yacht Osborne* on lower edge; **and** an officer's autographed photograph with King and Queen circa 1934, a crew photograph from 1935 and 5 informal 2 x 3in. photographs of princesses Elizabeth and Margaret with the King and Queen aboard the *Victoria & Albert III*

(6)

£400-600

244. 

AN 1827 PATTERN NAVAL SWORD FROM AN OFFICER OF R.Y. OSBORNE

with 27in. etched blade, brass hilt with hinged fishskin grip and leather scabbard of issue – 38in. (96.5cm.) overall; **together with** a silver-mounted oak framed provenance to the Watch family with *Osborne* crest; an associated RN bicorne hat and epaulettes for the rank of Lieutenant contained in shaped toleware case

(4)

£500-800

245. 

A SET OF FOUR TRENCHER SALTS FROM R.Y. OSBORNE

each inscribed with yacht's crest and *FROM THE LAST / OF THE OLD SALTS*, hallmarked for London, 1849-50 – 3½in. (9cm.); 15.33 oz t

(4)

£300-500

246.

A WINE GLASS FROM THE ROYAL YACHT OSBORNE, CIRCA 1890

facet cut with yacht's emblem to front, on circular foot – 5in. (13cm.) high; **together with** another, larger, for water

(2)

£200-300

247.

A CUT GLASS OIL BOTTLE WITH STOPPER FROM THE ROYAL YACHT OSBORNE, CIRCA 1890

facet cut with yacht's emblem to front – 7¾in. (19.5cm.)

£250-350



245



246

247

246



248

248. 

A GROUP OF ROYAL YACHT OSBORNE SILVERWARE

comprising two cigarette boxes, one containing a royal yacht cap tally; a page-turner handle from Princess Alexandra, inscribed *FROM VICTORIA APRIL 1904*; two silver mounted glass cigarette vases presented 1889, and a sting ray spine with silver provenance level

(6)

£250-350

249. 

NAVAL CLUB PLATED TANKARDS, CIRCA 1880

comprising two pint and five half pint tankards, with maker's marks for Mappin Brothers and VR measures device, one inscribed *NIOBE 7th June 1879*; **together with** a bartender's cocktail making guide; **and** four plated and enamelled Royal Albert Yacht Club menu holders, a naval club plated chafing dish by Mappin Brothers and a silver-topped cruet

(14)

£250-350

250. 

A COLLECTION OF NAVAL PRESENTATION SILVER AND PLATE

comprising a two-handled sports cup from H.M.S. *Curacoa* 1923; a cigarette case with profile inside of H.M.S. *Borderer* 1958-9; an autographed salver from H.M.S. *Anson*; three service napkin rings inscribed with owners' ships and dates; a glass silver capped inkwell with pen rests; a silver topped blotter dedicated to 'A.E. Rowe 1934'; a plated autograph salver H.M.S. *Ithuriel* 1942

(9)

£200-300

The inclusion of *Curacoa* is interesting as this was the escort cleaved in half by R.M.S. *Queen Mary* in 1942 whilst performing a zig-zag manoeuvre crossing the Atlantic. 337 souls were lost with 101 survivors. ..



252



249 (part)

251.

AN EDWARDIAN SILVER NOVELTY PIN CUSHION, CIRCA 1910

designed as a naval bicorn hat fitted with blue velvet, probably by S Blanckensee & Sons, Chester, 1910, with design registration mark – 4in. (10cm.) wide

£80-120

252.

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 toleware case of issue

(A lot)

£300-500

253.

A PATRIOTIC NAVAL MANTEL CLOCK, CIRCA 1914

in pressed and plated brass, depicting a sailor from H.M.S. *Victory* holding a cutlass, pointing to a battlefleet and standing next to a bulldog, inscribed below *READY AYE READY ANYTIME*, clock with 2in. dial with Arabic numerals and watch time movement – 7½in. (19cm.); **together with** a miniature of Nelson after Abbot circa 1890, with brass frame; **and** a vesta case commemorating the visit of the Channel Fleet to Blackpool, 1907

(3)

£150-250

254. 

POLYCHROME CAR MASCOT OF A BOSUN FROM H.M.S. VICTORY, 1920

depicted blowing his bosun's pipe, standing atop a radiator cap now on ebonised presentation plinth – 10in. (25.5cm.); **together with** 4½in. brass bell made from the metal of H.M.S. *Ramillies*, on wooden frame

(2)

£150-250

The bell was formerly used as the bar bell in the Royal Albert Yacht Club



253 (part)



254 (part)



255 (part)

255.



ROYAL PRESENTATION PORTRAITS OF QUEEN ELIZABETH II AND PRINCE PHILIP

the Queen's signed *Dorothy Wilding* (lower left); the Prince's signed *Baron* (lower right), both on autographed mounts dated '1956' – 15 x 12in. (38 x 30.5cm.); **together with** a bust-length portrait of Captain Louis Battenberg R.N. on autographed mount dated 1894 – 11½ x 9¼in. (29 x 23.5cm.); **and** a presentation portrait of Earl Mountbatten, signed in manuscript *Mountbatten of Burma A.F.* – 12 x 10in. (30.5 x 25.5cm)

(4)

£200-300

256. 5

DERRICK SMOOTHY (BRITISH, 1923-2009)

H.M.Y. Britannia Departing from Hong Kong for Her Final Cruise, 1st July 1997

Signed and dated 'Derrick Smoothery 1997' (lower left)

Oil on canvas

19¼ x 29¼in. (49 x 74.5cm.)

£300-500

Provenance: With the Parker Gallery



256



257

257. 

ROYAL PRESENTATION PORTRAITS OF GEORGE VI AND QUEEN ELIZABETH

lithographic enlargement after a portrait by Hugh Cecil, published by Raphael Tuck and Sons Ltd., signed and dated 'George R.I. 1942', pl. – 19¼ x 15½in. (49 x 39.5cm.); **together with** an autographed companion portrait of Queen Elizabeth

Framed dimension: 33½ x 25¼in. (85 x 64cm.)

(2, a pair)

£100-150

258. 

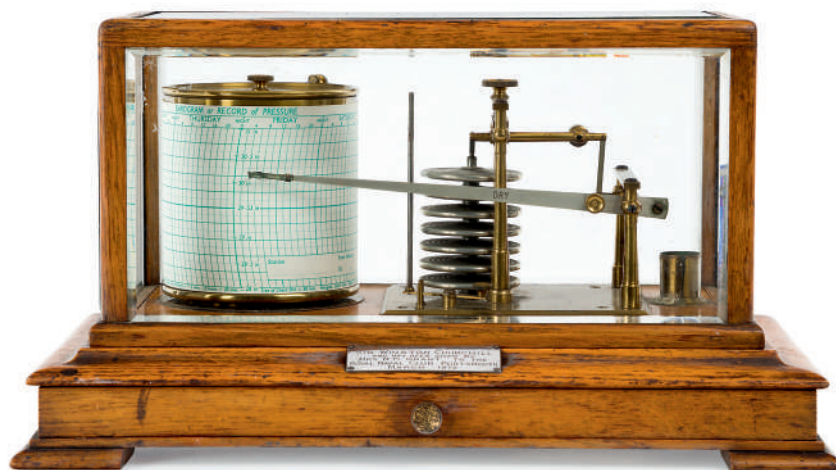
SIR WINSTON CHURCHILL'S BAROGRAPH, CIRCA 1920

unsigned, oak case mounted with brass bed plate, seven pressure capsules to recording drum with clockwork mechanism, bevelled glass cover, chart drawer, silver plate to front inscribed '*THIS BAROGRAPH BELONGED TO / SIR WINSTON CHURCHILL / AND HAS BEEN GIVEN BY / MRS M. K. GRANT TO THE / ROYAL NAVAL CLUB PORTSMOUTH / MARCH 1972*' – 8 x 14½ x 9in. (20 x 37 x 23cm.)

£1,000-1,500



258 (detail)



258



259.

A ROYAL NAVY SIX GALLON BARRICOE

coopered in oak with brass binding, wooden bung with shaped hasp locking plate and carry handles – 24in. (61cm.) long

£800-1,200

Provenance: Said to have come from the minelayer H.M.S. 'Apollo', purchased by a ship's officer when the rum issue ceased

259

260.

A FULL SET OF EIGHT ROYAL NAVY ROUND RUM MEASURES

of various dates of issue, the largest (gallon) stamped V.R., the half-gallon with brazed bottom and side, each with pattern numbers and size as appropriate – the largest 7½ in. (19cm.) high

(8)

£400-600

261.

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



260

261



262.

A COLLECTION OF RESIN AND METAL MODEL DIVING HELMETS

for a variety of dates; **together with** 4 statuettes of divers; **and** British standard and American Mk. 5 bookends; **and** a facsimile brass plate of an Augustus Siebe diving pump

(A lot)

£200-300

Provenance: Property of the late Reg Vallintine

262 (part)



263

263.
**A DIVING HELMET DESK COMPENDIUM
BY ANDRE GUILMET, CIRCA 1880**

the gilt brass helmet with face plate instruments including 2in. clock with slow/fast lever above, thermometer, aneroid barometer and compass, fixed rear mounted winding and time adjustment key, mounted on a marble display base with silver plaque for the Lugsail Club Regatta 1880 to front – 8 x 6in. (20 x 15cm.)

£1,500-2,500

264.
**A PAIR OF BRASS AND LEATHER DIVING
BOOTS BY SIEBE GORMAN & CO. LTD.**

complete with buckles, strapping and thick lead soles – 14in. (35.5cm)

(2, a pair)

£500-800

265.
**A FINE ADMIRALTY PATTERN TWO-MAN
DIVING PUMP BY SIEBE GORMAN & CO.
LTD, LONDON, CIRCA 1920**

the polished wood and brass-bound case with mechanism stamped on the frame 7897, grey-painted A-frame with green-painted cylinder tank and one diver/two diver lever, twin glazed Bourdon pressure gauges counter signed with hinged drop covers, cast brass maker's plate and twin air outlets with hinged access cover, fore and aft securing rings, with twin 35in. diam. cast iron flywheels inscribed *Siebe Gorman & Co.* with wood-sheathed crank handles and flat lid counterpunched with number and facsimile makers label, overall measurements excluding wheels and handles – 41½ x 23½ x 20½in. (105.5 x 59.5 x 52cm.)

£1,500-2,500



265



264

266.
HISTORICAL DIVING PRINTS

approximately 20, a miscellaneous collection from a variety of sources including Illustrated London News, some hand-tinted, various sizes (A lot)

£200-300

Provenance: Property of the late Reg Vallintine



266 (part)



267

267.

A MODEL OF A QUICK-FIRING GUN MADE OF BRASS RECOVERED FROM THE WRECK OF THE SPANISH DESTROYER *PLUTÓN*, STRANDED IN ACTION, CIRCA 1898

heavily constructed in brass, the 9in. four-stage barrel with simple elevation screw punched along the barrel *MADE FROM SHAFT OF TORPEDO BOAT PLUTON*, mounted on tapering pedestal stand – 5in. (13cm.)

£200-300

Plutón was a 400-ton 30-knot 'Audaz' Class torpedo boat built for the Spanish Navy by Thomson of Clydebank and completed in November 1897 as part of the Spanish-American war effort. She was sunk on 3rd July 1898 during the Battle of Santiago de Cuba.

268.

A LAUNCHING BOX FOR H.M. LIGHT CRUISER *CAROLINE*, 1914

comprising a plated cigarette box with repoussé depiction of *Caroline* to lid, with plate inside inscribed *H.M. LIGHT CRUISER / "CAROLINE" / BUILT BY / CAMMELL LAIRD & CO. LTD. / SHEFFIELD & BIRKENHEAD*, wood-lined interior – 6in. (15cm.) wide; **together with** a cut glass inkwell with hinged brass lid engraved *H.M.S CAROLINE / CHRISTMAS 1916 / FROM L.R.C.*

(2)

£250-350

Laid down at the end of January 1914, *Caroline* was completed in early December and commissioned as Leader of the 4th Destroyer Flotilla, Grand Fleet. Joining the Light Cruiser Squadron in February 1915 she fought at the Battle of Jutland and remained with the LCS until the armistice. In February 1924 she became the Harbour Training Ship for the Ulster Division RNVR at Belfast and served as an admin centre for escorts based at Londonderry 1939-45. Returned to the RNVA after the War, she was refitted by Harland & Wolff in 1951 and used until 2009 by the RNVR being decommissioned in 2011 and, after a drydock inspection and restoration, she remains afloat in her old dock in Belfast as a museum ship.



270



268

269.

A LAUNCHING PRESENT FOR THE MARKSMAN CLASS FLOTILLA LEADER H.M. DESTROYER *GABRIEL*, 1915

comprising a silver plated trinket box with repouseé depiction of *Gabriel* to lid, lined interior with plate inscribed *H.M.S. GABRIEL / BUILT BY / CAMMELL LAIRD & CO. LTD. / BIRKENHEAD* – 6in. (15cm.) wide

£250-350

270.

19TH CENTURY ROYAL NAVY SPEAKING TRUMPET

constructed in brazed copper with riveted handle, punched to front *ROYAL NAVAL WORKSHOPS SAND QUAY*, remnants of galvanised tin coating – 12½in. (32 cm.) high

£100-150



269



271

271.
**A DENT PATTERN 20
BOAT COMPASS BY E.
DENT, LONDON, CIRCA
1900**

with brass bowl inscribed
with maker's name
inscribed *E. DENT & Co.
LONDON* and numbered
'45115', gimble-mounted
in a pyramidal topped
case with sliding lamp and
carry handle – 13in.
(33cm.) high
£700-900



272

272.
**THE MOUNTS FOR AN 18IN. GUN TAMPION FROM H.M.
AIRCRAFT CARRIER *FURIOUS* (1916)**

cast in two-tone brass in the form of an eagle's head, mounted on
wooden display board with brass grommet frame – 24 x 21in. (61 x
53cm.)

£150-250

Furious was designed as a battlecruiser but converted in building at
Armstrong Whitworth's yard to include a hangar for ten aircraft. On
2 August 1917, while performing trials, Squadron Commander Edwin
Dunning landed a Sopwith Pup, believed to have been *N6453*,
successfully on board *Furious*, becoming the first person to land an
aircraft on a moving ship. It was considered sufficiently successful that
in November 1917 the aft turret was also removed and replaced by
another deck for landing, giving her both launching and a recovery deck.
Two lifts serving the hangars were also installed. *Furious* was
recommissioned on 15 March 1918, and her embarked aircraft were used
on anti-Zeppelin patrols in the North Sea after May. In July 1918, she flew
off seven Sopwith Camels which participated in the Tondern raid,
attacking the Zeppelin sheds there with moderate success. Going into
reserve in 1919, she was massively rebuilt for service in WW2 and was
broken up in 1948.

273.

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

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

£300-500

274. 

**A TABLE GONG MADE FROM SHELL CASES ON BOARD H.M.S.
*HOGUE***

secured to a wooded base with brass rail and with mounts for
striker, brass plate to front inscribed *Made aboard / H.M.S. HOGUE
/ Sunk 22nd September 1914* – 14 x 20 x 11in. (35.5 x 51 x 28cm.);
together with two plated repoussé worked decorative shell vases;
and a 29in. high shell case dinner gong with suspension loop and
clapper

(4)

£150-250



273



274 (part)



275 (part)



276 (part)

275.

WILLIAN LIONEL WYLLIE (BRITISH, 1855-1931)

Atlantic Fleet off Portsmouth

Drypoint etching

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

pl.- 7 x 14½in. (18 x 37cm.); **together with** *Coming to Anchor; The Convoy*; and *Last Trickle of The Flood* signed by the same artist

(4)

£150-250

276.

WILLIAN LIONEL WYLLIE (BRITISH, 1855-1931)

Surrender of the German fleet

Drypoint etching

Signed *W.L. Wyllie 1919* (lower left), countersigned in pencil (lower left) and with studio blind stamp; **together with** *'A night exercise off Spithead'*, photogravure, signed in pencil by the same hand

13 x 27½in. (33 x 70cm.)

(2)

£200-400



277

277.

A LARGE BRASS ENGINE ROOM VALVE WHEEL OR EMERGENCY HELM, RECOVERED FROM THE S.M.S. HINDENBURG, SCUTTLED AT SCAPA FLOW, 1919

heavily constructed in one piece, eight spokes with ebonised wooden handles, the rim stamped over one side *S.M.S. HINDENBURG / SUNK IN SCAPA FLOW JUNE 21 1919. SALVED BY MESSRS COX-DANKS LTD IN AUGUST 1930 - 26in. (66cm.) diameter*

£800-1,200

278. 8

CHARLES JOHNSON PAYNE "SNAFFLES" (BRITISH, 1884-1967)

H.M.S. 'Encounter'

Signed and inscribed 'To the owner from Snaffles '39' and 'H.M.S. Encounter'; in cartouches mounted lower left and right

Watercolour heightened with bodycolour

8½ x 14¼in. (21.5 x 37.5cm.)

£2,000-3,000

An E-Class destroyer of 1,405 tons built by Hawthorn Leslie in 1932, *Encounter* was sunk in action with the Japanese cruisers *H.J.M. Ashijaru* and *Myoko* during the 2nd Battle of the Java Sea, 1st March 1942. Eight of the ship's company were killed with 149 adrift for twenty hours on rafts becoming prisoners-of-war - of these, a further 38 died in captivity. Her wreck was discovered in 60m of water in 2007 but when surveyed nine years later had been almost completely destroyed by illegal salvage operations.



278



280 (part)

280.

A SAILOR'S WATERLINE MODEL FOR H.M. DESTROYER TENEDOS [1918]

modelled 1954 by 'H.M.W.', carved hull plated with paper and painted grey with a black waterline, wood and metal fittings as appropriate, depicted moored to a buoy in a calm sea within glazed case initialled 'H.M.W. 54' by stern - 8 x 28in. (20.5 x 71cm.); **together with** a sailor's waterline model for H.M. Aircraft Carrier *Glory* - 9 x 26in. (23 x 66cm.) and a framed photograph of *Tenedos*

(3)

£150-250

Built by Hawthorn Leslie and commissioned in 1919, *Tenedos* saw action attached to Force Z in WW2. Short of fuel she was detached from the main force which then altered course leaving her exposed and she was sunk by Japanese aircraft on 5th April 1942.

279. 

A SEAT BACK FROM THE LAUNCH OF H.M. MINESWEEPER BLUEBELL, 1916

the ship's name in 3in. brass lettering applied to wooden seat back constructed from conjoined wood with braced back supports, within an elaborate Oriental-style decorative carved border - 15½ x 50in. (39.5 x 127cm.)

£300-500

Bluebell was an 'Acacia' Class sloop built by Scotts BD Greenock in 1915; in 1916 she intercepted the S.S. *Libau* disguised as a merchant smuggling arms to the Irish republic; After the war she served on the China Station based at Hong Kong which is presumably where this attractive Oriental seatback was carved and was broken up in 1930.



279



281

281. 

A RARE AND INTERESTING GREAT WAR MESOPOTAMIAN CAMPAIGN 'RIVER TIGRIS GUNBOATS' D.S.O. GROUP OF 8 AWARDED TO CAPTAIN WILFRID NUNN, ROYAL NAVY, IN COMMAND OF THE TIGRIS FLOTILLA

comprising: Order of the Bath (C.B.), Military Division, Companion's neck badge, in silver-gilt and enamel, Order of St. Michael & St. George (C.M.G.), Companion's neck badge, in silver-gilt and enamel, Distinguished Service Order, Geo. V, Naval General Service, 1915, 1 clasp, Persian Gulf 1909-1914 (Commr., H.M.S. *Espiegle*), 1914-15 Star, British War Medal, Victory Medal with oak palm for despatches (all Capt.), Coronation 1911, the two orders cased as issued and the D.S.O. group mounted for wearing

(8)

£4,000-6,000

D.S.O. *London Gazette*: 10th April 1915 "For services in the operations in the Shatt-al-Arab, December 1914, resulting in the capture of Qurnah."

Captain Wilfrid Nunn, R.N. served on the Staff of the Royal Naval War College, 1911-12, and was appointed a War Staff Officer in 1912. He first saw action in the Persian Gulf and was mentioned in Despatches for his services at Amara. Subsequently, he was sent into Mesopotamia where he was given command of the so-called 'Tigris Flotilla' fighting locally based Ottoman forces in order to keep the vital waterway open. For his outstanding services on the Tigris, Nunn received his D.S.O., the C.M.G. in 1916 and the C.B. in 1917. Several times mentioned in Despatches, Lieut. General Sir Percy Lake, KCB, KCMG, C.-in-C. of the Mesopotamian Force from January-July 1916, reported, on 14th October 1916, "Nunn.....and other officers of the Royal Navy have afforded us the able assistance which we have become accustomed to receive from them". Following his return to the U.K., Nunn commanded H.M. Ships *Aurora* and *Curlew* in the Harwich Force between July 1917 and April 1919, afterwards receiving the C.S.I. (sadly lacking from the group)

Between 1914 and 1918, British and Indian troops fought against the Ottoman Turks in Mesopotamia (now Iraq). After many setbacks, they finally took Baghdad in March 1917. This marked the high point of a long and tragic campaign characterised by bitter fighting in a harsh climate.

282. 

A FAMILY GROUP OF MEDALS SPANNING BOTH WORLD WARS

comprising: **Lieut. J.W. Ferns, R.N. (7)**: 1914-15 Star, British War & Victory Medals, Defence & War Medals, Silver Jubilee, 1935, Coronation, 1937; **Lieut. Norman Ferns, M.B.E., R.N. (8)**: Order of the British Empire (M.B.E.), Civil Division, breast badge, type 2, Stars for 1939-45. Atlantic with clasp, France & Germany, Africa and Arctic, War Medal 1939-45, Naval General Service, 1915, 1 clasp, Palestine 1945-48 (Lieut.), Royal Navy, L.S. & G.C., Eliz. II, both groups mounted for display in (separate) glazed cases, the second group rare with the recently issued Arctic Star.

(2)

£500-700

283. 

AN UNATTRIBUTED O.B.E. GROUP OF EIGHT MEDALS

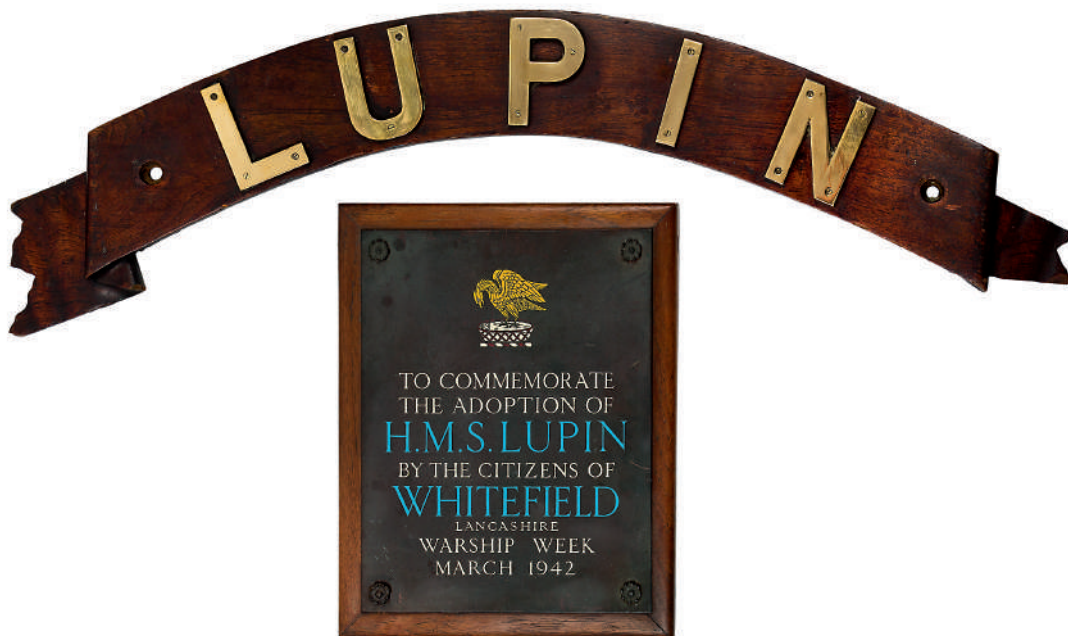
comprising: Order of the British Empire (O.B.E.), Military Division, breast badge, type 2, Stars for 1939-45, Africa with clasp, North Africa 1942-43, Burma and Italy, Defence & War Medals, Coronation 1937, mounted for wearing, and an *incomplete* group of dress miniatures (lacking War medal); together with an unattributed trio, comprising Stars for 1939-45 and France & Germany, War Medal, 1939-45, mounted for wearing; and a modern copy Victoria Cross

(19)

£150-250



282



284

284.

A SHIP'S NAME BOARD FROM H.M. SLOOP *LUPIN*, 1916

brass lettering applied to a wooden banner – 37in. (94cm.);
together with *Lupin*'s Warship Week plaque from Whitfield,
 Lancashire 1942 – 14½ x 12in. (37 x 30.5cm.)

(2)

£600-800

285.

**A DOORWAY PEDIMENT CLOCK FROM A NAVAL OFFICE OR CLUB,
 CIRCA 1920**

polished walnut oval dial with gilt star and line hour indicators,
 carved oak rope-twist surround and naval crown over, gold-
 coloured hands now with quartz movement behind – 19 x 32in.
 (48 x 81cm.)

£150-250

286.

**A PAIR OF PRIZE-WINNING SHIPWRIGHT APPRENTICE MODELS
 OF ADMIRALTY WHALERS, CIRCA 1916**

each 7in. and 11in. hull constructed from thin carvel planks plated
 with paper and painted, fitted with gratings, seats and brass
 rowlocks and complete with a finely carved set of oars and
 accessories, loosely mounted side by side on brass columns within
 original glazed wooden case, overall measurements – 6½ x 16½ x
 8½in. (16.5 x 42 x 21.5cm.)

£500-800

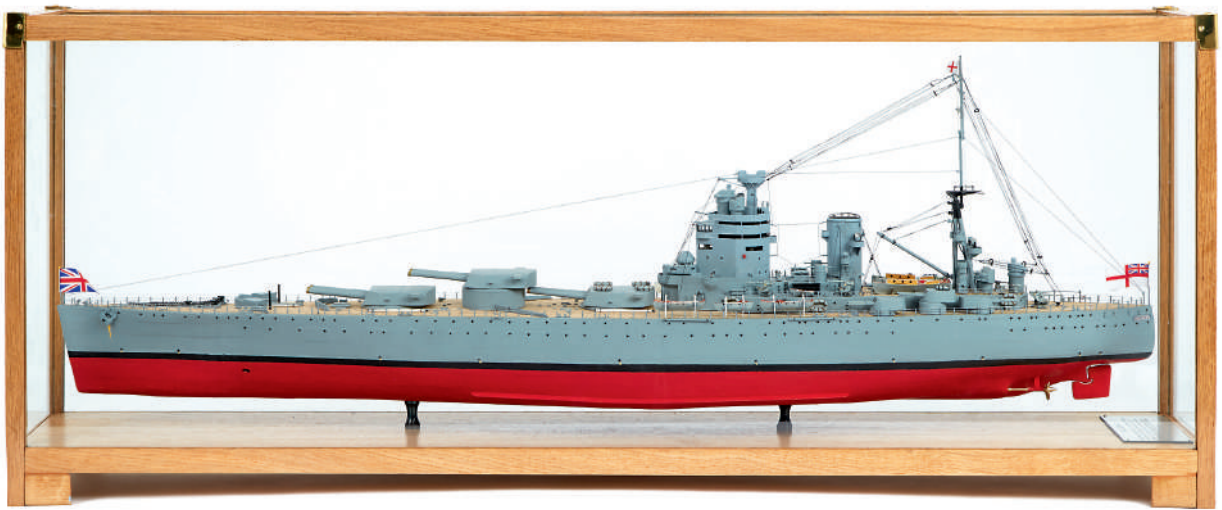
Provenance: Understood to have been made by a now anonymous
 dockyard apprentice at Chatham Dockyard where this pair of models
 won the Admiral's Prize in 1916.



285



286



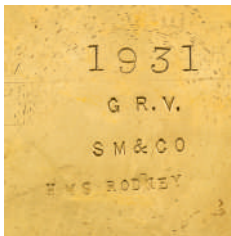
287

287.

A 1:96 SCALE BUILT MODEL OF H.M.S. RODNEY, 1925

modelled by Colin Freeman, with plank on frame, laminated and carved hull with simulated plating, bilge keels, propellers and rudder, painted red, black and grey, planked ash decks with deck rails and grey-painted fittings as appropriate, gun turrets, superstructure with fire direction and communication masts, fitted boats in davits with launches in chocks behind, stayed funnel, searchlights, secondary armament, Carly floats etc., mounted within glazed wooden case with steel descriptive plate – overall measurements 15¼ x 37 x 7½in. (39 x 94 x 19cm.)

£400-600



288 (detail)



288

288.

BULKHEAD SHIP'S CLOCK FROM H.M.S. RODNEY, CIRCA 1931

with 8in. enamelled dial with Roman numerals, subsidiary seconds dial, and slow/fast aperture by XII, winding arbor to going barrel movement contained within oxidized brass bulkhead case with hinged faceplate and securing arm, the back punch-inscribed 1931 G.R.V. SM & CO H.M.S. RODNEY, overall diameter 10¾in. (27cm.)

£1,500-2,000

289.

A PRESENTATION TANKARD FOR THE RESCUE OF SURVIVORS OF THE T.S.S. ATHENIA, TORPEDOED 3RD SEPTEMBER, 1939

inscribed to front *Presented by the Directors / Donaldson Atlantic Line Ltd / owners T.S.S. Athenia / Sunk by Enemy Submarine / 3rd September 1939* – 4¼in. (11cm.) high

£150-250

The 13,465 ton *Athenia* was the first British ship sunk by U-boat in WW2 – Britain declared War on Germany at 11.15 on 3rd September, shortly after this *Athenia* steamed from Glasgow bound for Montreal with 1,100 passengers aboard, including 300 Americans. She was spotted that afternoon by U-30 and controversially torpedoed without warning with the loss of 112 passengers and crew, including 28 Americans.



289



290 (part)

290. 

ATTRIBUTED TO MONTAGUE J. DAWSON (1895-1973)

Working Sketch of The Sinking of The Bismarck

Annotated overall

Watercolour

9½ x 20in. (24 x 51cm.) **together with** an oil on canvas of H.M.S. *Salisbury* by Wynn Werninck circa 1984.

(2)

£100-150

Possibly a working sketch for Dawson's *The Sinking of the Bismarck*, sold by Philips, London, *Modern British and Irish Paintings - Drawings and Sculpture*, 9th March 1993, lot 34.

291.

A BULKHEAD CLOCK BELIEVED SALVAGED FROM THE WRECK OF THE POCKET BATTLESHIP *TIRPITZ*, 1945

6in. polished dial numbered '4420 N' with Kriegsmarine emblem, going barrel movement, hinged faceplate with key lock, the back ebonised and punched '659' – 8in. (20.3cm.) diameter; **together with** an aluminium folk art tray of *Tirpitz*; and a large iron pin from the wreck mounted on display board with stamped brass plate; and copy photograph of the naval 'looting party'

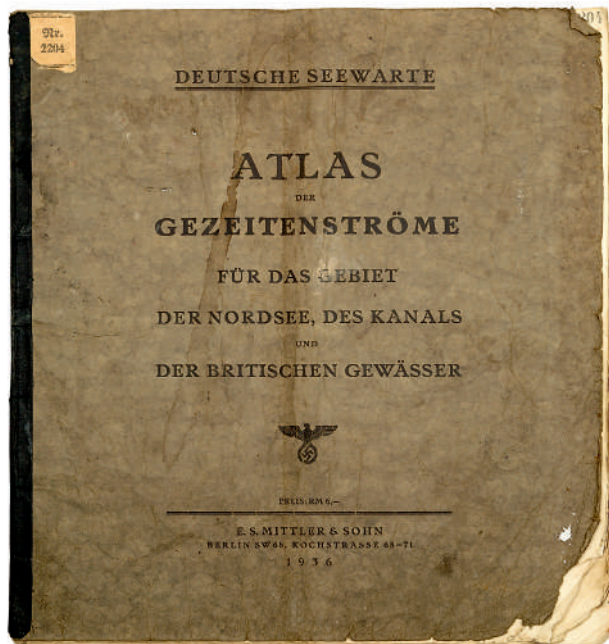
(4)

£2,000-3,000

Provenance: John Cuasck, a seaman aboard H.M.S. *Flint Castle* who is understood to have removed this clock from the upturned hulk in September 1945.



291 (part)



292



293

292.

DEUTSCHE SEEWARTE, ATLAS DER GEZEITENSTRÖME FÜR DAS GEBIET DER NORDSEE, DES KANALS UND DER BRITISCHEN GEWÄSSER

E.S. Mittler & Sohn, 1936, 14 maps of northern Europe (Great Britain featuring in all of them), the land depicted in light green, lower fore-corners dogeared and with some tears, original printed wrappers, library stamp on title of a department of the Kriegsmarine – 18½ x 20¼in. (47 x 51.5cm)

£800-1,200

293.

THREE PAIRS OF KRIEGSMARINE BINOCULARS

comprising: 7 x 50 fixed focus submarine type with green tube and code for Zeiss under rubber back plate guard; 8 x 60 submarine torpedo aiming type by Zeiss with grey painted tubes and side-hinged eye cups, code to back plate numbered '2111473'; and a 7 x 50 submarine officer's pair with black tubes, marked under rubber guards with code for Leitz and numbered '444904', these – 9½in. (24cm.) high

(3)

£800-1,200

294.

A KRIEGSMARINE BULKHEAD CLOCK

the 6in. silvered dial numbered '273' with KM mark, spade hands with sweep seconds, 8-day going barrel movement contained in brass bulkhead case – 8in. (20cm.) diameter

£1,000-1,500

295.

A KRIEGSMARINE ENGINE ROOM CLOCK BY JUNGHANS, CIRCA 1940

the 6in. 12/24 hour silvered dial with KM mark, black hands with sweep seconds, interrupted red-painted minutes and winding arbor to 8-day movement, contained within stepped silvered case with hinged faceplate and release catch – 8in. (20cm.) diameter

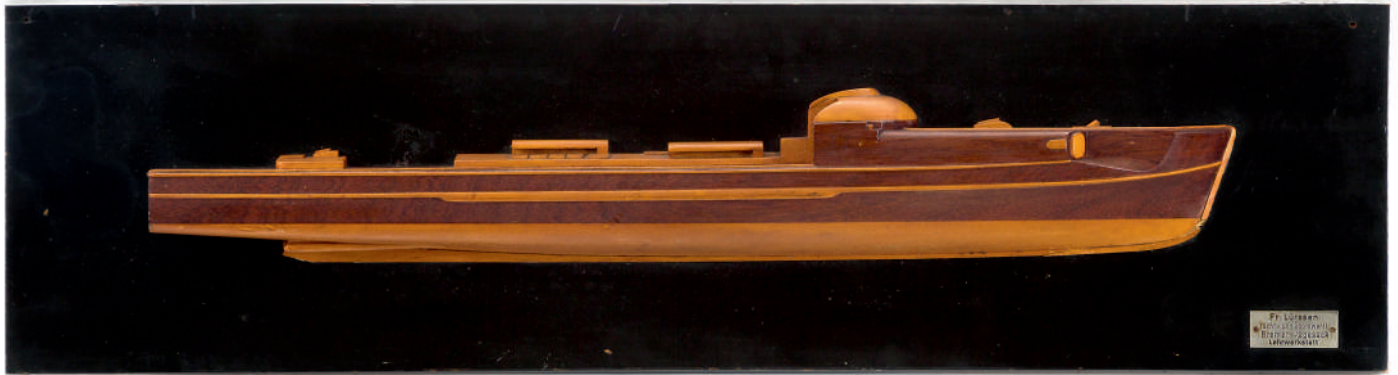
£800-1,200



294



295



296

296.

AN HISTORICALLY INTERESTING DOCKYARD PRESENTATION MODEL FOR A KRIEGSMARINE S-100 TYPE SCHNELLBOOT, PROBABLY PRESENTED TO RUDOLPH PETERSEN, CIRCA 1943

carved in contrasting hardwoods with propeller shaft, bow torpedo tube, mortar, 'skull cap' bridge, companionway and other details, mounted on ebonised display board with plate inscribed *Fr. Lürssen / Yacht- und Bootswerft / Bremen-Vegesack / Lehrwerkstatt* – 9¼ x 35in. (25 x 89cm.)

£1,500-2,500

Provenance: Acquired several years ago by our vendor from an American collector who stated he had purchased it from a former US soldier, thus it seems likely this model was 'liberated' by US troops passing through Bremerhaven in 1945.

This rare Kriegsmarine S100 type Schnellboot model was made in the Lürssen shipyard by one of their employees during World War 2. The "panzer kalotte" (armoured bridge) identifies the boat as either an S100 type or an upgraded S38 type. The "panzer kalotte" also known as a "kalottenbrücke" (skull cap) being introduced in late 1942 to provide improved protection to crew on the bridge during combat operations. A retired Lürssen naval architect (Gerhard Grotte) believed this half hull model was presented to **Rudolf Petersen (1905-1983)**, the "Führer der Schnellboote" (FdS - Commanding officer of the Schnellboote Force) during one of his visits to the Lürssen shipyard in Bremen-Vegesack in the 1940's. Petersen was responsible for Schnellboote construction among his many other duties which included ongoing operations. The Lürssen yard is still extant and principally build yachts.

297.

A KRIEGSMARINE AWARD PLAQUE, 1939

engraved on a polished brass plate with Kriegsmarine badge to top and dedicated to a Lt. Bruno Scheefe of the S.M.S. *Nürnberg* dated for 13.12.1939, within oakleaf border with anchors to corners and iron crosses, in a wooden frame – 11 x 9in. (28 x 23cm.)

£300-500



297

298.

THREE PAIRS OF KRIEGSMARINE BINOCULARS BY ZEISS

comprising: 6 x 42 rangefinders with rubber headpiece, yellow filter with measurement cross hairs; two 7 x 50, one with leather piece guards, all fully signed and marked on the back plates, leather covered tubes and neck straps, the largest – 8in. (20cm.) high

(3)

£800-1,200



298



299

300

299.

A PAIR OF NORTH SEA KRIEGSMARINE OFFICER'S 7 X 50 BINOCULARS

the backplates code marked for Leitz and numbered '372716 / 30247', separate focus to eyepieces, leather tubes and neck strap, contained in marked black leather case dated '1942' with two (of four) filters in lid with eye-piece adapters – 12in. (30.5cm.) high
£600-800

300.

A PAIR OF NORTH SEA KRIEGSMARINE OFFICER'S 7 X 50 BINOCULARS

the backplates code marked for Leitz and numbered '354738 / 26798', separate focus to eyepieces, leather tubes with rubber covered objectives, neck strap with eye-piece guard, contained in marked black leather case dated '1944' – 10in. (25.5cm.) high
£500-800

301.

A KRIEGSMARINE BULKHEAD CLOCK, CIRCA 1940

the 5½in. silvered dial stamped '14/14 N' with KM mark, black spade hands with subsidiary seconds dial, arbor to 8-day going barrel movement, contained in spun aluminium bulkhead case with face glass secured by screws by '12' and '6', the back numbered 'M335' – 8in. (20cm.) diameter
£800-1,200

302.

A KRIEGSMARINE WARDROOM CLOCK, CIRCA 1940

with 5½in. painted dial, KM mark, black spade hands, winding arbor to going barrel movement, mounted in octagonal wooden case with rear access to S/F lever, hinged face plate with spring clip – 7½in. (19cm.) diameter; with original winding key
(2)

£600-800



301



302

303.

A KRIEGSMARINE HAND-HELD ANEMOMETER, CIRCA 1944

the ebonised drum with illuminated scale and Kriegsmarine mark, numbered '225213', ebonised metal wind cups, composition hand and pin feet, contained within fitted box of issue – 10in. (25cm.) wide

£400-600



303



304

304.

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

constructed in grey painted alloy with maker's plate encoded *bmh* and numbered *53761*, telescopic sight, switch, cowl shutter switch to right-hand side, inset switch to reverse inscribed *Gestreut* ("scattered") *Gesammelt* ("collected"); left mounted handle with on/off switch, electrical cabling to base, glazed front with guards, original neck strap – 13in. (33cm.) wide

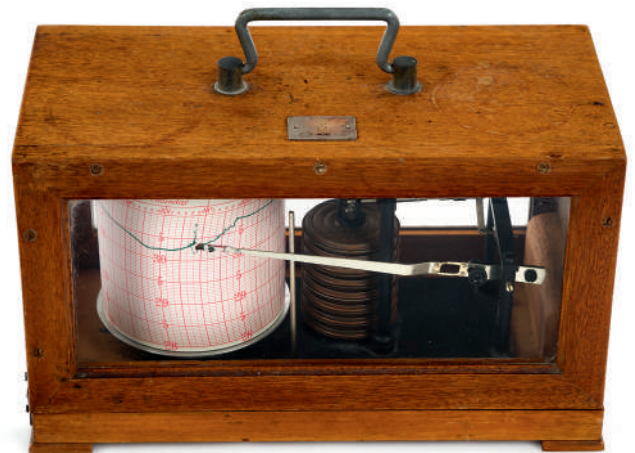
£250-350

305.

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.)

£350-450



305



306

306.
A RARE PAIR OF 10 X 80 BRIDGE BINOCULARS BY ROSS, LONDON, 1942

the backplates signed and dated as per title and inscribed in cartouche *Power 10 Field 3A / No.123671*, ebonised tubes with twin filter adjustment, yellow broad arrow marks and side-folding cut-away shades – 20in. (51cm.) overall

£800-1,200

307.
THE SHIP'S BELL FROM H.M.S. TEAKOL, 1946

cast in brass with moulded rim, with black filled lettering with name and date, painted white interior, complete with clapper – 11 x 12in. (28 x 30.5cm.)

£300-400



307

308.
A PAIR OF 15 X 100 JAPANESE NAVAL 'BIG EYE' BINOCULARS, CIRCA 1940

unsigned but probably by Nikko, 19in. one-piece polished steel tubes with sliding objective shades, angle prismatic adjustable eye-pieces with individual focusing and rubber guards, alignment sights on right tube, owner plate between tubes stamped 'NO. 169 / 15 x 100 / E.W. RICKER / MELBOURNE', trunnion mounted on swivel bracket to later wooden tripod stand – 22in. (56cm.) wide overall

(2)

£3,000-5,000



308

OAKHAM CASTLE

309

309.

A NAME BOARD FOR H.M. CORVETTE *OAKHAM CASTLE*, 1943

the 7in. cast brass lettering mounted on wooden board with suspension brackets – 93in. (236cm.) wide

£600-800

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.

310.

A NAVAL NAVIGATION TRAINING SET, CIRCA 1930

comprising a large quantity of polychrome signals on turned wooden stands, buoys, box of card signal flags, two waterline hulls with holes for two masts, qty of miniature blocks and tackle on twine rigging, etc., all contained in a wooden 'briefcase' carry box – 19in. (48cm.) wide

£250-350

Provenance: St. John's Naval School of Navigation, Lowestoft, c.1943 (on an envelope included addressed to Lt. W.L. Rutherford R.N.R.)



313

311.

MIDSHIPMAN'S LOG BOOKS

kept by J.A.F. Blight aboard H.M. Battleships *King George V* and *Cumberland* between September 1943 and September 1944, mss only, in a conversational style with some interesting first-hand accounts of actions and daily routine, stamped and signed off by the Commanding Officer; **together with** a set kept by J.R. Adshead between 1950-52 aboard H.M. Ships *Theseus*; *Grenville* and *Redpole* in two vols, written in a neat hand with graphics and diagrams, with three supplementary vols containing additional technical diagrams and charts, and a quantity of related ephemera and photographs as his career progressed

(A lot)

£250-350

312.

A MIDSHIPMAN'S LOG

kept by J.D. Power between Sept 1949 and July 1951 aboard H.M. Ships *Anson*; *Vanguard* and *Mermaid* in a neat hand with numerous charts, diagrams and watercolours tipped in throughout, card covers of issue – 13 x 8½in. (33 x 21.5cm.)

£100-150

313.

A RARE PORTABLE CALIBRATOR MK. IV FOR AIRSPEED INDICATORS BY R. W. MUNRO FOR THE AIR MINISTRY, CIRCA 1943

constructed in ebonised copper, inlet valve with glass gauge in protective cowl, maker's plate inscribed with Air Ministry device – 18 x 11in. (46 x 28cm.)

£200-300



310



314

314.

A LARGE SAILOR-MADE MODEL FOR AN L-CLASS SUBMARINE OF CIRCA 1916

carved and polished from circuit board material with a straight-stem bow, saddle tanks, keel, fore-and-aft dive planes, rudder and conning tower with gun nest and brass snorkel and comms masts, loosely mounted on cradle stand – 27in. (68.5cm.) long
£600-800



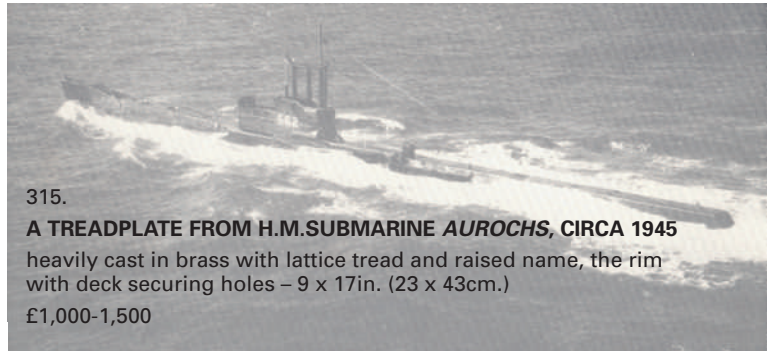
315

315.

A TREADPLATE FROM H.M.SUBMARINE AUROCHS, CIRCA 1945

heavily cast in brass with lattice tread and raised name, the rim with deck securing holes – 9 x 17in. (23 x 43cm.)

£1,000-1,500



316.

A RARE SET OF COMBINED OPERATIONS (COPP) SBS DEPTH AND DISTANCE REELS, CIRCA 1943

comprising an insulating board and brass length reel and 12in. brass shore pin; a composite and brass depth line with lead plummet; brass and heavy canvas breast strap stencilled A.P. 5890 (4)

£300-500

This equipment was originally developed to assist with the allied landings in North Africa in 1943. Special members of the SBS assigned to Combined Operations (COPP) were trained to swim at night and discreetly take samples of the beach terrain and, having attached a line to the copper pin in the beachhead, to take distance and depth soundings so landing craft could be deployed in the most favourable environments. It was such a success that the same process was undertaken before the D-Day landings in June 1944.



316



317



318



319

317.

AN AIR MINISTRY RAF SCRAMBLE BELL, 1940

moulded rim and shoulder, the front inscribed A.M. 1940 surmounted by crown, with crown top suspension stamped 'A.T.W.', Government broad arrow mark, complete with clapper – 11 x 10½ in. (28 x 27.5cm.)

£1,500-2,000

318.

AN AIR MINISTRY RAF SCRAMBLE BELL, 1941

cast in silvered bell metal with moulded rim and shoulder, inscribed to front A.M. 1941 with red-painted crown suspension, complete with clapper – 10½ x 10¼ in. (27 x 27.5cm.)

£1,500-2,000

Provenance: Inscribed inside 'KNOWN TO BE FROM RAF WITTERING'

319.

AN AIR MINISTRY RAF SCRAMBLE BELL, 1942

cast in silvered bell metal with moulded rim and shoulder, inscribed to front A.M. 1942 and surmounted by GRVI crown, crown suspension complete with clapper – 10½ x 10¼ in. (26.5 x 27.5cm.)

£1,500-2,000

320-324.

No Lots

Navigational & Scientific Instruments



325.

CHRISTIE'S SCIENTIFIC CATALOGUES

comprising London 1979-2009; New York 1987-1996; each bound in gilt-embossed blue cloth bindings, sized as appropriate; **together with** assorted watch and clock catalogues

(20)

£200-400

326.

SOTHEBY'S SCIENTIFIC CATALOGUES

comprising London 1976-2007; New York 1982-1991, each bound in gilt embossed blue cloth bindings, sized as appropriate; **together with** assorted watch and clock catalogues, London and Geneva

(18)

£200-400

327.

SCIENTIFIC CATALOGUES

comprising partial runs of Phillips London 1980-2000; Bonhams 1995-2000, each bound in gilt embossed blue cloth bindings, sized as appropriate; **together with** a quantity of bound European and American catalogues including Dorotheum 2003-2007; assorted French sales 1977-1989; Skinner 2002-2007 and others

(17)

£200-400

328.

A SCIENTIFIC MISCELLANY

including an artist's articulated wood forearm; three empty 18th Century telescope and monocular cases; a mounted and cased Hercules beetle; a mahogany library glass frame; two articulated drawing models c.1875; a shagreen pocket globe case; a compass sundial on stand; and a framed engraving of Marshall's microscope

(A lot)

£80-120

329.

A RARE, POSSIBLY UNIQUE, WILSON-TYPE SCREW BARREL MICROSCOPE OF CIRCA 1745 RECOVERED FROM THE CHINA TRADE EAST INDIAMAN HARTWELL, WRECKED 1787

unsigned, the barrel with ½in. objective, sprung stage mounted on tapering brass pillar with adjusting limb to a square brass base with swivel mirror – 3¼in. (8.5cm.) high; **together with** a second eye-piece and objective lens, and two ebonised four-aperture slides, one with specimens, all contained within a later Plexiglass display case

(A lot)

£2,000-3,000

Provenance: Recovered by Afrimar, the salvage company appointed by Cape Verde authorities, between 1994-96. Sold at Christie's Amsterdam 9th September 1997, lot 320.

This pattern of Wilson-type screw barrel has not been found in any of the specialist national collections and, at the time of writing, appears to be unique. The *Hartwell* was filled with exotic technical material for trading with the Chinese, many of which were beautifully preserved when recovered, in addition to a significant amount of species. The wreck was partially recovered by the Braithwaite brothers between 1788-91 when nearly 100,000 silver dollars were recovered. A letter accompanying this lot from Prof. G. Turner late of the Oxford Museum of the History of Science, and author on early microscopes states that he has not located another example in this form. It seems likely the microscope was added to the stand some time after it was made, indicating that this was not in the trading cargo of the ship, but formed part of the personal baggage of a passenger or officer.



329 (part)



330

330.
A NOONDAY CANNON DIAL BY CHEVALLIER, PARIS, CIRCA 1820
 the 8½in. marble dial signed and inscribed to front *L'INGr. CHEVALLIER, OPTICIEN DU ROI. PLACE DU PONT NEUF. 15 A PARIS.*, latitude 39° 56', bronze gnomon, ignition lens on arc and cannon, mounted within later wooden stand – 10½ x 10½in. (27 x 27cm.)

£1,000-1,500

Jean Gabriel Augustin Chevallier (1778-1848) qualified as an engineer and moved to this address in 1820.



331

332.
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

£600-800

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

331.
A NOONDAY CANNON DIAL, FRENCH, CIRCA 1850
unsigned, the 10in. marble base inscribed for latitude 37° 23' 50", bronze gnomon, lens mounted on calibrated arc and cannon – 8in. (20cm.) high
 £1,000-1,500

333.
A 12IN. BRASS SUNDIAL BY CARY, LONDON, CIRCA 1800
 Signed as per title and mounted on pad feet – 8in. (20cm.) high
 £500-800



332



333



334

334.

A MARINE QUARTZ CHRONOMETER BY WEMPE, HAMBURG, 1972

the 3½in. silvered dial signed as per title and numbered '12445' in subsidiary seconds dial, threaded faceplate to high-quality quartz movement mounted on front hinged brass bed plate to battery compartment with maker's labels under, contained within a wooden box with glazed top lid and inset side handles – 7½in. (19cm.) cubed

£250-350

Provenance: Supplied to Potters Ship Chandlers, 1972

335. Ø

A TWO-DAY MARINE CHRONOMETER BY BARRAUDS, LONDON, CIRCA 1810

the 3½in. silvered dial signed and numbered *Barrauds LONDON 2/605*, up/down aperture, blue steel hands, four pillar movement counter signed and numbered on plain plate *Barrauds Cornhill LONDON 2/605*, standard compensation balance with blued steel helical spring detent to standard escapement, contained within brass bowl with Barraud keyless winding and domed securing glass, gimbal mounted in three tier wooden box with ivory number plate further inscribed in mss behind *Only number: 2/605*, trade label for Reynolds & Son inscribed *Cloud Russell / 8 Oxford Sq. cleaned July 1884*, drop handles, approximately – 6in. (15cm.) cubed

£1,500-2,500



335

336.

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 gimballed 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

£1,200-1,800

337.

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

£1,200-1,800



336



337



338

339

338.

A MONOCULAR MICROSCOPE BY NACHET, PARIS, CIRCA 1860

constructed in lacquered brass and signed on the tube support *Nachet, Opticien, rue Serpente 16, Paris*, 5½in. main tube, brass platform, front mounted magnifier, concave mirror within drum, contained within box of issue with two eyepieces, and a few slides – 10¼in. (26cm.) wide; **together with** approximately twelve entomological slides after Fred Enock in cardboard box and two further boxes of blank slides

(A lot)

£200-300

339.

A QUANTITY OF MICROPHOTOGRAPH SLIDES BY J. B. DANCER

comprising eight slides with subjects including *The Lord's Prayer; Dickens Readings; The Queen and Prince; A Panoramic View of Paris*, contained in slide trays within drop-front box with other slides of largely entomological interest, many privately prepared and dated in the 1860s and including *Young Oysters* and a *Section of Child's Kidney*, some prepared by Fred Enock; J. Bourgoigne; M. Hensoldt; J. H. Steward, together with a further 55 slides – 8in. diameter; **together with** a lacquered brass compound monocular microscope with three objectives by Zeiss

(A lot)

£300-500

340.

A PAIR OF LATE 19TH CENTURY TELESCOPE BINOCULARS

unsigned ebonised coated focusing tubes with rack and pinion focus on swivelling ring, main tubes with splash cuffs covered in fishskin, contained in case of issue – 11in. (28cm.) closed: **together with** a 2in. three draw military telescope by 'E. Vion Paris' with broad arrow mark

(2)

£100-150

341. Ø

A 1½IN. THREE DRAW MONOCULAR BY DOLLOND LONDON, CIRCA 1820

constructed in gilt brass with ivory main tube, signed by the eyepiece as per title, contained in morroco case of issue – 2½in. (6.5cm.) high; **together with** an Adams patent six draw monocular with mother of pearl and rhinestone tube; **and** a similar fleaglass

(3)

£200-300



340 (part)



341



343

342.

A GROUP OF SPECTACLES, CIRCA 1820

comprising two pairs of prescription glasses with silver frames, a further pair in brass, a pair of Bristol blue safety glasses and a frog mouth spectacle case

(5)

£100-150

343. Ø

A 2IN. REFRACTING LIBRARY TELESCOPE BY ADAMS, LONDON, CIRCA 1790

constructed in lacquered brass with 28½in. tapering tube with lens cap, signed on rear cuff *ADAMS London*, rack and pinion focus, mounted on folding tripod stand with telescopic vertical steadying rod with key adjustment and lateral adjustment platform with lock and rod adjustment with universal joint, contained in fitted box of issue with lock plate and securing hooks – 31in. (79cm.) wide

£400-600

344.

A FINE 5IN. RADIUS VERNIER SEXTANT BY SPENCER, BROWNING & RUST, CIRCA 1820

with oxidised brass T-frame inscribed with owner's name *G.E. Cocksedge*, polished arm inscribed as per title and divided to 160 degrees on inset silvered scale, index arm with clamp and magnifier, two mirrors, five shades, threaded handle, contained in box with sighting tubes and filters – 4 x 8¾ x 7½in. (10 x 22.5 x 19cm.)

£700-900

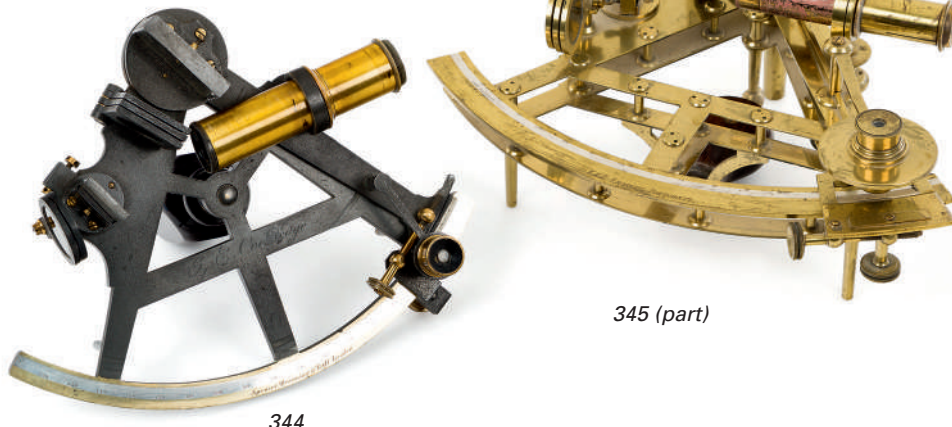
345.

A RARE 5½IN. RADIUS DOUBLE FRAMED VERNIER SEXTANT BY E & E EMANUEL, PORTSMOUTH, CIRCA 1820

with lacquered brass T-frame, signed on the arc as per title, with inset silvered scale divided to 140 degrees, vernier with magnifier, two mirrors, seven shades, wooden handle, fitted keystone case with sighting tube and filter – 4½ x 10½ x 9in. (11.5 x 27 x 23cm.); **together with** a military pattern surveying parallel rule with sight and bubble, maker's mark for E. R. W. & S

(2)

£500-700



345 (part)

344



346

346.

A FINE DRAWING SET BY DOLLOND, LONDON, CIRCA 1790

the top tray with brass and steel drawing instruments including proportional dividers, compass and pens etc., the middle tray with lacquered brass trio comprising square protractor, gunner's callipers and a sector, the lower tray with brass parallel rule, protractor and engineer's square – 8in. (20cm.) wide

£1,500-2,500



347

347. Ø

A GOOD DRAWING SET BY J. BENNETT LONDON, CIRCA 1750

the fishskin leather case with plush lined interior, the tray replete with brass and steel instruments including compass, divider and pens et cetera, the lower tray fitted for two mahogany parallel rules with hinged brass arms, the lid containing hinged ivory and brass sector signed *J Bennett London* – 11in. (28cm.) diameter

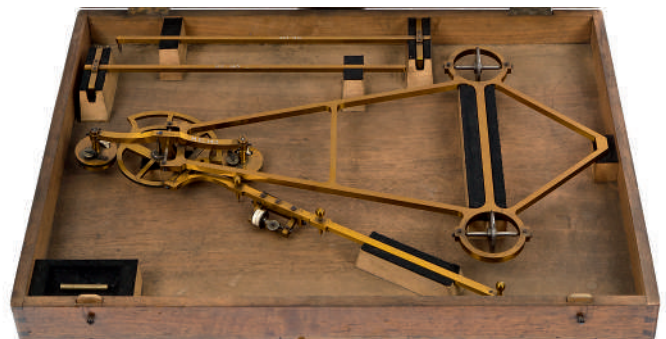
£800-1,000

348.

A LINEAR PLANIMETER, CIRCA 1920

unsigned, constructed in lacquered brass with steel wheels and micrometre adjustment, the frame stencilled 'M.E.143' and punch numbered '375', contained in fitted box with hinged lid and securing hooks – 25in. (63.5cm.) wide

£400-600



348



349

349.

A SET OF IMPERIAL MEASURES FOR THE COUNTY OF BUCKS., 1853
comprising quart, pint, half pint, gill, and half gill, each inscribed as per title and dated 1853, each with several assay stamps between Victoria to George VI, contained within fitted oak box with securing hooks and plate to lid – 6 x 16½in. (15 x 42cm.)

£1,000-1,500

350.

A FINE BOW FRONT MARINE BAROMETER BY J.B. LE ROY, JERSEY, CIRCA 1840

signed as per title and with scales divided between 27-31, plain case with carved base and thermometer tube to front, gimbal ring mount and weighted brass reservoir – 37in. (94cm.) high

£1,000-1,500

351.

A 19TH CENTURY MARINE 'IMPROVED SYMPIESOMETER' BY WHYTE THOMSON, GLASGOW

the plain case with ivory barometer plates signed as per title, with twin adjustment wheels, brass gimbal ring, sympiesometer and thermometer mounted on silvered back plate, terminating in brass clad weight – 36in. (91.5cm.) high

£400-600

352.

AN 'ADMIRAL FITZROY' LIFEBOAT STATION BAROMETER, CIRCA 1880

with enamelled scales and top plate signed *Admiral Fitzroy's Barometer*, with matched left and right scales divided 27-31 inscribed under '10am yesterday' '10am today' left/right with adjustable indicators, oak case with thermometer tube and covered reservoir – 39½in. (100.5cm.) high

£800-1,200

353. 

A PRESENTATION BAROGRAPH BY RICHARD FRÈRES, CIRCA 1887

eight capsule pressure drum movement, mounted on brass bed plate, stamped with maker's mark and number 2416, together with mercury thermometer and recording drum with clockwork movement, contained in ebonised wooden case with securing hooks and plate to front inscribed *Presented by Lieut. F. G. Innes - Lillingston R.N 1887*, and top handle – 11¼in. (29cm.) diameter

£100-150



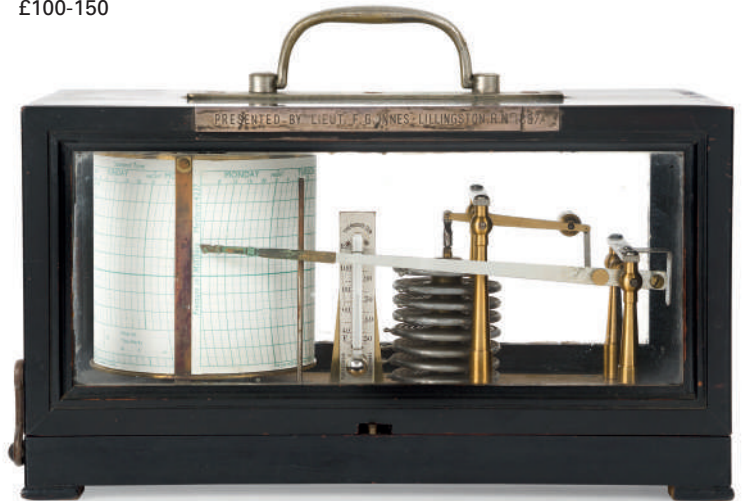
350



351



352



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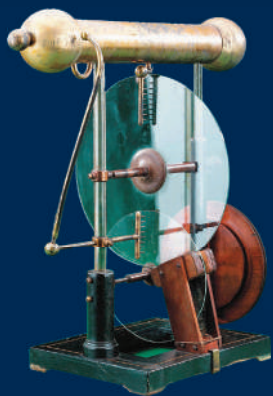
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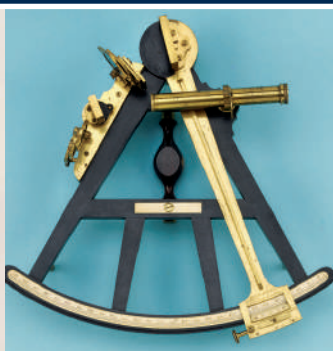
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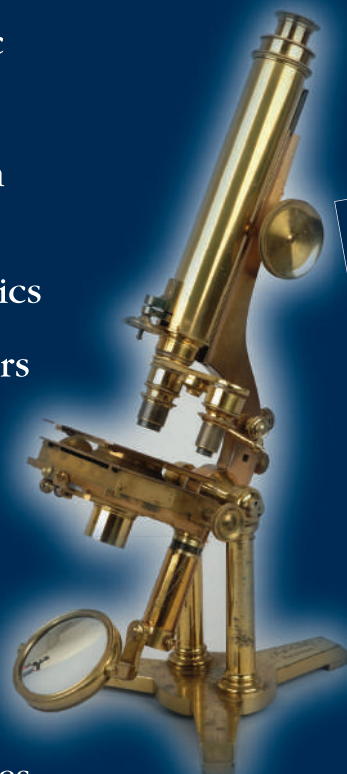


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- (a) store the lot at its premises or elsewhere at the Buyer's sole risk and expense;
 - (b) Cancel the sale of the lot;
 - (c) Set off any amounts owed to the Buyer by CM against any amounts owed to CM by the Buyer for the lot;
 - (d) Reject future bids from the Buyer;
 - (e) Charge interest at 4% per annum above HSBC Bank Plc base Rate from the Payment Date to the date that the Purchase Price is received in cleared funds;
 - (f) Re-sell the lot by auction or privately, with estimates and reserves at CM's discretion, in which case the Buyer will be liable for any shortfall between the original Purchase Price and the amount achieved on re-sale, including all costs incurred in such re-sale;
 - (g) Exercise a lien over any Buyer's Property in CM's possession, applying the sale proceeds to any amounts owed by the Buyer to CM. CM shall give the Buyer 14 days written notice before exercising such lien;
 - (h) Commence legal proceedings to recover the Purchase Price for the lot, plus interest and legal costs;
 - (i) Disclose the Buyer's details to the Seller to enable the Seller to commence legal proceedings.

10. Failure to collect purchases

- (a) If the Buyer pays the Purchase Price but does not collect the lot within 20 working days of the auction, the lot will be stored at the buyer's expense and risk at CM's premises or in independent storage.
- (b) If a lot is paid for but uncollected within 6 months of the auction, following 60 days written notice to the buyer, CM will re-sell the lot by auction or privately, with estimates and reserves at CM's discretion. The sale proceeds, less all CM's costs, will be forfeited unless collected by the Buyer within 2 years of the original auction.

11. Data Protection

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

12. Miscellaneous

- (a) All images of lots, catalogue descriptions and all other materials produced by CM are the copyright of CM.
- (b) These Conditions of Business are not assignable by any Buyer without CM's prior consent, but are binding on Bidders' successors, assignees and representatives.
- (c) The materials listed in Condition 1(a) set out the entire agreement between the parties.
- (d) If any part of these Conditions of Business be held unenforceable, the remaining parts shall remain in full force and effect.
- (e) These Conditions of Business shall be interpreted in accordance with English Law, under the exclusive jurisdiction of the English Courts, in favour of CM.

Charles Miller Ltd's Authenticity Guarantee

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

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

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

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

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

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

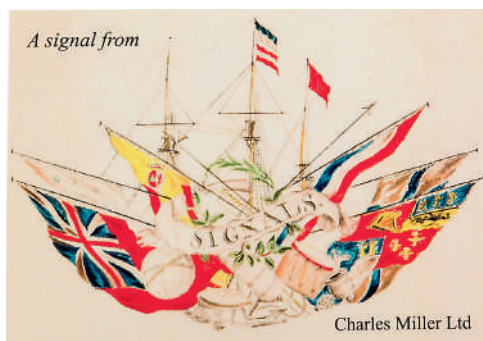
- (iii) there has been no material loss in value of the Property from its value had it accorded with its catalogue description.

To claim under this guarantee the Buyer must:-

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

Charles Miller Ltd. has discretion to waive any of the above requirements. Charles Miller Ltd. may require the Buyer to obtain at the Buyer's cost the reports of two independent and recognised experts in the relevant field and acceptable to Charles Miller Ltd. Charles Miller Ltd. shall not be bound by any reports produced by the Buyer, and reserves the right to seek additional expert advice at its own expense. In the event Charles Miller Ltd. decides to rescind the sale under this Guarantee, it may refund to the Buyer the reasonable costs of up to two mutually approved independent expert reports, provided always that the costs of such reports have been approved in advance and in writing by Charles Miller Ltd.

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



Occasionally we have placed a 4 x 6in. post-card next to a lot when we feel the scale may be open to misinterpretation.

Tube: *Fulham Broadway*
Overground: *Imperial Wharf*

● Bike Bank ● Bus
☠ Camera trap - local traffic only



Please note the office must be approached via Bagley's Lane from the New Kings Road only.

Payment

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

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

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

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

Storage

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

Post Sale Collection

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

THE FOLLOWING VAT SYMBOLS ARE USED:-

For lots imported from outside the UK:-

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

For lots sold from within the UK:-

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

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

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

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

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

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



1926 *Elizabeth R* 2022

Charles Miller Ltd

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

Tel: +44 (0) 207 806 5530 • Fax: +44 (0) 207 806 5531 • Email: enquiries@charlesmillerltd.com
www.charlesmillerltd.com