

# Charles Miller Ltd

Maritime and Scientific Models,  
Instruments & Art

London

Tuesday 1st May 2018



# Auction Enquiries and Information

Sale Number: 021  
Code name: BRITANNIA

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There are a number of ways to bid at auction:  
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+ Absentee bid, see form on page 127  
+ Telephone, where available, must be booked by 12noon on Monday 30th April.  
+ Online, via third-party websites:

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The Saleroom: 3% surcharge



Invaluable: 3% surcharge



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# Charles Miller Ltd

## Maritime and Scientific Models, Instruments & Art

**TO BE SOLD BY AUCTION AT**

25 Blythe Road, London, W14 0PD

Tuesday 1st May 2018 at 11am, precisely

### **POST SALE COLLECTION**

**Important Notice:** Lots not collected by 5pm on day of sale will be available on  
Wednesday 2nd May after 2pm from:

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

#### **Public Exhibition**

Saturday 28th April	12pm -5pm
Sunday 29th April	12pm -5pm
Monday 30th April	10am -5pm
Tuesday 1st May (Limited View )	10am-11am

#### **Order of Sale**

Pictures	1-55
Naval	58-141
Whaling & Sailor Art	145-185
Liner	187-194
Collectables	195-232
Instruments	235-321
Models	325-369

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

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





# Explanation of Cataloguing Practice

## Pictures

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

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

### *"Attributed to..."*

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

### *"Studio of..."*

### *"Workshop of..."*

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

### *"Circle of..."*

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

### *"Follower of..."*

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

### *"Manner of..."*

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

### *"After..."*

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

### *"Signed..."*

### *"Dated..."*

### *"Inscribed..."*

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

### *"With signature..."*

### *"With date..."*

### *"With inscription..."*

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

## Models

### *"Builder's model..."*

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

### *"Boardroom model..."*

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

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

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

### *"Restored..."*

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

### *"Restored overall..."*

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

## Model Scales

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

## Measurements

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

## Condition

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

## Ø PROPERTY INCORPORATING MATERIALS FROM ENDANGERED SPECIES (CITES)

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

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

# Pictures



1.

**WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**

*Three sketches: Lower London on the River; A Scottish Port; Town viewed from an Estuary*

Pencil

Label inscribed to reverse with title and *The Work of my Grandfather W.L. Wyllie R.A., John Wyllie 1993*

The largest 4 x 7in. (10 x 18cm.)

(3)

£150-250

2.

**HERMANN MEVIUS (GERMAN, 1820-1864)**

*The ferry*

Signed and dated 'H. Mevius 1858' (lower right)

Pen, ink and wash

8½ x 12¼in. (21.5 x 31cm.); **together with** another two (3)

£150-250



3 (part)

3. ♂

**AFTER HAROLD WYLLIE (BRITISH, 1880-1973)**

*A set of four etchings of shipping off townscapes, published December 1st, 1926 by H.W. Dickins Inc. New York*

Pl. 6 x 16¾in. (15 x 42.5cm.)

(4)

£200-400



4

4.

**ATTRIBUTED TO ANDREAS SCHELFHOUT (DUTCH, 1787-1870)**

*Beached fishing vessels in a storm; Beached fishing boats and figures*

Pen, ink and wash

Each 6¼ x 8¾in. (16 x 22.5cm.)

(2, a pair)

£500-800



5 (part)

5.  
**CIRCLE OF LUDOLF BACKHUYSEN II (DUTCH, 1717-1782)**  
*Barges at a harbour entrance*  
 Pen, ink and grey wash  
 8¾ x 12in. (22 x 30cm.); **together with** another coastal scene with figures and shipping  
 (2)  
 £300-500



7 (part)

7.  
**JACOB SPIN (DUTCH, 1806-1875)**  
*The brig 'Matfen of Blyth' John Fulcher, Commander Texel, 1869, in two positions*  
 Signed 'J. Spin 1869 Amsterdam' (lower left) and inscribed with title (centre)  
 Watercolour  
 18½ x 26¾in. (47 x 68cm.); **together with** *The 'Madura' 1854*  
 Signed and dated 'J. Spin 1888' (lower left) Watercolour in verre eglomise glazed mount — 18½ x 26¾in. (47 x 68cm.)  
 (2)  
 £300-500  
*Matfen* was a 330 ton brig built of spruce in 1861 for the Baltic trade at Sunderland for Gregory & Co. In 1870 her commander was T. Taylor suggesting that John Fulcher commissioned this picture as his keepsake. By 1889 she was owned by W. Dixon, captained by one G. Miller and disappears from the record shortly thereafter. *Madura* has not been located within Lloyds Register.



6 (part)

6.  
**FOLLOWER OF WILLIAM ANDERSON (BRITISH, 1757-1837)**  
*Estuary scene*  
 Bears initials 'V.D.V.' (lower right)  
 Pen, ink and wash  
 6¾ x 9½in (17.5 x 23.5cm.); **together with** F.A. Pernod, 1828: *Scottish River Scene*; Julius Hintz (1805-1862)  
 (3)  
 £200-400



8

8.  
**ATTRIBUTED TO JACOB SPIN (DUTCH, 1808-1875)**  
*The three-masted brig 'Sidonia' in two positions, off Dover*  
 Indistinctly inscribed to back to 'Captain Carl Bernhard Dyes Schiff Sidonia ... 1864 ...'  
 Watercolour  
 21 x 28in. (53 x 71cm.)  
 £400-600





9

9.

**GIOVANNI LUZZO (ITALIAN, fl.1851-1877)**

*The snow 'Jane Avery' Captain James Peterson off Gibraltar*

Signed and inscribed 'Gio Luzzo in Venezia 1854' (lower left)

Watercolour heightened with white

14¼ x 22¼in. (34 x 56.5cm.)

£300-500

This 267 ton snow was built in Jarrow, 1839, and traded between North Shields and Varna, Bulgaria. According to Lloyds Register, her Captain was J. Paterson, not 'Peterson' as Luzzo records here. She was last recorded in 1863 as a local coaster owned by one G. Bell.



10

10.

**ATTRIBUTED TO CLARKSON STANFIELD (BRITISH, 1793-1867)**

*Vessels entering Portsmouth Harbour*

Watercolour

15¾ x 22in. (40 x 56cm.)

£400-600



11

11.

**NEAPOLITAN SCHOOL, 19TH CENTURY**

*The schooner 'Leonora' Kapn A.B. Schumacher, Naples. 1866*

Inscribed as per title along the lower edge

Watercolour and gouache

19½ x 28in. (49.5 x 71cm.)

£300-500



12 (part)

12.

**WILHELM MELBYE (DANISH, 1824-1882)**

*A Blankenburgh fishing trawler and other shipping off the coast of Belgium*

Signed 'Vil Melbye' and dated '1867' (lower left)

Monochrome and wash

7 x 9½in. (18 x 24cm.); **together with** another monochrome seascape by Anton Melbye signed and dated '1865' (lower left), 6 x 9in. (15 x 23cm.)

(2)

£200-300





13

13.

**THOMAS GOLDSWORTHY DUTTON (BRITISH, 1819-1891)**

*The clipper 'Forfarshire'*

Watercolour laid on card

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

14½ x 28½in. (37 x 72.5cm.)

£800-1200

Built and owned by J. Morison of Sunderland, *Forfarshire* was a clipper of 1238 tons built in 1868 and used for the London-India run. Sold to the Shaw Savill & Albion Line in 1882 and used thereafter as an emigrant ship to Australia and New Zealand, she was sold to Argentinian owners in 1895 and disappears from the record.



14

14.

**CHARLES EDWARD DIXON (BRITISH, 1872-1934)**

*The four-masted barque 'Passat' bound for Valparaíso*

Watercolour

Signed and dated 'Charles Dixon 1919' (lower left)

14 x 19½in. (35.5 x 49.5cm.)

£600-800

The *Passat* was one of the series of 'P' sailing ships including the *Pamir*, *Parma*, *Preussen* and *Primwall*, all built by Blom & Voss in Hamburg, between 1916 and 1920. These large, mostly four-masted barques, were cleverly designed to sail with comparatively small crews carrying nitrate from Chile to Europe and grain from Australia to Europe, the aim being to create high volume carriers which could compete economically with the ever-increasing use of steam vessels. Their success, however, was short-lived and while the *Passat* continued to work until after the Second World War, making her last Cape Horn voyage in 1949, several vessels were lost and others became sail training ships. Fortunately, *Passat* survived the War and is still afloat at Travemünde, Germany, where she is used as a floating summer camp for the young.



15

15.

**JAKOB PETERSEN (DANISH, 1774-1854/55)**

*'Concordia von Kiel' off Dover*

Signed 'J. Petersen' and dated '1843' and inscribed for Captain F.P.L. Derdriksen and retrospectively dated *Ao 1817*

Watercolour, heighten with white

14¾ x 18½in. (37.5 x 47cm.)

£300-500



16 (part)

16. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*'De Young Gustave'; 'De Young Conrad'*

Each signed Roger Chapelet and inscribed with titles

Watercolour

12½ x 10in. (31.5 x 32cm.)

(2, a pair)

£150-250



17

17.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*A passing barque; An outward bound 'Frenchie'*

Each signed 'WM Birchall' (lower left), inscribed with titles and dated 1925/1927 respectively

Watercolour heightened with white

9½ x 13¾in. (24 x 35cm.); 9½ x 14in. (24 x 35.5cm.)

(2)

£400-600





18

18.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*Clipper 'Young America'*  
 Signed 'WM Birchall' and inscribed with title (lower left)  
 Watercolour heightened with white  
 8 x 10¾in. (20.2 x 27.3cm.)  
 £250-350



19

19.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*Storm clouds*  
 Signed 'WM Birchall' (lower left), inscribed with title and dated 1925  
 Watercolour heightened with white  
 13½ x 20in. (34 x 51cm.)  
 £300-500



20

20. ♂  
**FRANK J. H. GARDINER (BRITISH, B.1942)**  
*The clipper 'Blue Jacket'*  
 Signed 'F.J.H. Gardiner' (lower right)  
 Watercolour  
 15 x 20¾in. (38 x 52.5cm.)  
 £200-300





21. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*'Uhlenhorst' with paddle tug*

Signed 'Roger Chapelet' and inscribed with title (lower left)

Oil on canvas

14½ x 21in. (37 x 53cm.)

£1000-1500

21

22. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*The four-masted barque 'Alsterufer' in heavy seas*

Signed 'Roger Chapelet' and inscribed with title (lower left)

Oil on canvas

19 x 25in. (48 x 63.5cm.)

£600-800



22

23. ♂

**ROGER CHAPELET**  
(FRENCH, 1903-1995)

*The barque 'White Star'*

Signed 'Roger Chapelet' and  
inscribed 'White Star' (lower  
right)

Oil on board

16½ x 23in. (42 x 58cm.)

£800-1200



23



24. ♂

**ROGER CHAPELET (FRENCH,**  
**1903-1995)**

*The 'Rickmer Rickmers' off  
Hong Kong*

Signed 'Roger Chapelet' (lower  
right) and inscribed with title;  
inscribed to verso 'Captain P.T.  
Hansen, Hamburg 11. Kafe 10'

Oil on canvas

18¾ x 25in. (48 x 63.5cm.)

£800-1200

24



25

25.

**ANTON MELBYE (DANISH, 1818-1875)**

*Nordlandsfarer*

Signed and dated 'Anton Melbye 1845' (lower right); with annotated original gallery label to verso

Oil on canvas

22 x 30¾ in. (56 x 78cm.)

£500-800



26

26.

**WILHELM MELBYE (DANISH, 1824-1882)**

*The Rescue*

Signed 'Wilhelm Melbye '47' (lower right)

Oil on canvas

12½ x 18¼ in. (32 x 46cm.)

£400-600



27

27.

**ANTON MELBYE (DANISH, 1818-1875)**

*A heavy swell*

Signed and dated 'Anton Melbye 1854'

Oil on canvas

17½ x 30 in. (44.5 x 76cm.)

£200-300



28

28.

**GERMAN PROVINCIAL SCHOOL, CIRCA 1850**

*A Prussian three-masted jackass barque in two positions*

Oil on canvas

23¼ x 35½ in. (59 x 90cm.)

£300-500



29.

**PETER CHRISTIAN HOLM (GERMAN, 1823-1888)**

*The brigantine 'Augusto' Captain A. Andersen*

Signed 'P. Holm Pinxit 1861' (lower right)

Oil on canvas

17½ x 24in. (44.5 x 61cm.)

£300-500



30



29

30.

**CIRCLE OF HERMANN MEVIUS (GERMAN, 1820-1864)**

*A Dutch two-masted lugger off a coast with stack*

Oil on canvas

16 x 23in. (40.5 x 58.5cm.)

£200-300



31

31.

**JULIUS GREGERSEN (GERMAN, 1860-1953)**

*Study of the two-masted schooner 'Leonhardt' of Flensburg, Cptn W. Schneider*

Signed, dated and numbered 'Jul. Gregersen Flensburg Marz 1922 / 722' (lower right) and inscribed as per title (centre)

Oil on board

17¾ x 23in. (45 x 58.5cm.)

£300-500

Built in 1911 by the Pannen yard at Apphen, Rijn as the *Françoise Henriette* and registered at 127 tons, she was steel built and fitted with an oil-fired auxiliary engine. Renamed *Leonhardt* perhaps in 1922 when the Schneider family took ownership, by 1938 she had changed again to the *Weisser Greif* ('White Griffin') but her fate is not recorded.



32

32.

**PETER CHRISTIAN HOLM (GERMAN, 1823-1888)**

*The three-masted schooner 'Alfred' under reduced sail*

Signed and inscribed 'P.C. Holm 1869 & L. Petersen' (lower right) and 'Capt. H. Schade' (lower left)

Oil on canvas

17¾ x 20¾in. (45 x 62.5cm.)

£300-500



33

33.

**DUTCH SCHOOL, CIRCA 1860**

*The brig 'Caroline' off a harbour entrance*

Oil on canvas

20 x 29½in. (51 x 75cm.)

£300-500

34.

**ENGLISH SCHOOL, 1853**

*The brig 'Emma'*

Signed indistinctly with initials (lower left) and dated '1853'

Oil on canvas

24 x 35½in. (61 x 90cm.)

£300-500



34



35

35.

**JOHN HENRY MOHRMANN (AMERICAN, 1857-1916)**

*The barque 'J. Schoentjes' Captain Ernst Ohle*

Signed and dated 'J.H. Mohrmann 1899 (lower right); inscribed to reverse 'Restauriert Jan 1955'

Oil on canvas

23 x 39in. (58.5 x 99cm.)

£400-600



36

36.  
**JAMES WEBB (BRITISH, C.1825-1895)**  
*Shipping off Bamburgh Castle*  
 Signed 'James Webb' (lower right)  
 Oil on panel  
 9½ x 14¼in. (24 x 36cm.)  
 £800-1200



37

37.  
**ENGLISH SCHOOL, CIRCA 1860**  
*The Hamburg barque 'Pil' off the Eddystone lighthouse*  
 Oil on canvas  
 19½ x 23½in. (49.5 x 60cm.)  
 £300-500



38

38.  
**J\* BRETT (ENGLISH, 19TH CENTURY)**  
*Hauling in the nets*  
 Signed 'J. Brett' (lower right)  
 Oil on board  
 8 x 11¼in. (20 x 28.5cm.)  
 £200-400





39

40.

**ENGLISH SCHOOL, CIRCA 1890**

*The Russian cargo ship S.S. 'Olga' — Riga, Captain D. C. Bengson*

Inscribed as per title (lower middle)

Oil on canvas

23 x 35in. (58 x 89cm.)

£300-500

Built by Short Bros as the *Bellini* in 1880 for Jennesen Taylor of Sunderland, she registered 1730 tons and was 269ft in length; Sold in 1893 to Russian owners (Helmsing & Grimm) when re-named *Olga*, she was registered in Riga but was blown up by *U-45* 120 miles off Vardo between Newcastle-Kola in coal on 28th April 1917.



41

42.

**MARIE-EDOUARD ADAM (FRENCH, 1847-1929)**

*The cargoship 'Worms', Captain Otto Hassold 1910*

Signed indistinctly 'Ed. Adam' (lower right)

Oil on canvas

23 x 35½in. (58.5 x 90cm.)

£200-400

Built and launched by Swan, Hunter & W. Richardson in 1907, the *Worms* was a 4428 ton general cargo ship owned by the Deutsch-Australische Dampfs Ges as part of their burgeoning fleet - by 1914 the Company owned 51 vessels. This *Worms* replaced one of 1905 which was wrecked in 1907 near Craster. Renamed *Sha* in 1916 and *Harburg* in 1920, she was broken up in Hamburg, 1933.

39.

**HERMANN MEVIUS (GERMAN, 1820-1864)**

*A paddle packet and a hoy off Amsterdam*

Signed and dated 'H. Mevius 1839' (lower right)

Oil on canvas

15¼ x 23in. (39 x 59cm.)

£400-600



40

41.

**JOHN HENRY MOHRMANN (AMERICAN, 1857-1916)**

*S.S. 'Emma' hove to off Antwerp with pilot cutter No.3 approaching*

Signed 'J.H. Mohrmann Antwerp' (lower right)

Oil on canvas

19 x 29in. (48 x 73.5cm.)

£300-500

Built in 1890 by J. Blumber of North Dock for the London-based Trinidad S.S. Co. and named the S.S. *Trinidad*, she registered 1281 tons; sold in 1900 to the Hamburg firm of Oscar Ott, Amsinck & Hell and renamed *Emma*, she is seen in this picture flying their distinctive House flag; Sold and renamed (1911 *Huldra*; 1927 *Lia*) she was broken up in Latvia in 1934.



42



43

43.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Bound east; Up channel with wind and steam*

Each signed 'WM Birchall' (lower corners), inscribed with titles, the first with artist's note pasted to reverse inscribed 'P. and O. liner "M" class'; the latter dated 1925

Watercolour heightened with white

9½ x 13½in. (24 x 34.2cm.); 9¾ x 14¼in. (24.7 x 34.3cm.)

(2)

£400-600



44 (part)

44.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Black & White*

Each signed 'WM Birchall' (lower left), inscribed with titles and dated 1917

Watercolour heightened with white

5 x 8½in. (12.7 x 21.5cm.)

(2, A Pair); **together with** *A cargo carrier*, Signed 'WM Birchall 1926' (lower right), Watercolour heightened with white — 5 x 7in. (12.5 x 17.8cm.)

(3)

£300-500



45

45.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Bound for the Argentine*

Signed 'WM Birchall' (lower left), inscribed with title and dated 1922

Watercolour heightened with white

13½ x 20¼in. (34 x 51.5cm.)

£400-600



46 (part)



47

46.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Dublin - Holyhead, the North Western mail boat; The Windjammer*

Watercolour

Signed 'W.M. Birchall' 1921; 1922, and inscribed with title (lower left)

9½ x 30½in. (24 x 34cm.)

(2)

£250-350

47.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Passing the Needles*

Signed 'WM Birchall' (lower left), inscribed with title and dated 1920

Watercolour heightened with white

9½ x 13½in. (24 x 34cm.)

£200-300



48. ♂

**ARTHUR BURGESS (BRITISH, 1879-1957)**

*The 'Jacob Ruppert' unloading  
Richard Byrd's second Antarctic  
Expedition, 1933*

Signed 'Arthur Burgess' with  
monogram (lower right)

Watercolour and pencil

15 x 22¼in. (38 x 56.5cm.)

£400-600

**Provenance:** Christie's South  
Kensington: Maritime Sale, 15  
October 1992, lot 385

**Literature:** Bryan, R: *Ordeal by  
Ice, Ships of the Antarctic*,  
Seaforth 2011, p.367.



48

**Richard Byrd (1888-1957)** was one of America's most experienced Antarctic and Polar explorers and made (disputed) claims to have been the first man to have flown over both poles. The United States Shipping Board loaned the 'three islands' steel lumber freighter *Pacific Fir* for a nominal \$1 and it was renamed the *Jacob Ruppert* after a supporter, and she steamed in company with a converted wooden whaler *Bear* which was also an icebreaker. Crewed by ninety-five men hot-bunking between thirty bunks, they reached pack ice on 20th December 1933 which presented a serious problem for her unprotected 2cm steel plates. After many detours the *Jacob Ruppert* finally moored beside the bay ice three miles from Little America but was separated from it by massive pressure ridges and unloading the 400 tons of stores on unstable ice and in high winds was a nightmare, but completed and the *Jacob Ruppert* departed. In 1941 she was renamed *Cocle*, but was torpedoed by *U-94* on 12 May 1942 in passage between the Tyne and New York with general cargo.



49. ♂

**ARTHUR BURGESS (BRITISH, 1879-1957)**

*A moonlit rescue*

Signed 'Arthur Burgess' with monogram (lower  
right)

Watercolour and pencil

14 x 20¼in. (35.5 x 51.5cm.)

**Provenance:** Christie's South Kensington:  
Maritime Sale, 15 October 1992, lot 387

£200-300

49



50

50.

**ARTHUR BRISCOE (BRITISH, 1873-1943)**

*The Royal Yacht 'Britannia' racing off Cowes*

Watercolour

Signed 'A. Briscoe .33' (lower right)

6½ x 9½in. (16.5 x 24cm.)

**Provenance:** With the Tryon Galleries, London

£300-500

51.

**CONTINENTAL SCHOOL, CIRCA 1880**

*Yacht off a harbour entrance*

Oil on canvas

15½ x 25½in. (38 x 65cm.)

£200-300



51



52 (part)

52. ♂

**GUY L'HOSTIS (FRENCH, 1945-)**

*The 'Xamura 40' Passing the Needles*

Watercolour

Signed 'G L'Hostis' (lower left)

15½ x 22in. (39.5 x 56cm.) **together with** an Ackermann & Co. print of the yacht *America* after Oswald Brierly; A print of the motor cruiser *Paraíso* numbered 1/350 signed 'Harry Crow'; and a certificate from Monaco.

(4)

£150-250

53. ♂

**J\*\* L\*\* REED (BRITISH, 20TH CENTURY)**

*Cruising Yacht off the South Coast*

Signed 'J.L. Reed' (lower right)

Oil on canvas

23¾ x 35½in. (60 x 90cm.)

£400-600



53



54

54.

**CHARLES HARVEY (ENGLISH, 1832-)**

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

Watercolour

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

9 x 13½in. (23 x 34.5cm.)

£400-600

55. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*Study of the barque 'Oder' in company with a schooner of the New York Yacht Club*

Signed 'Roger Chapelet' and inscribed 'Oder' (lower left)

Oil on canvas

19½ x 25¼in. (49.5 x 64cm.)

£400-600



55



# Naval



*Lot 97 (detail)*

58.

**DUTCH SCHOOL, 17TH CENTURY**

*An Anglo-Dutch Naval Engagement*

Bears initials 'HDV'

Oil on oval panel

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

£400-600



58



59

59.

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

*Man 'o war in a storm*

Oil on panel

7½ x 10in. (19 x 25cm.)

£200-400

60.

**BARON THEODORE GUDIN (FRENCH, 1802-1880)**

*A squadron of the French fleet exercising off Toulon, circa 1660*

Signed and dated 'T. Gudin 1860' (lower left)

Oil on canvas

14 x 22in. (35.5 x 56cm.)

£400-600



60



61

61.

**CIRCLE OF PETER MONAMY (BRITISH, 1681-1749)**

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

Oil on canvas

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

£3000-5000



62 (part)

62.

**HYPPOLITE GARNERAY (FRENCH, 1787-1858)**

*Harbour scene with a man 'o war*

Signed 'Hyp. Garneray' (lower right)

Sepia wash

16¼ x 8½in. (16 x 21.5cm.); **together with** another two pencil studies of fishing boats by Themistokles von Eckenbrecher

(3)

£200-300



63

63.

**AFTER NICHOLAS POCOCK (BRITISH, 1740-1821)**

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

Watercolour

15½ x 23in. (39.5 x 58.5cm.)

**Provenance:** With the Parker Gallery, London.

£300-500





64

64.

**JOSEPH-ANGE ANTOINE ROUX (FRENCH, 1765-1835)**

*Study of the 44-gun frigate 'Muiron'; study of a 74-gun frigate*

Watercolour

Each 14 x 20in. (35.5 x 50cm.)

(2)

£1000-1500

The *Muiron* was captured on the stocks of the Venice dockyard during the first French occupation of 1797 and had the distinction of bringing Napoleon back from Egypt in 1799. He later decreed that she be preserved and a commemorative inscription was applied in gold to her stern to record this, however this didn't stop her being used as a transport to Santo Domingo in 1802 or being damaged in a collision with the *Pomone* in 1807. Repaired at Toulon, she became a headquarters hulk until 1811, then was sold and eventually broken up in 1850.



65

65.

**J. BURROWS (ENGLISH SCHOOL, 19TH CENTURY)**

*An Anglo-French frigate action*

Signed 'J Burrows' (lower right)

Oil on board

18 x 21½in. (46 x 55cm.)

£200-300



66

66.

**JOSEPH-ANGE ANTOINE ROUX (FRENCH, 1765-1835)**

*The corvette 'La Coquille'*

Signed 'Ant. Roux Pinxit 1825 Portier Del' and inscribed 'La corvette La Coquille, Commandee Par Mr Duperrey, Lieut. de V pendant son voyage tour de monde en 1822.23, 24 et 25'

Watercolour heightened with white

15 x 18½in. (38 x 46.5cm.)

£500-800



67

67.

**JOHN RAPHAEL SMITH (BRITISH 1752-1812)**

*Captain William Hotham, circa 1806*

*Inscribed on verso Painted in April 1806 at Bath by J. R. Smith of 33 Monmouth Street, London*

Pastel

18¼ x 14¼in. (46.5 x 36.5cm.)

£1000-1500



68

68.

**JOHN BULL (ENGLISH SCHOOL, 18TH-19TH CENTURY)**

*A press gang by the Old Ship Inn, Love Lane*

*Inscribed on lower edge of tavern sign 'John Bull'*

Oil on canvas

9½ x 17½in. (24 x 44.5cm.)

£400-600

It has been suggested that the location may be Pinner, Greater London, still a village in 1800.



69

69.

**ATTRIBUTED TO ALEXANDER CARSE (SCOTTISH, 1770-1843)**

*The King's shilling*

Oil on canvas

16½ x 25½in. (42 x 65cm.)

£1500-2500



70

70.

**ATTRIBUTED TO ALEXANDER CARSE (SCOTTISH, 1770-1843)**

*A Jack Tar in a tavern brawl*

Oil on panel

12¾ x 16¾in. (32.5 x 42.5cm.)

£500-800





71

71.

**FOLLOWER OF EDWARD WILLIAM COOKE (BRITISH, 1811-1880)**

*Flagship of a Vice Admiral of the Blue with fishing boats in the foreground, circa 1840*

Oil on canvas

11½ x 15½in. (29 x 39cm.)

£400-600



72

72.

**CARL LUDWIG BILLE (GERMAN 1815-1898)**

*A frigate of the U.S. Navy hove to off the Danish coast*

Signed and dated 'C. Bille 1859' (lower right)

Oil on canvas

24 x 36½in. (61 x 92.5cm.)

£800-1200



73

73.

**SIGNALS: MOROGUES, VICOMTE DE, 'TACTIQUE NAVALE, OU TRAITÉ DES ÉVOLUTIONS ET DES SIGNAUX'**

2 parts in one vol., title in red and black with engraved vignette, 49 engraved plates by Dheulland, half-title, with the final errata leaf, contemporary mottled calf, gilt spine with red morocco label, head and foot of spine chipped, short splits at head and foot of spine, 4to, Paris, Guerin and Delatour, 1762

£500-800

74.

**FLAGS: [LE GRAS, A. 'PAVILLONS, GUIDONS, FLAMMES, ETC, DE TOUTES LES PUISSANCES MARITIMES DU MONDE']**

65 chromolithographed plates, no plate 50 (not called for in the list of plates), no title, contemporary sheep backed boards, spine rather worn, 4to, [Paris, c1860]

An attractive depiction of the flags, pennants etc. of almost all parts of the world including several small states in the Pacific. Le Gras states in his *Avertissement* that it has been impossible to find the flags for some states and therefore has left them blank. He asks his readers to furnish him with illustrations not in this book *à nous permettre de compléter le travail de manière à le rendre par la suite d'une exactitude irréprochable.* £400-600

75.

**OZANNE, NICOLAS MARIE, 'MARINE MILITAIRE, OU RECUEIL DES DIFFÉRENTS VAISSEAUX QUI SERVENT À LA GUERRE'**

engraved title, dedication leaf, two leaves of *avertissement* and 46 plates, the last folding, some margins, a little browned, 20th century mottled half sheep, spine a little rubbed, 8vo, Paris, chez l'auteur, [c.1760]

£500-800

76.

**FOUR FLAG RELATED PUBLICATIONS**

comprising *Lloyd's Book of House Flags & Funnels*, Lloyds 1912; *Talbot-Booth House Flags & Funnels of British & Foreign Shipping Companies*, Samson Lowe, circa 1935; and two foldout flag charts issued by the Merchant Marine; published by *The Journal of Commerce and Shipping Telegraph*, Liverpool

(4)

£400-600

77.

**PAASCH, CAPTAIN H., VON 'KIEL ZUM FLAGGENKNOPF, ILLUSTRIRTES MARINEWÖRTERBUCH'**

in English, Französisch-Deutsch, engraved portrait (*rather foxed*) and 103 plates, original pictorial cloth gilt, Antwerp, 1894

£80-120

78.

**LEDIARD, THOMAS, 'HISTOIRE NAVALE D'ANGLETERRE, DEPUIS LA CONQUÊTE DES NORMANDS EN 1066, JUSQU'À LA FIN DE L'ANNÉE 1734'**

3 vol., titles printed in red and black, engraved frontispiece in vol. I, 3 vignettes, half-titles, a few modern cuttings pasted in, contemporary speckled calf, gilt spines with brown labels, red edges, spines rubbed, 4to, *Lyon Frères Duplain*, 1751

(3)

£250-350

79.

**CHATTERTON, E. KEBLE, 'OLD SHIP PRINTS'**

numerous plates, a few in colour, original buckram, damage to head of spine, 4to, London and New York, 1927; *together with* another

(2)

£60-80

80.

**ROSKILL, CAPTAIN S.W., 'THE WAR AT SEA, 1939-1945'**

3 vol. in 4, numerous folding maps and plans, plates, original cloth, dust-jackets, 8vo, London, HMSO, 1945-61

(4)

'It is believed that never before has contemporary military history been written with the opportunity of constantly looking over the enemy's shoulder'.

£80-120

81.

**LYBECK, OTTO, ED AND OTHERS, 'SVENKA FLOTTAMIS HISTORIA'**

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

(3)

£200-300

82.

**MORISON, SAMUEL L., 'HISTORY OF UNITED STATES NAVAL OPERATIONS'**

15vol. (including Supplement and General Index), numerous portraits and plates, original blue cloth, Boston 1975-62

(15)

£120-180



83

83.

# **DUFF, ROBERT, REAR ADMIRAL OF THE RED, A PROMOTION**

'appointed Commander in chief of His Majesty's ships and vessels employed and to be employed in the Mediterranean' signed by Sandwich, Spencer and H. Palliser and 'By command of their lordships' Ch. Humphry, document on vellum, 2 labels at the left-hand side, one blindstamped of the Admiralty, the other blue and with royal arms and 1 shilling and VI pence, 16 September 1777, mounted, framed and glazed - 11 3/8 x 12 5/8in. (29 x 32cm.)

£100-150

Duff's long naval career lasted between 1739 and 1780. He died in 1787.



84 (part)

84.

# **H.M.S. EAGLE, A PLAN OF THE HOLD OF HIS MAJESTY'S SHIP EAGLE, CHARLES ROWLEY ESQUIRE CAPTAIN, 1805**

3 full pages pen and wash drawings, oblong folio, [1805]; **together with** a volume containing 34 bills of lading in English, Italian, French and Spanish, two referring to the sherry trade, 7 November-4 February 1870; and another document

(a lot)

£150-250

**Captain Charles Rowley 1770-1845**, rose rapidly through the ranks becoming Admiral of the White in 1841 and was knighted by the Austrians in 1840. The *Eagle* was a 74 built by Thomas Pitcher of Northfleet which, during the tenure of Rowley (1805-13) enjoyed considerable success. Joining Sir Sidney Smith's squadron off Naples she captured *La Corcyre* (40); engaged in two boat attacks at Goro (7 taken, others burnt); a landing party from her destroyed the battery at Farasina; then assigned to Freemantle's squadron at Fiume, she captured (with *Bacchante*) a convoy. Serving until the mid-century, she ended first as a training ship, then guard ship, and lastly renamed *Eaglet* as an RNR drill ship when she caught fire in 1926 and was broken the next year.



85 (detail)

85.

# **COPY LETTER BOOK OF H.C.S. NEPTUNE**

a West Indiaman bought and adapted for the use of the East India Company, 47 and 33pp., 1811-12, folio, P.1, delivering a box to the President at Canton; P.4, letter respecting opium; P.5, an order of no clocks or pieces of mechanism exceeding £100 be exported to China; P.6, water not to be taken on Penang as it causes dysentery; P.6, about the risk of sending a boat on shore at Macau; P.8, ordering to receive on board Mrs Anne Torin on her journey to her husband in Bombay accompanied by her black servant Clara Theresa and also Miss Julia Brown; P.13, concerning a charter-party of passengers on board for China; P.23, prices for hemp lines and twine; P.35 and P.46, instructions for putting convicts on shore at Penang; P.45, receipt for packets at Prince of Wales's Island [Penang]; P.47, prohibiting the lading of syce silver in China or officers going ashore; reverse ms. P.6, describing a present to the King of Johanna [Anjouan] and the kindness of that kingdom's inhabitants; P.32, describing the arrival of the fleet at China; and numerous other letters, mostly to the Neptune describing cargo (and its faults), convicts, stores, tin plates and many other subjects

£300-500

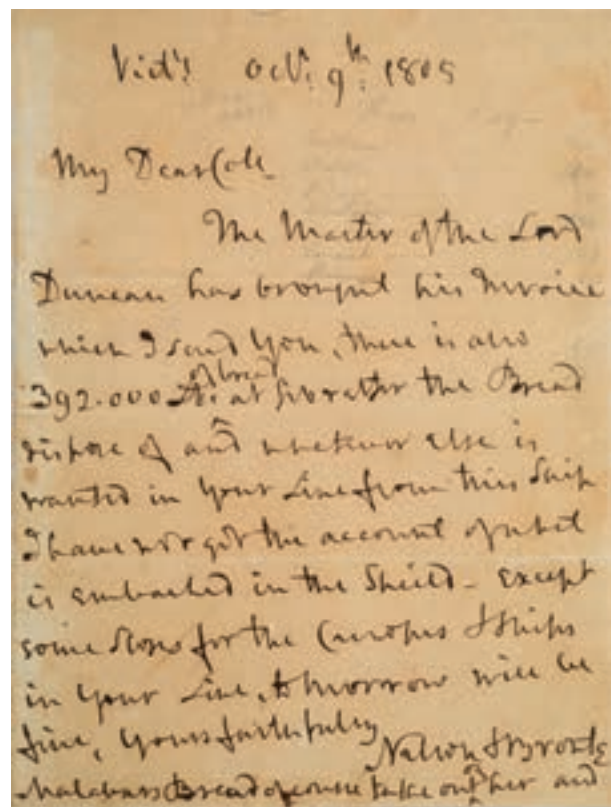


86.

**A MANUSCRIPT LETTER FROM LORD NELSON TO ADMIRAL COLLINGWOOD, OCTOBER 9TH, 1805**

single sheet written aboard the *Victory* in his own hand throughout and addressed to *My dear Coll* -... regarding the removal of provisions and munitions from H.M.S. *Malabar* and signed off *yours faithfully Nelson & Bronte* with a postscript to remove *Malabars bread* of course take out of her and the other good things ... — 9½ x 7¼in. (24 x 18.5cm.)

£2000-3000



86



87

87.

**NELSON'S FUNERAL, 9TH JANUARY 1806**

a ticket for the funeral procession "from the Admiralty to St Paul's Cathedral", unissued, but with pencil inscription for *Wm Smedley*, copper engraved and printed on stiff card — 5¾ x 6¾in. (14.5 x 17cm.)

£400-600

88.

**CLARKE, JAMES STANIER & JOHN M'ARTHUR, 'THE LIFE OF ADMIRAL LORD NELSON'**

2 vol. engraved portrait, frontispiece and 11 plates, 3 plans and 5 vignettes, some offsetting and water-staining, contemporary blue half roan, a little rubbed, marbled edges, bookplate of Sir A. Berkeley Milne, 4to, London 1809

(2)

£500-700



88



89

89.

**NICOLAS, SIR NICHOLAS HARRIS, ED., 'THE DISPATCHES AND LETTERS OF LORD VISCOUNT NELSON'**

7 vol. engraved portrait, folding engraved map, folding lithographed map, a lithographed plan and 3 folding facsimiles, portrait foxed and offset on to the title, contemporary polished calf by W. Nutt, gilt spines with red and black labels, double gilt border round sides, marbled edges, vol. VII lacks front cover, a few spines very lightly rubbed, 8vo, London, 1844-46; **together with** another (8)

£300-500

90.

**CLARKE, JAMES STANIER & JOHN M'ARTHUR, 'THE LIFE AND SERVICES OF HORATIO VISCOUNT NELSON'**

3 vol., additional engraved titles, 21 portraits, folding engraved map and 13 plates, a little light foxing, later 19th century half cloth, gilt spines, black labels gilt, a few very slight signs of wear, armorial bookplate of Robert Gregson Gorton, bookseller's label, 8vo, London c1850

(3)

£200-300



92 (part)

91.

**A 19TH CENTURY BAXTER PRINT OF LORD NELSON AFTER ABBOTT**

mounted within a verre eglomise frame — 8 x 16¼in. (20 x 16cm.); **together with** a gilt brass profile of Nelson framed within an oak leaf and acorn border in circular ebonised frame — 7in (18cm.) diam; two framed book plates of Lord Hood and a modern print of a frigate action

(5)

£200-400

92.

**AFTER EDOARDO MARTINO (ITALIAN, 1838-1912)**

*The Battle of Trafalgar, a set of four etchings*

All signed in pencil (lower right)

Etching

Plate 30¾ x 19¼in. (78 x 50cm.)

(4)

£200-400



93

93.

**A TÉMÉRAIRE TREEN TABLE SNUFF BOX, CIRCA 1838**

turned from *Téméraire* oak with plain sides, the lid with period label issued by *C. Thorn, Cabinet maker ... Well's Road* — 3½in. (7cm.) diameter

£200-400



94 (detail)

94.

**FOUR 19TH CENTURY ADMIRALTY-PATTERN BOARDING PIKES**

plain oak shafts with steel tip with broad arrow mark and ferrule to end, one with indistinct maker's mark to shaft (*rust spotting overall*), each approximately — 94in. (239cm.) long

(4)

£400-600



95

95.

**A LARGE SCALE WOOD AND BRASS MODEL FOR A 9LB NAVAL GUN OF 1800**

possibly made by a naval engineering cadet, circa 1950, with the 25in. five stage tapering barrel with trunnion and cascabel, loosely mounted on stepped wooden naval type truck with metal tyred wooden wheels and elevation blocks — 10 x 26in. (25.5 x 66cm.)

£500-800



96

96.

**A CROSS-SECTION DIORAMA OF A H.M.S. VICTORY'S UPPER GUN DECK, 20TH CENTURY**

planked and pinned with ebonised wales and open ports, the deck showing two brass guns with their crews busily preparing to fire with accoutrements and ship's fittings including hanging casks, gratings, mess table and pillar supporting the top deck with Nelson and Hardy conversing and marines drilling, suspended hammocks, on a rope trimmed wooden display base with perspex cover — 8½ x 12 x 11in. (21.5 x 30.5 x 28cm.)

£300-500





97

97.

**A PAIR OF CARVED ALLIGATORS FROM H.M.S. *ALLIGATOR* (1821), POSSIBLY FROM THE STERN OR TAFF RAIL**

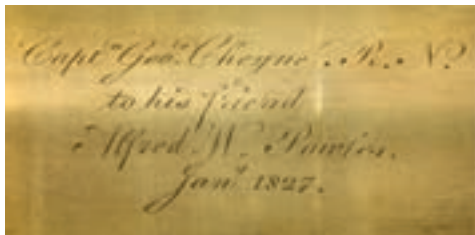
carved in teak, each with curled tail and raised grinning head bearing teeth and resting on a slotted base, each — 39in. (99cm.) long  
(2, A pair)

£2000-4000

*Alligator* was a 28-gun 'Atholl' Class corvette. Fourteen were ordered and built, as usual, by various yards, but three - *Alligator*, *Termagant* and *Samarang* were built of teak by the East India Company under contract to the Royal Navy at their Cochin yard. *Alligator* was launched in March 1821 and arrived in Woolwich that October. After spells in the East Indies and Mediterranean, she was commissioned under Captain George Lambert for another stint in the East Indies and in March 1834 was present at the first hoisting of New Zealand's national flag firing the 21-gun salute. Latterly serving as a depot and troop ship, she was hulked in Hong Kong in 1846 to serve as a seamen's hospital until sold for breaking in 1865.



98



98 (detail)

98.

**A PRESENTATION TELESCOPE BY DOLLOND, CIRCA 1827**

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

£400-600

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



99

99.

**A MARQUETRY PICTURE OF H.M.S. *MINOTAUR*, CIRCA 1870**

depicted in profile as flagship of the Channel Squadron steaming off a fortified headland, inscribed in pen and framed — 15½ x 23½in. (39.5 x 59.5cm.) overall

£300-500

H.M.S. *Minotaur* was the first of an extraordinary trio of ironclads, the longest single-screw warships ever built and the only British battleships ever to carry five masts. Built at the Thames Iron Works and launched in December 1863, *Minotaur* was finally commissioned in April 1867 as flagship to the Channel Fleet, a position she held for eighteen years. Displacing 10,690 tons and measuring 400 x 59½ feet, she was undeniably impressive and could make 14½ knots under steam. Eventually placed in reserve in 1887 when she became obsolete, she was made a training ship first at Portland (1893-1905) and then Harwich (1905-1922), after which she was sold for scrapping.



100 (detail)



100

100.

**THE LAUNCHING CASKET FOR H.M. TORPEDO GUNBOAT  
HUSSAR, DEVONPORT DOCKYARD, JULY 3RD, 1894**

carved with decorative roundels, the lid inscribed *H.M.S. Hussar* and lined with glazed watercolour of the ship with her specifications, designer, builders and launching dedication to *Miss Osborn*, the plush-lined base with fitted supports for carved ceremonial mallet and chisel - 7 1/4 x 13 3/4 x 9 1/4 in. (18.5 x 35 x 24.7cm.); **together with** a manuscript list of Devonport launch dates between 10.3.1887-18.10.1899 and the lady invited to launch vessels; and a photocopy of the *Military Record* describing *Hussar* and her launch.

(3)

£600-800

One of five 'Dryad' class torpedo gunboats, they were essentially enlarged 'Alarm' class vessels and retained the same slightly eccentric profile with wide-apart funnels and raised forecastles. Displacing 1070 tons, they measured 250 x 30 1/2 ft and were manned by 120 officers and crew. Armed with five 18 in. torpedo tubes, a quick firing gun, one 6 pdr and two 12 pdrs, she could steam at a slightly stately 19 1/4 kts at a time Thornycroft was already producing thirty-knotters. Serving as part of the International Squadron at Malta until 1905, in 1898 she embarked the final Ottoman forces in Crete after the Christian uprising of 1897-8, removing them to Salonica. In 1907 she had her armament removed and she served as a yacht and dispatch vessel for the Royal Navy's Commander-in-Chief, Mediterranean. In 1914 she was converted to a minesweeper and served at Gallipoli. She was broken up at Malta in 1921.



101

101.

**RAFAEL MONLEÓN Y TORRES (SPANISH, 1843-1900)**

*The Spanish protected cruiser 'Reina Regente' off Dover*

Signed and dated 'Rafael Monleon 1886' (lower right) and inscribed 'Dover Bay' (lower left)

Oil on canvas, now removed from stretcher and rolled

20 x 39 in. (51 x 99 cm.) (painted area)

£150-250

Built by J.G. Thomson & Co. in 1887, *Reina Regente* was the nameship of a Class of three, the other two (*Alfonso XIII* and *Lepanto*) being built in European yards up to five years later. Displacing 4,725 tons, she could achieve 18 1/2 knots, required 400 crew to man her and was armed with four 7.9 in. guns, six 4.7 in. guns, six 6-pdr quick-firing machine guns, six Nordenfelt machine guns and five torpedo tubes. In 1895 she disappeared with all hands in a storm, probably in the Gulf of Cadiz, and the wreck has yet to be found.

**Provenance:** J. G. Thomson & Co, Shipbuilding, Glasgow, given to David Moor, Naval Architect, on yard's closure.

102.

### LOG BOOK

Log of H.M.S. *Bellerophon* kept by R.K. Arbuthnot, 118ff, 49 pen and ink drawings, some hand-coloured and including 3 lithographs, calligraphic title in black and gold and with a staff of three flags, later roan, a little rubbed, 1880-81

Contains in addition to *Bellerophon*, 22 plans of the Caribbean and Bermuda by H.M.S. *Northampton*, *Blanche* and *Orontes*.

£400-600

103.

### AN IMPERIAL RUSSIAN NAVAL FUSE CONTAINER

constructed in brass and shaped with belt loops behind, hinged lid, stamped on the reverse with '1844' and Cyrillic script — 9in. (23cm.) wide

£150-250

104.

### LOG OF H.M.S. *MINOTAUR* COMMANDED BY LORD W.T. KERR, FLAG-SHIP OF REAR ADMIRAL F. SEYMOUR

2 calligraphic titles within lithographed border, 79 ff., 6 pen and 2 parts, ink plans and maps, 2 folding, and 6 illustrations, 2 folding, including a large folding and coloured illustrations of the Minotaur and other ships of the Channel Squadron, 1875-76, stopping at Portsmouth, Vigo, Lisbon, Gibraltar, Madeira and Lagos (Algarve); **together with** a log of H.M.S. *Express* commanded by Lieut Hon. A.C. Littleton (one entry) and H.M.S. *Tamar* commanded by Captain W.A. Liddell, 14ff., calligraphic title within a lithographed border, 1877, stopping at Gibraltar, Malta, Port Said, Aden, Trincomalee and Hong Kong; **log of** H.M.S. *Charybdis* commanded by Captain Charles F. Hotham, 137 ff., calligraphic title, 8 pen and ink plans and maps, 5 folding and one large and folding, 2 pen and ink drawings, 1877-79, stopping at Singapore, Manila, Balabac, Ambong, Labuan, Dinding, Penang, Shanghai, **Nagasaki, Kobe, Yokohama, Simonoseki**, Chinkiang; **log of** H.M.S. *Juno* commanded by Captain James A. Poland, 44ff., calligraphic title within a lithographic border, 3 maps, one coloured, 1879, stopping at Hong Kong, Singapore, Port Natal, Simon's Bay, Ascension Island, St Helena, Spithead; together with four logs in one volume, all kept by Richard H. Peirse

£400-600



105

105.

### EDOARDO DE MARTINO (ITALIAN, 1838-1912)

*The Royal Yachts 'Victoria & Albert III' and 'Alexandra' with King Edward VII and Queen Alexandra aboard, passing a Solent fort in passage to meet the Tsar at Revel, June 1908*

Oil on canvas

Signed 'E. De Martino' (lower right)

12 x 19in. (30.5 x 48.5cm.)

£2500-3500

The R.Y. *Alexandra* (about a third smaller than the *Victoria & Albert*) entered service in May 1908 and was used almost immediately for the King's visit to Russia, departing Portsmouth on the 5th June. This was the first time a British monarch had visited Russia and the vast suite accompanying the King needed the additional yacht to accommodate it all. Such an important meeting required pictures to record the event and this must have been one of De Martino's last commissions before suffering a stroke in 1909. The meeting at Revel (modern Tallinn) was considered a great success and Nicholas paid a more discreet visit to Royal Cowes the next year. It seems highly likely this is a preparatory oil sketch for a larger work that, if completed, has yet to be located.





106 (part)

106.

**HERBERT C. AHIER (19/20TH CENTURY)**

*R.Y. 'Alberta' with the King aboard reviewing Dreadnoughts with escorting torpedo boats; An 18th Century Anglo-Spanish action*

Each signed and inscribed 'Herbert C. Ahier, Feby 1911' (lower left), inscribed to reverse 'The Gentlewoman Ltd' with printing instructions in mss.

Watercolour and gouache

12¾ x 19in. (32.5 x 48cm.)

(2)

£300-500



107

107. ♂

**FRANK WATSON WOOD (BRITISH, 1862-1953)**

*Training Ships at Gosport*

Signed 'Frank Wood 1912' (lower right); original gallery label for Harris & Sons, Plymouth no. 8224 and dated 23rd August 1912

Watercolour heightened with white

9 x 21½in. (23 x 55cm.)

£500-800



108 (part)

108.

**A NAVAL PHOTOGRAPH ALBUM**

including six photographs of the interior of the R.Y. *Victoria & Albert III*; **together with** an associated silver-plated cigarette box with the names and dates of 21 ships served on engraved on the sides

(2)

£150-250



109 (part)



109 (part)



109 (part)

109.

#### ANTARCTICA

a photograph album with 176 actual photographs mounted, various sizes, including eleven depicting the *Nimrod*, one with **Shackleton** in the foreground, the others of various subjects in England and New Zealand, contemporary buckram, pieces missing from front cover £1500-2500

The interesting and unpublished photographs of *Nimrod* show dignitaries aboard (3), being loaded in Lyttelton, New Zealand, one showing nine Shetland ponies aboard and another showing a large crate being manhandled by four men (4), *Nimrod* being towed (3) and another, 1907-1908.



110

110.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*With the Kaiser's fleet*  
 Signed 'WM Birchall, 1913' and inscribed as per title (lower left)  
 Watercolour heightened with white  
 9 x 19¼in. (23 x 49cm.)  
 £400-600



111

111.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*H.M.S. 'Mars'*  
 Signed 'WM Birchall' (lower left), inscribed with title and dated 1915  
 Watercolour heightened with white  
 8½ x 12½in. (21.5 x 32cm.)  
 £250-350



112 (part)

112.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*With Tyrwhitt's Scouts; The Watchdogs of Britain*  
 Each signed 'WM Birchall' (lower corners), inscribed with titles and dated 1919  
 Watercolour heightened with white  
 8½ x 12in. (21.5 x 30.5cm.); 8½ x 12in. (21.5 x 30.5cm.) respectively  
 (2)  
 £150-250



113

113.  
**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**  
*Britain's watchdogs*  
 Signed 'WM Birchall' (lower left), inscribed with title and dated 1914  
 Watercolour heightened with white  
 9¼ x 13½in. (23.5 x 34cm.)  
 £300-500





114

114.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*Dreadnoughts all; A fleet in being*

Each signed 'WM Birchall' (lower left), inscribed with titles, the first dated 1919

Watercolour heightened with white

7¼ x 12in. (19.5 x 30.5cm.); 10 x 16¼in. (25.5 x 41.2cm.)

(2)

£400-600



115

115.

**WILLIAM MINSHALL BIRCHALL (AMERICAN, 1884-1941)**

*"War & Commerce"- Mouth of the Thames; Between lights on the Medway*

Each signed 'WM Birchall' (lower corners), inscribed with titles, the latter dated 1919

Watercolour heightened with white

7¼ x 12in. (19.5 x 30.5cm.); 10 x 16¼in. (25.5 x 41.2cm.)

(2)

£300-500



116 (part)

116.

**AFTER WILLIAM LIONEL WYLLIE (BRITISH, 1851-1931)**

*Our Fathers: To the memory of the nameless killed and wounded, an illustrated poem by Captain Ronald A. Hopwood RN*

Etching, set in four numbered plates

Each signed W.L. Wyllie (lower left)

Pl. 12 x 8½in. ( 32 x 21.5cm.)

(4, mounted in two pairs)

£80-120



117 (part)

117.

**A SET OF COLOURED NAVAL HISTORY MAGIC LANTERN LECTURE SLIDES**

comprising 49 numbered and labelled or annotated 3¼in. square slides contained within four loose compartments within wooden box with address label inscribed *S.H. Benson Lantern Lectures Bureau, London (old wear)*, the box — 8½in. (21.5cm.) wide

£200-300



118 (part)

118.

**AN INTERESTING SIGNAL GROUP FROM THE GRAND FLEET, SCAPA FLOW, AND PERTAINING TO THE SURRENDER OF THE GERMAN HIGH SEAS FLEET, NOVEMBER, 1918**

mss carbons on official RN signal paper transmitted to Portsmouth between 12th-30th November with lengthy timed signals written in a clear hand for subjects including disarmament, surrender of the submarine fleet, treatment of British prisoners of war following the Armistice, etc., each numbered in Roman numerals top left and contained plastic files, each — 9½ x 8in. (24 x 20cm.)

£300-500



119 (part)

119.

**HOSKING, R.B. REAR ADMIRAL, PRIVATE LOG ON THE DUKE OF EDINBURGH, BRITANNIA AND VICTORY**

47 leaves, all but a few on card, calligraphic title, Hosking's watercolour and gilt arms as frontispiece, 31 watercolour drawings, many of a humorous nature, 147 actual photographs mounted, the photographs and drawings of varying sizes, original wrappers, 4to, 1 January 1909-25 September 1924

A lively account of Hosking's ships in peace and war and describing voyages to New York, Malta and Gibraltar.

£150-250



120

120.

**A 13½IN. TAMPION FROM THE BATTLESHIP H.M.S. *KING GEORGE V*, 1911**

with left-facing profile of the King, inscribed to outer edge  
*GEORGES V DG BRITT OMN REX F IND IMP*., with crinkle rim —  
 17in. (43cm.) diameter

£1000-1500

The first H.M.S. *King George V* was nameship to a class of four 25,420 ton 'Super Dreadnought' battleships of 1911, built at a cost of nearly £2 million each, the were armed with five pairs of 13½in. main guns, with 16 4in. secondary guns and 3 21in. torpedo tubes; Commissioned in November 1912 *King George V* was first assigned to the Home, then Grand Fleets. She served with Jellicoe at the Battle of Jutland and was broken in 1926 with a replacement launched in 1939 which, being part of the 'official' era of approved badges, used one of a different design to the 'unofficial' example offered in this lot.



121

121.

**THE SHIP'S BELL FROM H.M.S. *HURST*, 1916**

cast in brass with name inscribed in an arc to front, crown top with later threaded suspension loop added, clapper. Overall height — 14in. (36cm.)

£600-800

The success of chartered pleasure steamers as mine sweepers and submarine hunters inspired the Admiralty to design and build their own and *Hurst* was a 'Racecourse' Class paddle minesweeper built under the Emergency War Programme by Dunlop, Bremner & Co. Also known as the 'Ascot' Class, thirty-two were built, displacing some 810 tons and just under 246ft long, they were lightly armed with two 6pdrs with two 2pdr pom-poms and manned by a crew of fifty. Their speed of 14½knots was compromised as water choked in the paddle boxes, but the class performed well overall with most surviving the War to be either broken up in 1922 as *Hurst* was, or converted to pleasure / passenger use. *Ascot* however was torpedoed by U-67 on the 10th November 1918, just a day before peace was declared.



*A 'Racecourse' Class minesweeper*





122

122.

**A REGULATION ROYAL NAVY BICORN SET BY GIEVES, CIRCA 1930**

for the rank of Sub-Lieutenant, comprising bicorne, epaulettes and belt, contained in tôlewear case with maker's plate, top handle and inscribed *E.D. Symes, R.N.* — 18½in. (47cm.) diameter

£200-300



123

123.

**A REVERSIBLE SILVER COMMEMORATIVE BROOCH FOR H.M.S. VENERABLE (1899)**

with profile depiction of the vessel, the reverse with naval crown and banner title, marked for *W.M. & Co Birmingham 1910* — 1¾in. (4.5cm.) diameter

£80-120

*Venerable* was a 15,000 ton battleship built at Chatham and served as Flagship to Rear Admiral Mediterranean, then the Channel and Atlantic Fleets. From 1912 she was placed in reserve with the Second Home Fleet at the Nore. Initially serving with the Dover Patrol in the Great War, she was sent to replace the *Queen Elizabeth* in the Dardanelles Campaign. Refitted at Gibraltar, she was used as a depot ship from 1916 and sold in 1920.



124

124.

**THE BRIDGE BELL FROM THE 'ANCHUSA' CLASS CONVOY SLOOP AND PATROL FRIGATE H.M.S. PELARGONIUM, 1918**

cast in brass with black filled lettering and T-bar suspension, complete with clapper — 7 x 7in. (18 x 18cm.)

£400-600

Built by William Hamilton & Co. at their Glen Yard, *Pelargonium* displaced 1290 tons and, dazzle camouflaged, was delivered in May 1918 for the last few months of the War. Sold to the Clan Line in 1921 and renamed *Oaxaca*, by 1939 she was part of the Greek-owned John Toyias & Co. and called *Sofia*. She was bombed and sunk by German aircraft on 25th April, 1941, at San Giorgio during the invasion of Greece.



125

125.

**THE "NAVY" CLOCK, CIRCA 1916**

the carved former with white metal repoussé plate over depicting a British Tar holding a cutlass with bulldog beside him, pointing to a line of Dreadnoughts on the horizon, the clock movement inset in a gun emplacement, the lower edge with Reg Design No: 641728 [1914], contained within leather case with hinged doors, inset easel stand and plush fitted interior inscribed *THE "NAVY" CLOCK / British Made Throughout*, and card of issue dedicated to Jellicoe, the case — 10 x 6½in. (25.5 x 16.5cm.)

£600-800



126 (detail)

126.

**AN INTERESTING ALBUM OF PHOTOGRAPHS FOR THE DOVER/DUNKIRK COASTAL MOTOR BOAT DIVISION NO.7, 1914-18**

comprising 48 photographs mounted in later album with repeated captions in pencil under with assorted views of the boats moored, in line abreast at speed, returning from the Dunkirk Raid, from the air, close ups of shot damage, scenes of dockyard activity, etc.; **together with** two photo post-cards; a presentation silver cigarette case with London marks for 1918 from Thornycroft & Co. engraved to A.E.P. *Welman... as a reminder of mutual co-operation during the War Mar 1916 to Nov 1918 C.M.B. No.7 Dunkirk Advance base / Dover Dunkirk Base*, the front engraved with a depiction of a launch at speed; an associated wooden, probably toy, model of a fast boat; and a double-ended whistle

(4)

£600-800

127.

**AN HISTORICALLY INTERESTING AND RARE COLOMB-TYPE NAVAL SIGNAL LAMP, ADAPTED AND OWNED BY ADMIRAL SIR PERCY SCOTT, CIRCA 1900**

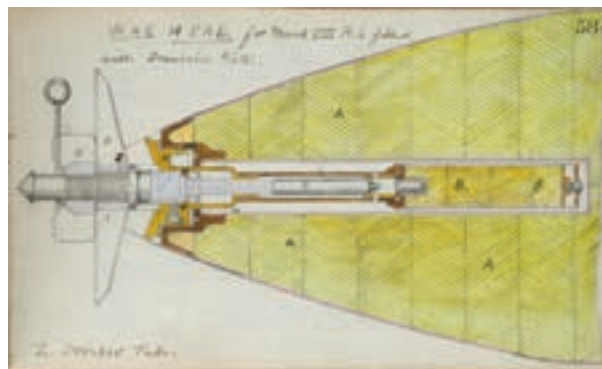
constructed in copper and brass with clear bulls eye lens etched *HARVIE GLASGOW 1900*, shutter handle and rigid wooden handle to top with inset lanyard pulley, the chimney stamped *Wm Harvie* and brass plaque to front reading *CAPT. PERCY SCOTT'S / HAND FLASHING LAMP / A. LÉGÉ & Co. / LONDON*, and to rear inscribed *SUSPEND LANTERN WHEN IN USE IF VESSEL IS ROLLING THROUGH AN ARC OF MORE THAN 20°*, internal sliding burner and reflector with reservoir, sliding back with glazed inspection panel and air slide (*lacking shutters*) — 25in. (64cm.) high

£400-600



127

**Admiral Sir Percy Scott (1853-1924)** is principally known as a gunnery pioneer whose career culminated with command of the naval gunnery school *Excellent*. He was also something of an engineer and problem solver turning his genius to whatever issue was presented - his improvised gun carriages are accredited with the salvation of Ladysmith during the Boer war. In 1899 a report by the Mediterranean fleet's flag lieutenant was critical of the old systems in place and advocated Scott's ideas. Scott had not only invented the 'Truck' signal lamp, but come up with a cheap conversion to the Colomb signal lamp which, despite being standard issue, had handles which burned hot, and a shutter with too great a length of travel. Few seem to have survived and the example offered here appears to have been Scott's own, now sadly lacking its shutters.



128 (detail)

128.

**A STUDENT ENGINEER'S ILLUSTRATED NOTEBOOK, CIRCA 1901**

kept by F.J. Blake (Grave) over 113 pages with numerous coloured illustrations for steam machinery and torpedoes, inspection stamps for 20th December 1901, bound quarter calf marbled boards with mss owner's label to front inscribed *F.J. Blake, R.N.R.* — 5¾ x 9¼in. (15 x 25cm.)

£300-500

**Frederick John Blake Grave (1866-1930)** was a White Star Line engineer and close friend of many engineers aboard the *Titanic*, including Joseph Bell, the Chief Engineer.



129

129.

**CHARLES ERNEST CUNDALL, RA, RWS (BRITISH, 1890-1971)**

*H.M.S. 'Cyclops', Portsmouth Harbour 1943*

Inscribed to reverse 'I confirm this to be the work of my husband Charles Cundall RA, RWS, Jacqueline Cundall'

Watercolour

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

£350-450



131

131.

**C.R.O. BENTTLEY (BRITISH, 20TH CENTURY)**

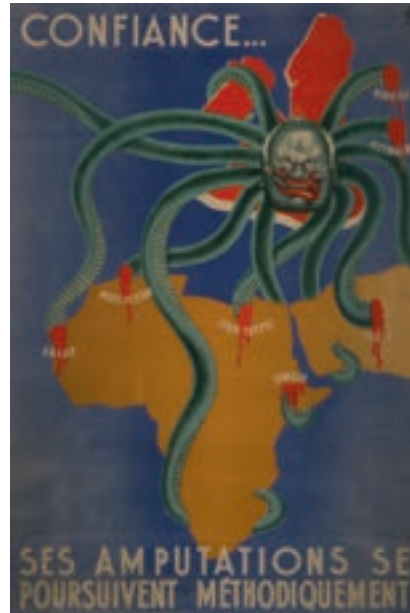
Caricature: *What we see from the Control Room*

Signed and dated 'C.R.O. Bentley / 1939' (lower right); framer's label to reverse dated 26 August 1939

Watercolour heightened with white

12 x 19½in. (30.5 x 49.5cm.)

£150-250



130

130.

**A RARE VICHY FRANCE PROPAGANDA POSTER, CIRCA 1942**

*Confiance ... ses Amputations se Poursuivent Méthodiquement*, showing a grotesque character of Churchill as an octopus with his 'tentacles' cut off indicating the locations of British defeat, with artist's monogram SPK top right — 45½ x 30½in. (116 x 77.5cm.)  
£500-700



132

132.

**AN HISTORICALLY INTERESTING DESK LIGHTER, PRESENTED TO SUB-LT FRANCIS DAWSON-PAUL, FLEET AIR ARM, 3RD SEPTEMBER, 1939**

plated metal in the form of a fighter pilot holding a propeller, the head hinged to reveal mechanism, attached to plinth base inscribed *Presented to F. Dawson-Paul on completion of 1000 hours Instruction from his first 19 "A Licence" Pupils, 3.9.1939* — 11in. (28cm.) high

£400-600

Born in 1916, Dawson-Paul initially served with the R.A.F. (1934-37); with War imminent, he joined the Royal Navy's Fleet Air Arm but was seconded back to the R.A.F. during the Battle of Britain, serving with No.64 Squadron at Kenley. Between the 1st and 25th July 1940 he was accredited with 7½ kills over the English Channel. He was shot down himself and taken prisoner by an E Boat dying of his wounds five days later, but not before he was recognised as the first Naval Air Ace of the Battle, and the highest scoring Naval Spitfire Ace of the War which remained unbeaten. It is an interesting coincidence that this lighter is dated for the day Britain declared War.





133 and 134

H.M.S. *Rodney* was the second of the two 'Nelson' class battleships ordered under the 1922 Building Programme, both of which were laid down on 28th December that year. Whilst the order for the nameship (H.M.S. *Nelson*) went to Armstrong's on the Tyne, that for *Rodney* went to Cammell Laird at Birkenhead and she was launched there on 17th December 1925. Displacing 33,950 tons (38,000 fully loaded), she measured 710 feet in length with a 106 foot beam and had impressive armour protection ranging up to 16in. in thickness. She and her sister were the only British battleships to mount 16in. guns and, in addition to nine of these grouped in threes on her main turrets, she also mounted 12-6in. guns, an array of anti-aircraft weapons and 2-24in. torpedo tubes submerged forward. Completed in August 1927 at a final cost of 7.6 million, she served first in the Atlantic Fleet (1928-32) and thereafter in the Home Fleet from 1932-41. In April 1940, whilst acting as flagship to Admiral Forbes, she suffered bomb damage during the operations off Norway but was soon repaired and back in service in time to take part in the hunt for the *Bismarck* in May 1941. Ordered to leave the convoy she was escorting and join the chase for the German raider, her engineers achieved speeds thought to be impossible given some earlier problems with both her engines and boilers, and it was *Rodney* which scored the first hit on *Bismarck* with her third salvo. After *Bismarck* had been sunk, *Rodney* then returned to convoy escort work until laid up for a major refit (December 1941 — May 1942) after which she was in action supporting the North African landings in November 1942. In June 1944 she participated in Operation Neptune, the naval contribution to the D-Day landings and later, on 12th August, she knocked out an unseen German battery on Alderney with a celebrated 16in. salvo fired over a hill. By the end of the War she had steamed 156,000 miles since her 1942 refit and was long overdue for another; post-War financial stringency dictated economy however and it was eventually decided to scrap her in February 1948.

133.

**A RARE 16IN. TAMPION FROM THE BATTLESHIP H.M.S. RODNEY, CIRCA 1927**

heavily cast in brass with central device surrounded by rope grommet border and suspension hooks behind — 19in. (48cm.) diameter  
£1500-2000.

134.

**A RARE 16IN. TAMPION FROM THE BATTLESHIP H.M.S. RODNEY, CIRCA 1927**

heavily cast in brass with central device surrounded by rope grommet border and suspension brackets behind — 19in. (48cm.) diameter  
£1500-2000



135

135.

**A COMPLETE SET OF EIGHT ADMIRALTY PATTERN GROG MEASURES**

stamped for GRVI and ERII, with maker's mark *PS* and appropriate vocabulary numbers to bases, the sizes ranging from half-gill to one gallon measures, largest — 7½in. (19cm.) high (including handle)

£400-600



136

136.

**THE SHIP'S BELL FOR THE AIRCRAFT CARRIER H.M.S. *POWERFUL*, 1945**

cast in bell metal and nickel-plated inscribed *H.M.S. Powerful 1945* to front in black-filled lettering, painted crown top with suspension plate and painted iron clapper of issue with knotwork lanyard — 13 x 13in. (33 x 33cm.)

£1000-1500

A 'Majestic' Class aircraft carrier of 20,000 tons, *Powerful* was laid down at Harland & Wolff in November 1943 and launched in February 1945. With the end of the War and the programme of austerity that followed, work was suspended from May 1946 and the ship mothballed at Belfast. In 1952 the Canadian Government, looking to replace their ageing carrier *Magnificent*, bought her for \$21 million and renamed her H.M.C.S. *Bonaventure* with whom she served until 1970.



137

137.

**A COMMEMORATIVE 'JOLLY ROGER' FROM H.M. SUBMARINE *TRIDENT*, CIRCA 1945**

the backed black cotton field with stitched white calico patches over one side recording fifteen kills; one sinking by gunfire; seven commando operations; and one airman rescued, the reverse with partial white patch inscribed in red cotton *H.M.S. Tri.*, and calico lanyard sleeve — 39 x 52in. (99 x 132cm.)

£800-1000

Although the name to the reverse now has only the first three letters surviving, there are only five submarines in the *Triton* class than begin thus, of these, three (*Triton*; *Triumph* and *Triad*) had been sunk by January 1942, leaving *Triumph* which had a relatively quiet war with no completed kills. By contrast *Trident* not only made many successful kills over the three areas of operation to which she was sent, but included is one sinking by gunfire of a Japanese landing craft on the 19th June 1945 which suggests this Jolly Roger records all of *Trident's* wartime activity. She was broken up in 1946.



138

138.

**A PAIR OF ADMIRALTY ISSUED 'POWER 10' BRIDGE BINOCULARS BY ROSS, CIRCA 1940**

the back-plates stamped with maker's marks, dated 1940 and inscribed *Power 10 Field 5* and numbered *118679* with later retailer's plaque for Charles Frank Ltd, Glasgow, tapering tubes with crackle finish and admiralty broad arrow marks in yellow, rotating filters to each tube — 13½in. (34cm.) high

£500-800



139

139.

**A RARE WWII ELECTRO-MECHANICAL TORPEDO TIMER BY ROBERT NORTH & SONS, BUSHEY, CIRCA 1940**

the 11in. black painted brass dial signed as per title and numbered *W-2575* with second hand and minute dial divided to 10th of a second, on bed plate with electrical contacts and winding and resetting knobs and melamine operating instructions inside lid, contained within a counter-numbered oak case 6½ x 16½ x 16½in. (16.5 x 42 x 42cm.)

£300-500



140

140.

**'FUEHRER CONFERENCES ON NAVAL AFFAIRS'**

for 1941 and 1944, typed Allied translations of captured intelligence comprising the minutes of meetings between Hitler and various commanders of the German forces, edited and with additional context notes issued by the Admiralty October 1947 bound with buff card covers with stencilled titles and taped spine — 12½ x 8in. (32 x 20cm.)

(2)

£250-350



141

141.

**A SMALL MODEL OF THE U-250 [1943]**

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

£150-250



# Whaling & Sailor Art



Lot 174

additional images online at [www.charlesmillerltd.com](http://www.charlesmillerltd.com)



145

145.

**J\*\*A\*\* COCH (GERMAN, 18TH CENTURY)**

*A Hamburg whaler 'D. Jonge Jacob' with the whaling fleet in the Arctic*

Signed 'J.A. Coch' and dated '1775'

Oil on canvas

20½ x 27in. (52 x 68.5cm.)

£5000-8000



146

146. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*'De Junge Gustave' whaling*

Signed and inscribed 'Roger Chapelet' with title (lower left)

Oil on canvas

19 x 25in. (48 x 63.5cm.)

£800-1200



147

147. ♂

**ROGER CHAPELET (FRENCH, 1903-1995)**

*The three-masted barque 'Flora' in the Arctic*

Signed and inscribed 'Roger Chapelet/Flora' (lower left)

Oil on canvas

19 x 25in. (48 x 63.5cm.)

£800-1200





148 (part)

148.

### THREE 19TH CENTURY SAILOR'S WOOLWORKS

comprising a near pair of Royal Navy frigates sailing in opposition, circa 1850 — 11 x 16in. (28 x 40.5cm.); **together with** a top-sail schooner circa 1900

(3)

£500-700

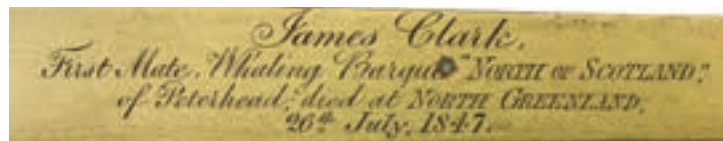
149. Ø

### AN HISTORICALLY INTERESTING 10½IN. RADIUS WHALING OCTANT, PROBABLY BY D.W. LAIRD, LEITH, CIRCA 1847

*unsigned*, the ivory scale divided to 100° and stamped 'WH' by 50°, brass index arm inscribed *James Clark / First Mate Whaling Barque "North of Scotland" / of Peterhead; died at NORTH GREENLAND, / 26th July, 1847.*, pinhole sights, three shades, mirrors and feet (*lacking some minor components*) — 13in. (33cm.) high

£800-1200

The *North of Scotland* was a 297 ton whaling barque built at Sunderland in 1845. After a modest season where 4 whales and 36 seals produced 53 tuns of oil, 1847 yielded 2 whales and 5635 seals, producing 80 tuns. It seems James Clark died *en route* from Iceland on the 26th July 1847 aged 46 and was buried in Scotland - his widow erecting a headstone. She was buried with him in 1909 aged 90 with their three sons and wives also joining them in due course. It seems likely this octant, which has little sign of use, was presented to the widow by the owners, at present it is unknown who the scale divider 'WH' is, and to date only one other (similar) example has been recorded and is held by the National Museum of Scotland in Edinburgh, ref. T.1980.182 the maker's label for David White Laird of Leith (w.1834-51).



149 (detail)



148 (part)

150.

### AN HISTORICALLY INTERESTING NANTUCKET WHALING CAPTAIN'S HUNTING KNIFE, CIRCA 1851

the 12½in. steel blade signed *Arnachellum Salem* with antler handle inscribed *"WILLIAM PENN" / of NANTUCKET. / Capt. ISAAC B. HUSSEY*, terminating with a decorative white metal pommel dated '1851' — 18in. (46cm.) overall

£4000-6000

**Isaac Hussey (1807-1852)** seems to have been one of the more colourful American whaling captains. Born to a whaling family in Nantucket, he learnt quickly and was an experienced whaler from a young age - his first command at the age of 27 was the *Phoenix*, which left Nantucket July 1834 and returned February 1837 with an impressive 2345 tuns of sperm oil. From 1841-45 he commanded the *Potomac* during which voyage he visited Pitcairn Island; and the *Planter* 1847-1851 when he was mentioned in Herman Melville's diaries when they were both on Nukahiva Island in the

Marquesas. In 1850, Hussey shot and killed a crew member during a mutiny at Kosrae. The crew of the *Planter* left Hussey in Micronesia and the first mate, Joseph Fisher, sailed her home where Hussey was tried and acquitted *in absentia* of murder. Hussey meanwhile set sail for home in command of the San Francisco brig *William Penn*, but on November 4th off the Gilbert Islands, the crew mutinied, killing Hussey and the ship's cook.

The knife blade is made by the famous Indian cutler Arnachellum Salem, Hussey presumably acquiring it in the east in that year. Hussey's portrait is in the collection of the Nantucket Historical Association.







151



152

151. Ø  
**AN UNUSUAL 19TH CENTURY 'SWEETHEART' KEEPSAKE FID**  
 carved from lignum vitæ of typical tapering form with barleytwist and ropework decoration with inlaid mother-of-pearl and terminating in a 'turk's head knot' — 19in. (48cm.) long  
 £150-250

152. Ø  
**A LARGE SAILOR WORK SCRIMSHAW DECORATED PAN BONE PANEL, CIRCA 1840**  
 depicting a busy whaling scene with four British whalers and their whale boats in the middle of a hunt, off a headland, with a large depiction of the sun with a cross of St George through it, within a carved frame border (*warped, old shrinkage split*) — 10¾ x 20¾in. (27.5 x 52.5cm.)  
 £3000-5000



153

153. Ø  
**A SCRIMSHAW DECORATED WHALEBONE PLAQUE, CIRCA 1840**  
 worked over one side and depicting a ship at anchor with furlled sails and foliate trellising either side, the top carved with suspension loops — 4.5in. (11.5cm.) high  
 £150-250



154

154. Ø  
**AN ATTRACTIVE SAILOR WORK SCRIMSHAW DECORATED WHALE'S TOOTH, CIRCA 1840**  
 worked over one side and depicting a 20-gun ship with carved hull and gun ports, delicately shaded sails and red ensign — 5½in. (14cm.); 396g.  
 £400-600

155. Ø

**AN HISTORICALLY INTERESTING SILVER-MOUNTED SCRIMSHAW DECORATED SWEETHEART PRESENTATION WHALE'S TOOTH, CIRCA 1837**

the obverse incised with profile of a sailing ship, the reverse with inscription reading *This tooth taken from the jaw of a Sperm Whale captured by the bow boat of the ship Foxhound presented by Alexander Munro to Sophia Knight Sept. 30th 1837* with scalloped silver base and rim mounts hallmarked for Benjamin Smith III London, 1837 — 5¼in. (13.5cm.) high; 435g

£2000-3000

Originally built as the corvette *Le Basque* at Bayonne, and launched in February 1809 she displaced 347 tons, measured 95½ft was armed with 14 x 24pdr carronades with an additional 2 x 9pdr cannon and crewed by 106 men. She was captured by H.M.S. *Druid* on her maiden voyage to Guadeloupe and renamed *Foxhound*. Serving in the Channel, she was kept very busy and, under Cmdr. John Parrish, captured or recaptured several French, and after 1812, American naval and mercantile vessels, rescued a dismasted whaler from the coast of France and even transported half the 14th Regiment of Foot to Ostend to fight at Waterloo. She was employed in 'secret services' off Calais after the battle and sold from the service in early 1816 for £800. Refitted as a whaler, she conducted eleven successful voyages for Birnie & Co. and later Wilson & Co. and disappears from the lists from 1849.



155 (back)



156



155 (front)

156. Ø

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

worked over one side and depicting a Royal Navy frigate underway — 5½in. (14cm.) high ; 658g

£400-600



157



157. Ø

**A RARE SAILOR WORK EROTIC SCRIMSHAW-DECORATED WHALE'S TOOTH, CIRCA 1830**

worked over both sides, the obverse depicting a two-decked warship with American eagle over with banner title *E Pluribus Unum*; the reverse with a lady of fashion bare breasted and hitching her skirts to reveal herself — 7in. (17.8cm.) high; 399g

£1000-1500



158

158. Ø

**A NOVELTY FAMILY SET OF MARINE IVORY PENGUINS, PROBABLY INUIT, CIRCA 1920**

and comprising a 'father' with top hat and cane; a 'mother' and three 'children', each mounted on brown Bakelite plinths (*one missing*) — largest 6¼in. (15cm.) high

(5)

£350-450



162 162 163 161 163

166 165 164 164 160 159

159. Ø

**A 19TH CENTURY MARINE IVORY AND PALMWOOD WALKING STICK**

the plain tapering shaft with handle carved with a serpent with scales and ebonised eyes — 35in. (89cm.)

£400-600

160. Ø

**A 19TH CENTURY SAILOR WORK WHALE BONE AND MARINE IVORY WALKING STICK**

the tapering shaft with four contrasting carved sections and tapering octagonal flared ivory handle — 35¼in. (89.5cm.) long

£300-500

161. Ø

**A SILVER-MOUNTED WHALE BONE AND IVORY CITY STICK, CIRCA 1900**

the plain tapering bone shaft with silver-mounted cuff inscribed *Sterling*, carved ivory handle in the form of a hand clutching a serpent with an eagle's head — 36in. (91.5cm.)

£600-800

162. Ø

**A 19TH CENTURY WHALE BONE AND MARINE IVORY WALKING STICK**

the plain tapering whale bone shaft inscribed *ASA DUTCH. MASTER. NEW BEDFORD 1847*, with eagle's head marine ivory handle and metal ferrule — 32½in. (85cm.); **together with** another with shaft inscribed *HARM. MEWES. ANNO. 1780* with plain ivory handle — 30in. (76cm.) long

(2)

£300-500

163. Ø

**A 19TH CENTURY WHALE BONE WALKING STICK**

the plain tapering shaft with silver-mounted neck piece, and square section handle inscribed *FCH* — 35in. (89cm.); **together with** another comprising a wooden shaft with silver cap hallmarked for London 1897 with scrimshaw decorated whale's tooth hand and brass ferrule — (33¼in. (787cm.) long

(2)

£300-500

164. Ø

**A 19TH CENTURY WHALE BONE AND MARINE IVORY SAILOR WORK WALKING STICK**

the tapering barley twist shaft with octagonal cut ivory stock with plain knop handle — 35½in. (90cm.) long; **together with** another comprising two canes conjoined with brass repair, terminating in turk's head knot — 33½ (85cm.) long

(2)

£200-300

165. Ø

**A WHALE TOOTH HANDLED WALKING STICK, CIRCA 1908**

with tapering ?briar shaft with metal ferrule and white metal mount stamped with maker's mark for *McG & Co.* and inscribed *ADM 1908* with inset whale's tooth handle (*old wear*) — 36¼in. (92cm.) long

£150-250

166.

**A LATE 19TH CENTURY TELESCOPE WALKING STICK**

the plain tapering wooden shaft with metal ferrule and shagreen-covered three draw telescope with removable cap serving as handle — 37½in. (95cm.) high

£200-300





167

167. Ø

**A PRESENTATION MARINE IVORY SEAM RUBBER, CIRCA 1880**

with bulbous handle connected to head with wood and metal joint — 6½in. (16.5cm.) long; **together with** a whale bone fid, plain tapering form with cut mark at centre — 11in. (28cm.) long

(2)

£500-800

168.

**A SILVER-MOUNTED COCONUT CUP, CIRCA 1800**

*unmarked*, the rim engraved with armorial, mounted on three splayed feet — 4¾in. (12cm.) high

£80-120



169 (part)

169.

**A QUANTITY OF 19TH CENTURY CARVED BONE SAILOR WORK**

including a wig scratcher, spoons, page-turners, syringe etc.

(A lot)

£400-600



170

170.

**A GREENWICH HOSPITAL WATCH STAND, CIRCA 1805**

modelled in stained oak after the Dreadnought Seamen's Hospital main door, with contrasting inlaid edging, reverse glass windows, two drawers and bun feet (*old wear and missing parts*) — 18 x 15¼in. (46 x 39cm.)

£200-300

**Provenance:** Messer family and thence by descent; Sotheby's 3rd May 1995 Maritime Sale, lot 342 to private collector.

Mark Messer was a 21 year old landsman who served aboard the *Colossus* at Trafalgar and was presumably an invalid in Greenwich when he produced this watch stand.

171.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE MODEL GUILLOTINE**

the bone platform with fret-cut sides and the top platform with sliding blade with prostrate female victim and four carved guards in attendance — 12¼in. (31cm.) high

£1000-1500



171



172 and 173

172.

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

with fret-cut hinged domed top and fine polychrome full-length depiction of the Duke of Wellington on slide to domino compartment with dominoes, the sides cut with cribbage streets — 10¼in. (26cm.) wide

£600-800

173.

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

with fret-cut hinged domed top to domino compartment with dominoes, the sides with cribbage streets and bone feet (*old restoration*) — 9in. (23cm.) wide

£500-700



174

174.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE AND WOOD WATCH STAND**

decorated in fret-cut panels overall with paper-lined drawer to front — 10½in. (26.5cm.) high; **together with** an associated late 19th century silver watch

(2)

£800-1200



175 (part)

175.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE VIVO**

inscribed INRI to the top, the Christ figure with polychrome decoration — 10.5in. (27cm.) high; **together with** a small quantity of carved bone sailor work including spoons, scoops and a bowie knife

(A lot)

£400-600

177.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE DOMINO SET**

with carved sides, fret-cut sliding lid with cribbage board and wooden base faintly inscribed *John Roth* — 4½in. (11.5cm.) long; **together with** an incomplete dome topped domino chest lacking base contents — 6in. (15cm.) wide

(2)

£300-500



179 (part)

179. Ø

**A FINE SAILOR WORK MARQUETRY DOMINOES SET, CIRCA 1840**

in the form of a book, the cover with compass roses and contrasting inlaid bone and wood dog's tooth decoration, with bone 'pages', one side sliding to chamber with complete set of drilled bone dominoes with green and red dividing lines, 4¼ x 2½in. (11 x 6.5cm.); **together with** a plain whalebone section of cribbage streets — 8½in. (21.5cm.) long

(2)

£500-800



178

177

176

176.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR CARVED BONE AND POLYCHROME DOMINOES AND DICE SET**

the sliding lid with fretwork stars and drill-work decoration with paper backing, the contents with complete set of dominoes and chamber with three dice — 5¾in. (14.5cm.) wide

£400-600

178.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE DOMINOES SET**

with pierced sliding lid and plain sides, with complete set of dominoes within — 4¾in. (12cm.) wide

£300-500



180

180.

**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE NOVELTY DOMINOES SET IN THE FORM OF A DRUM**

with fret cut sides and string, threaded both ends and containing a complete double-six set of 28 miniature tiles — 1¼in. (3cm.)

£300-500





181 (part)

181.  
**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR CARVED BONE SNUFF BOX**

the hinged lid with finely carved view of Dartmoor prison — 3¼in. (8.5cm.) wide; **together with** another similar with carved flowers (2)

£400-600



182

182.  
**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR BONE SPINNING JENNY**

of typical form with single character 'Jenny' spinning on top, with crank to front (*restoration*) — 5½in. (14cm.) high

£200-400



183

183.  
**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR PAIR OF BONE SALAD SERVERS**

carved overall, the fork with period repair — 12½in. (32cm.) long

£400-600



184 (part)

184.  
**AN EARLY 19TH CENTURY FRENCH NAPOLEONIC PRISONER-OF-WAR STRAW WORK PICTURE,**

worked in coloured inks and possibly depicting a view of a Thames-side town and footbridge, mounted within a maple wood frame, the straw work — 5¼ x 7½in. (15 x 19cm.); **together with** another smaller, depicting ships off a coastal town within original Hogarth frame

(2)

£200-300

# Liner





187

187. ♂

**FRANK VINING SMITH (AMERICAN, 1879-1967)**

*R.M.S. 'Titanic' depicted in profile with Southampton at her stern and New York with the Statue of Liberty before her bow*

Signed 'Frank Vining Smith' (lower right)

Watercolour on board

12 x 19in. (30.5 x 48.2cm.)

£1500-2500

This interesting view of *Titanic* was presumably completed to commemorate her successful maiden voyage. The bow is faintly inscribed "S.S. *Titanic*" although the covered walkway, which distinguishes her from her sister *Olympic*, and the limited number of lifeboats on view confirm the attribution. It is possibly a study intended for a larger exhibition format, but is still very detailed with the compass platform etc. clearly seen.



189

189.

**AN ARCHIVE OF *TITANIC*-RELATED POST-CARDS FROM SURVIVOR PAUL MAUGÉ TO HIS FAMILY, MAY 1912**

comprising ten cards sent from New York of assorted New York views on the 19th and 20th May to his mother, and the 8th and 15th June to a 'Ms. Antin', some dated and signed on front and mostly signed and dated to reverse, mentioning his escape from *Titanic*; and a London 'Pocket Novelty' card to his mother containing twelve London views on a concertinaed strip, unstamped but signed *Paul Maugé Rescapé du Titanic le 15 Avril 1912*, each - 3½ x 5½in. (9 x 14cm.); **together with** some biographic data.

(A lot)

£600-800

**Provenance:** The Maugé family and thence by descent.

**Paul Maugé (1887-1971)** was a kitchen clerk in the À La Carte Restaurant on *Titanic* - his first ship. He gave evidence at the UK enquiry on the 7th June 1912 (when he presumably sent his London card) and testified that he and the chef, P. Rousseau, made it up to the boat deck and he jumped eight feet into a boat being lowered - he pleaded with Rousseau to follow but he declined as he was 'too fat'.



188

188.

**A FINE SILVER PLATED OVAL SERVING PLATTER BY ELKINGTON & CO. FOR THE WHITE STAR LINE, CIRCA 1898**

the foliate border with house flags, scalloped and ribbed interior, the reverse with oval foot maker's marks — 13½in. (37cm.) diam

£400-600





190 (part)

190.

**AN HISTORICALLY INTERESTING ARCHIVE OF SWAN HUNTER PLANS AND EPHEMERA OF R.M.S. MAURETANIA, CIRCA 1905-08**

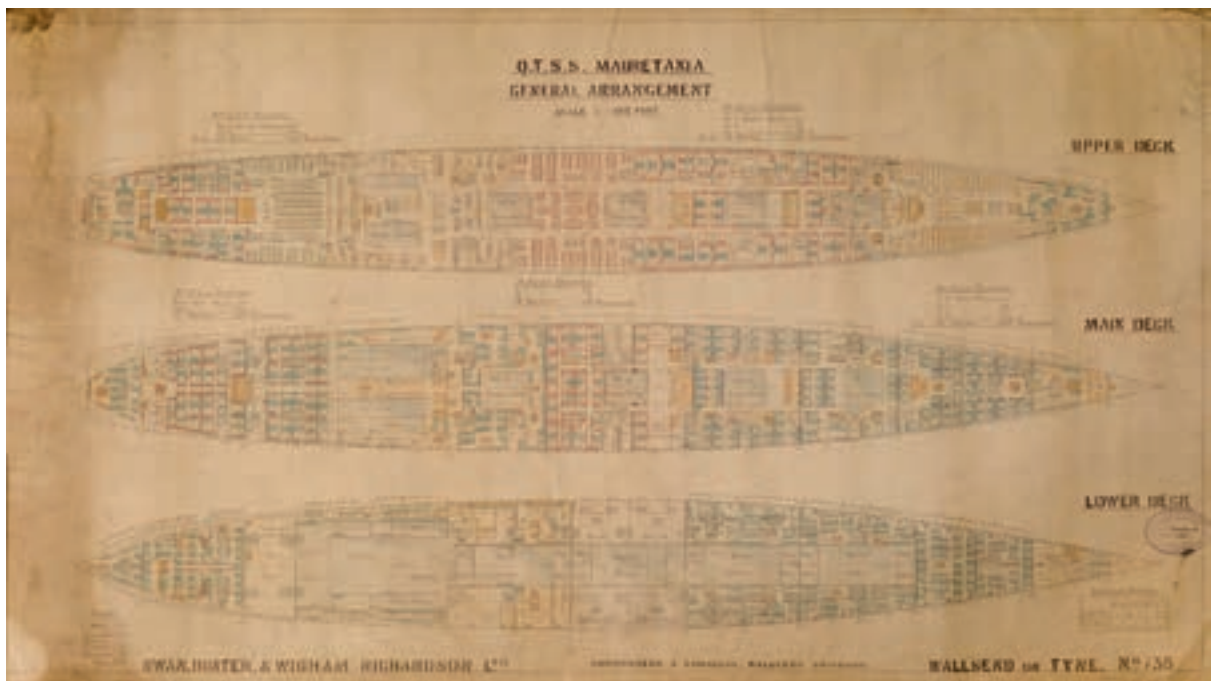
including fourteen rolled mostly hand-tinted linen-backed plans with yard stamps for 1908 and comprising: three rigging plans; two sectional plans; six deck plans for decks A-F inclusive; promenade deck; general arrangement decks A-C and D-F, the largest — 36 x 98½in. (92 x 250cm.); **together with** a further three carbon paper copies of the general arrangement; a contract: *Agreement for Building a Steamship*, dated 18th May, 1905, 19 pages, signed and sealed by Directors of Cunard and Swan Hunter; a signed specification for *Steamer No.735* also dated 18th May, 1905; a leather-bound copy of the specification dated 20th May, 1905; and a typed document entitled *Case for the Opinion of Counsel* dated 24th June, 1907, comprising ten pages and dealing with overruns in costs versus builders' estimates and which side liability might lie with.

(A lot)

£10000-15000

**Provenance:** Norman Gilchrist, OBE and thence by descent.

This remarkable archive only survives by the chance intervention of Norman Gilchrist. Having joined Swan Hunter as an apprentice shipwright during World War II, he became a draftsman with the company. Rising through the ranks, his last position before he retired in 1985 was project manager for the construction of H.M.S. *Ark Royal*. The Walker Naval Yard was wound down from the late 1970s and the drawing office became used as a store for plans and models in preparation for the pending closure. When it came, the entire contents were thrown out wholesale, but Mr Gilchrist had the foresight to save this group, unwilling to see such history destroyed. Permission was gladly given by George Murray, the site director - and one plan even has a dedication to that effect on the reverse.



190 (part)



191

191.

**AFTER ANTONIO JACOBSEN (AMERICAN, 1850-1921)**

*The Cunard Steam Ship 'Bothnia', circa 1878*

Oil on canvas, removed from stretcher and rolled

26½ x 43in. (67.5 x 109cm.) painted area

£150-250

A liner of just over 4,500 tons, *Bothnia* was built in 1874 by J.G. Thomson & Co. for the British and North American Royal Mail Steam-Packet Company which became part of Cunard in 1878 with whom she maintained her Liverpool-New York via Queenstown run. She was broken up at Marseilles in 1899.

**Provenance:** J. G. Thomson & Co, Shipbuilding, Glasgow, given to David Moor, Naval Architect, on yard's closure.



192

192.

**A RARE 'MALTESE' PATTERN IRONSTONE PLATE FOR CUNARD, CIRCA 1877**

transfer decorated with the Cunard company crest to centre and shell-work motifs to rim, the reverse with diamond registration mark and inscribed over *E.F. Bodley & Son Burslem* — 9in. (23cm.) diam

This is believed to be the first pattern of Cunard china to display the Cunard lion.

£150-250



193 (part)

193.

**A COLLECTION OF POSTCARDS**

approximately 230, almost all of French ships, mostly of packet boats and their sumptuous interiors, many of the French Navy (including a submarine) and one showing the interior of an aeroplane and 15 of sailing boats, also including two booklets containing 33 cards (*Isle de France* 20 cards, *Athos II* 13 cards) contained in a lever arch file, leatherette, 4to

(A lot)

£200-300



194

194.

**AN ALLAN LINE TRAVEL AGENT'S POSTER FOR THE STEAMERS BAVARIAN AND TUNISIAN, CIRCA 1900**

coloured lithograph, depicted steaming off New Brighton Tower on the Mersey, inscribed along lower edge *Allan Line Royal Mail Twin-Screw Steamers "BAVARIAN & TUNISIAN" 10,000 tons each and for Turner & Dunnett Lithographers Liverpool.*

20 x 32in. (51 x 81.5cm.)

£300-500

The short-lived New Brighton Tower seen so prominently in this lithograph was, briefly, the tallest building in the United Kingdom - and more importantly to Liverpool, larger than the Blackpool Tower. Completed in 1900, it was demolished by 1921, although the ballroom survived until 1969 when destroyed by fire.



Collectables

Lot 206





195



196 (part)

196.

**A MODERN BRASS SCULPTURE OF A 6-BOLT SIEBE GORMAN DIVING HELMET**

solid casting and mounted on a square onyx plinth — 5½in. (14cm.) high; **together with** a novelty brass diving helmet, hinged behind neck; a solid brass sculpture of an aqualung diver; a glass paperweight etching internally with a 3D view of a Siebe Gorman diving helmet; a commemorative US Navy Gulf Stream Drift mission brass token and a Very pistol.

(5)

£200-400

195.

**THE DIVER OF THE YEAR TROPHY**

comprising a 6-bolt copper and brass diving helmet by Siebe Gorman & Co. Ltd, numbered 17373 (matching), the bonnet with removable faceplate, spit-cock, hinged safety catch, air inset with spring non-return valve, telephone port with inscribed blanking nut, and adjustable exhaust; the causelet with maker's plate, front weight studs and set of full set of brasses with bolts, now with soldered copper plate over opening, loosely mounted on hexagonal laminated wood display stand with with brass plaques listing recipients between 1970 and 2001, including stand — 26in. (66m.) high

(2)

£2500-3500

**Provenance:** Diver Magazine

Issued intermittently by this magazine between 1970 and 2001, the final recipient was the BBC'S 'Blue Planet' documentary team.



197

197.

**A COMMEMORATIVE DIVING KNIFE BY WENOKA CUTLERY, CIRCA 1983**

the 7in. steel blade numbered 899 with depiction of a diver and inscribed Diving Knife 1983 Commemorative Issue, contained within heavy thread tubular counter-marked scabbard, within fitted box with issuing certificate — 17in (43cm.) wide; **together with** another dated 1981 and numbered 386 the blade inscribed *The Birth of Sport Diving* 1942 with embossed leather scabbard and fitted box of issue (2)

£200-400

198.

**A RARE SIEBE GORMAN DIVER'S TORCH, CIRCA 1968**

with ribbed handle, signed as per title and dated 1968 with on/off switch by threaded glazed face plate — 11in. (28cm.)

£250-350

199.

**A SIEBE GORMAN PATTERN DIVER'S TORCH**

*unsigned*, chromed-bodied with bullseye lens, four bulbous guards and riveted leather strap — 11½in. (29cm.)

£150-250

200.

**A 175TH ANNIVERSARY DIVING KNIFE BY SIEBE GORMAN**

the 7½in. steel blade signed as per title and numbered 021 with 175th commemorative logo, turned wooden handle contained within brass scabbard — 13½in. (30.5cm.) overall

£250-350

201.

**A DIVING KNIFE BY SIEBE HEINKE**

the 7¼in. steel blade signed *Siebie Heinke of England*, with turned black handle and brass scabbard of issue — 13½in. (34cm.) overall

£250-350



202

202.

**A 1:12 SCALE MODEL OF A 24-PDR GUN POSITION FROM H.M.S. ROYAL GEORGE**

modelled as a cross section with planked and trennelled hull with boarding companionway, ebonised wale top, and raised port-lid with lion's face, the inner hull painted Venetian red with shot racks and lid tackle, planked deck with 11in. brass gun mounted on Venetian red stepped wooden carriage secured with blocks and tackle as appropriate, loading tools either side and plaque — 8¼ x 17 x 14in. (21 x 43 x 35.5cm.)

£400-600



203 (part)

203.

**THREE 18TH CENTURY ENGRAVINGS OF LIGHTHOUSES**

comprising the Eddystone lighthouse, engraved 1763 by E. Rooker; the Rudyard's lighthouse, engraved 1784 by J. Record; and a view of ?Smeaton's lighthouse under construction engraved by J. Record 1786; **together with** a general view of the [Bellrock Works] lighthouse engraved by William Miller circa 1910 first three Pl. 20 x 13in. (51 x 33cm.); and a coloured French Pontonnier certificate, circa 1887

(5)

£150-250



204

204.

**A RARE A. LÉGÉ & CO. PATENT 'TRACTION TORPEDO', LONDON, CIRCA 1886**

of tapering form, constructed in brass panels with adjustable side planes and tail fins, split ballast keel and explosive plunger — 60in. (152.5cm.) long; stand; data.

£1500-2500

Based in Hatton Garden, London, A Légé & Co. were a firm of scientific instrument makers who advertised a huge range of items, but who seem to be mainly associated with two or three unique instruments such as a Lord Kelvin's tide predictor of 1876 (on loan to the Science Museum, London, No. 1876-1129) and early cinema projectors. The idea behind the Traction Torpedo was that several would be hitched to a endless chain within the confines of a harbour or secure area. When not in use they would settle harmlessly on the sea bed, but when needed - at night, or in foggy weather when it was assumed an enemy might attack - the chain was started and the torpedoes rose, settled to a pre-determined depth and 'patrolled' the harbour. The accompanying research refers to one other example made of 'Delta Metal' which was supposed to be resistant to sea water. As this one appears to be brass it may be a working prototype used as a sales pitch to Governments. Their rarity suggests that this complicated and dangerous system was never deployed, perhaps unsurprisingly when the risk to the users' own ships was vastly greater than that of their enemies.



204





205 (detail)

205.

**A FINE FEMALE FIGUREHEAD, CIRCA 1860**

carved from laminated wood with polychrome finish and depicting a nearly full-length lady clutching her chest and wearing a headpiece with flowing locks, on base with two thole pins — 54in. (137cm.) high

£10000-15000



205



206

206.

**AN HISTORICALLY INTERESTING GEORGIAN PEWTER TANKARD**

with wriggle work fowl anchor to front and inscribed either side, *Mr Castle, Woolwich* with further indistinct inscription underneath and the thumbpiece with further owner's initials and proof marks for George IV and Victoria under rim, stamped internally with maker's mark to base — 6in. (15cm.) high

£150-250

This tankard, which undoubtedly would have been kept hanging in a local tavern is clearly associated with the famous Castle family of ship breakers who maintained yards at Vauxhall, Woolwich and Charlton throughout much of the 19th and 20th centuries.



207

207.

**A 19TH CENTURY FIGUREHEAD POSSIBLY OF AMERIGO VESPUCCI**

carved full length in laminated yellow pine, and depicted wearing fur-lined boots, flowing green robes with belt, clasping a document and holding his chin, mounted on an ebonised plinth — 59in. (150cm.) high (including plinth)

£800-1200



208

208.

**A FINE AND DECORATIVE BRASS BINNACLE COMPASS, POSSIBLY MADE FOR THE CLAN LINE, CIRCA 1880**

the 9in. Lord Kelvin-type compass card gimbal mounted within bowl with bulbous hood and twin burners, secured to fluted tapering pillar on fretted hexagonal base with 'Lion Rampant and Thistle' device within each section and lion's paw feet with holes for deck securing — 59in. (150cm.) high

£2000-3000

Clan Line presents a possible match for the device seen in the base - the family crest uses lions facing in both directions with crowns about their necks - no right-facing lion has been identified for any company; Gow, Harrison & Co. also use a similar lion, however they were founded in 1895 principally for tankers and this highly ornate object would likely be intended for the few passengers Clan Line carried.



209 (part)

209.

**A RARE PAIRED HELM FROM THE S.T. *HIBERNIA*, 1884**

the main helm with eight fluted spokes and brass capped head piece, the wooden hub with secondary 24in. eight-spoke helm also with brass capped head piece, main helm — 55in. (140cm.); **together with** a photograph of *Hibernia* and a small provenance plaque *S.T. Hibernia commissioned 1884, Served Meritoriously Til end of Voyage 1961*

(3)

£600-800

One of a pair of the first screw-driven ocean going Thames tugs added to the William Watkins & Co. fleet, *Hibernia* was built by de Maas of Delfshaven, Holland in 1884. Measuring 121 ft (reduced to 107ft in 1921) she was registered at 290 tons and generated 120 n.h.p. rising to 600 i.h.p. after her refit. She was leased to the Navy in 1914 and briefly renamed *Carcass* before being renamed *Hibernia II* for the duration. Her service included the Gallipoli Campaign where her long range was useful. Reverting to her peacetime name and area of operation in 1919, she enjoyed an extraordinarily long career and was only sent for breaking at Wards in 1961, save her helm which remained as decoration on a Medway barge until recently.



209 (part) S. T. 'Hibernia'



210

210.

**A MID-19TH CENTURY 2IN. BORE BRASS SIGNAL GUN**

the 27in two-stage barrel with trunnions, touch hole and cascabel, secured to wooden carriage with iron staples and rings and wooden wheels with iron tyres, overall — 20 x 30in. (51 x 76cm.)

£1500-2500



211

211.

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

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

£500-800

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



212

212.

**A 10-BORE STARTING GUN BY THE WINCHESTER REPEATING ARMS CO., U.S.A., CIRCA 1901**

with tapering rolled steel barrel inscribed to top with maker's name and dated '1901', mounted on heavy cast iron carriage inscribed 'W.R.A.Co.' — 7½ x 17in. (19 x 43cm.)

£250-350



213

213.

**A MARITIME STICK STAND BY ALFRED CORNEAU, 19TH CENTURY**

modelled as a Jack Tar holding a coiled rope and standing on a mast top with marine devices below and foundry stamp for *Corneau Alfred a Charleville, no. 21*, with removable iron drip tray, retaining most of apparently original paintwork — 27½ x 20½in. (70 x 52cm.)

£300-500





214.  
**A PAIR OF 19TH CENTURY SHIP'S DECANTERS**  
 with plain flared bodies, ribbed necks and mushroom stoppers, one with silver 'Port' label — 9in. (23cm.) high; **together with** another similar lacking stopper  
 (3)  
 £150-250

215.  
**A PAIR OF 19TH CENTURY SHIP'S DECANTERS**  
 with plain flared bodies, ribbed necks and mushroom stoppers — 9in. (23cm.) high  
 (2)  
 £150-250



216.  
**A PAIR OF SHIP'S WHISKY DECANTERS, CIRCA 1870**  
 with facet cut tapering bodies, cross-hatched neck ring and thistle shaped stoppers — 8½in. (21.5cm.) high  
 (2)  
 £150-250

217.  
**A PAIR OF 19TH CENTURY CUT GLASS SHIP'S DECANTERS**  
 with ribbed bodies and facet cut neck rings and mushroom stoppers — 8¾in. (22cm) high; **together with** a modern ship's decanter with etched decoration of a ship (*neck repaired, stopper associated*)  
 (3)  
 £80-120



218.  
**TWO SIMILAR SUNDERLAND BRIDGED ETCHED GLASS GOBLETS, CIRCA 1820**  
 depicting the bridge with vessels sailing underneath, reverses with owner's initials and wreaths of flowers — 5½in. (14cm.) high  
 (2)  
 £300-500

219.  
**A DUTCH ETCHED GLASS SOUVENIR GOBLET, CIRCA 1840**  
 the fluted bowl etched over one side with a square-rigged galleon inscribed *ANNA POWWLONA* and owner's initials 'C I' over the main mast — 5¼in. (14cm.) high  
 £150-250

220.  
**TWO 19TH CENTURY ELSINORE BOWLS**

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

(2)

£300-500



220



221

221.

**A 19TH CENTURY PORCELAIN ICE PAIL**

depicting on one side a polar bear hunt amongst icebergs — 4½in. (11.5cm.); **together with** three modern limited edition decorated cups and saucers by Captain's Cup, Hamburg for the *Ward Jackson*, *Koenigsburg* and *Baltic*

(4)

£250-350

222.  
**A TABLE SNUFF BOX, CIRCA 1820**

the lid with finely painted tin roundel depicting Ottoman traders by the Bosphorus, gilt lined interior — 3½in. (9cm.) diam

£200-300



223



222

223.

**A 19TH CENTURY SILVER MARINE-THEMED PRESENTATION CUP AND COVER**

the cover with a Triton blowing a conch shell, the rim inscribed *Til Capt. A.E. Christiansen R. Af D. og D.M. - med. Anerkjendelse og Tak frou Røskvas Rhedere.* with Copenhagen maker's marks for 1879, the body with repoussé classical marine scene supported by six dolphins to shaped foot — 9in. (26cm.) high

£200-400



224

224. Ø

**A MAGNIFICENT GENTLEMAN'S TRAVELLING COMPENDIUM BY ASPREY, LONDON, CIRCA 1870**

apparently unused, the black morocco case with gilt tooling and Asprey patent inset spring handle to lid opening to reveal an opulently worked interior with engraved gilt brass fretwork, complete set of accessories including compass, barometer, Sampson Morden drawing set, spring stationery racks with inkwells and vesta with fish-skin strike and bearing London hallmarks for 1871, scissors, ivory ruler, seal, knife, quill cutter and nib cleaner, etc., morocco bound gilt edged books for cash, addresses and journal, the inside lid with writing slopes, calendar, thermometer, postal rates to India, accessory tray lifting to reveal inner compartment, concealed jewellery and sovereign compartments, secret tray, engraved lock plates with Bramah locks and much other fine detail — 9¼ x 21¼ x 40¼in. (23 x 54 x 37cm.)

£10000-15000



226.

226

**A MODERN SILVER BOSUN'S CALL**

modelled after a Tudor-type with hallmarks for London 1978 — 2½in. (6.5cm.) long; **together with** a white metal admiralty issue call; an Oriental white metal example; and a base metal U.S. Navy issue example

(4)

£150-250



225

225.

**A QUANTITY OF MIXED YACHT CLUB SILVERWARE, CIRCA 1900** comprising ashtrays for the Royal Yacht Squadron; Royal Thames Yacht Club; Royal London Yacht Club; Royal Albert Yacht Club; **together with** two silver enamel teaspoons and a ceramic salt by Burselm

(7)

£100-150



227

227.

**A WILLIAM IV SILVER LIFESAVING MEDAL**

issued to Robert Stables (inscribed to rim 'Stubles'), 6th February 1833, mounted within white metal reversible lunette with suspension chain — 1½in. (4cm.) diameter including lunette Robert Stables was coxswain of the Holyhead lifeboat. On the 3rd December, 1832 the *Iphegenia*, which was en-route from New Brunswick to Newry, Northern Ireland, struck rocks near the Holyhead harbour in Anglesey. Whilst the harbour master's boat had rescued most of the crew, the last man was saved by Stables and two others.

£200-400





228.

228

#### SLAVERY

a three page indenture in consideration of the £2,500 paid to Joseph Brissett and Anne Brissett by Thomas Hine in the plantation of Content in the parish of Hanover, Jamaica, witnessed by Thomas Amyot, Registrar of Colonial Slaves in Great Britain, 1827, nine leaves for the schedule, 4 seals (Joseph Brissett, 2; Anne Brissett, 2), a few repairs, clumsily repaired with old tape — 26 x 29in. (52 x 74cm.)

£500-800

An interesting document with much information giving the 365 slaves' names (one, ironically, called Liberty), colour (negro, sambo, mulatto), age, African or creole.

230.

#### COPY LETTER BOOK FOR JOSEPH WHITE OF COWES

32ff., including 10ff. concerning *Waterwitch*, its speed, its success in disabling Spanish slaving vessels, its trials and a mention of the Earl Belfast with the celebrated yacht builder, Joseph White, and a copy of 'List of Vessels built, repaired and strengthened by Mr Joseph White from 1839-1854, Willcox, James A.L.S., August 1839, 3pp. 4to, extolling the speed of a Spanish felucca captured after a chase of seven hours and yielding the cargo of 360 slaves and a month later capturing a clipper with 344 slaves (some holes), Marquess of Donegal 2A.L.s, 5pp., 8to to Joseph White forwarding a photograph (letter incomplete) and the other sending White some game and expressing his sorrow that White is invalid and recalling the good old days, October 1872, 3 pen and ink drawings, coloured and a pencilled drawing by White aged 13, December 1839

H.M. Brig *Waterwitch*: slave vessels captured by *Waterwitch* between 1st May 1839 and 1st May 1843, ms., 3pp. 4to, a list of 40 ships with 2,976 slaves, many with 'slave equipment'; Matson H.J. A.L.s, 6pp. 4to, on the *Waterwitch* off Angola, enthusing about another *Waterwitch* to be built and comparing the present one with six other vessels, 25 November 1840; autograph receipt for £500 by Joseph White to the Earl of Belfast (who commissioned the *Waterwitch*), 4 x 9in. (10 x 23cm.) 9 June 1835; and a 2pp. manuscript of 'trials and particulars'

'One was the *Waterwitch*, designed by the noted yacht-builder Joseph White of Cowes and ordered as a private yacht for the Earl of Belfast, but bought by the Admiralty when nearly complete on the stocks at Cowes in order to participate in competitive sailing trials. Arguably she was the first clipper ship...

Literature: Winfield, R: *British Warships in the Age of Sail*; pp.258-59  
£800-1200

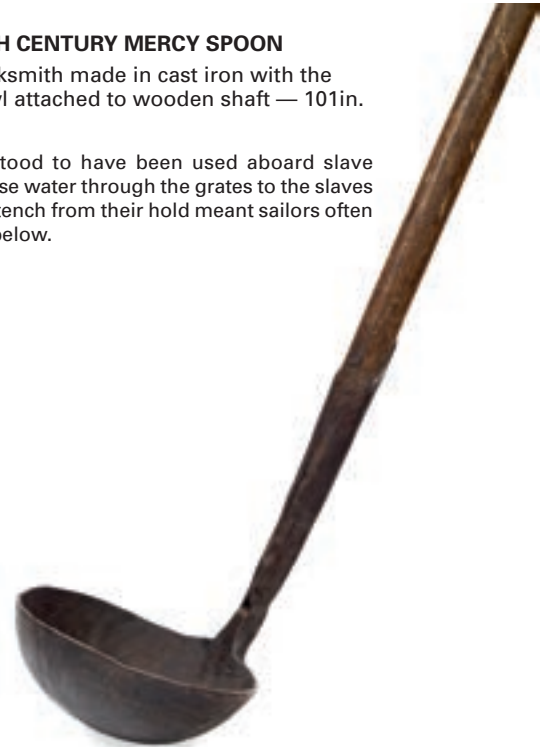
229.

#### AN 18TH/19TH CENTURY MERCY SPOON

probably blacksmith made in cast iron with the 8in. diam bowl attached to wooden shaft — 101in. (257cm.) long

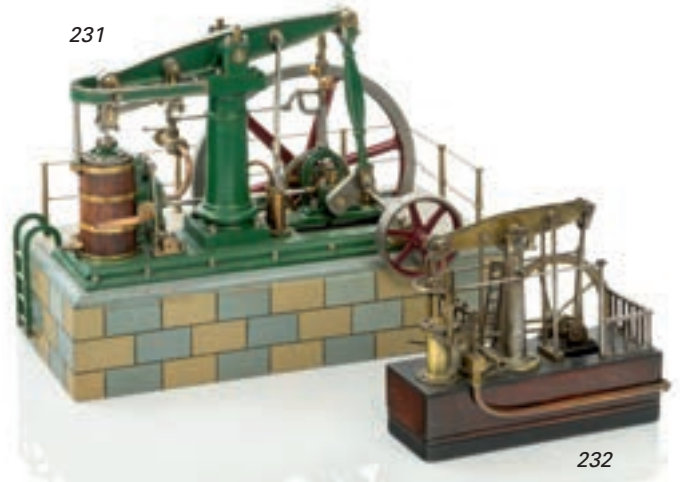
This is understood to have been used aboard slave ships to dispense water through the grates to the slaves below, as the stench from their hold meant sailors often refused to go below.

£400-600



229

231



232

231.

#### A WORKING ENGINEER-TYPE MODEL OF A BEAM ENGINE OF 1900

modelled in painted steel with copper pipes and mahogany lagged boiler, sprung governor, mounted on a wooden base with simulated wall and metal floor — 13 x 17 x 8½in. (33 x 43 x 22cm.)

£250-350

232.

#### A WORKING ENGINEER-TYPE MODEL OF A BEAM ENGINE OF 1820

modelled in polished brass with reversing gear, mounted on a mahogany plinth — 8¼ x 9in. (21 x 23cm.)

£600-800

# Instruments

*Lot 235 (detail)*







235 (detail)



235

235.

**AN INTERESTING TWO-DAY KAISERMARINE CHRONOMETER FOR W.G. EHRLICH, BREMERHAVEN, CIRCA 1886**

the 4in. silvered dial signed as per title and numbered 451, gold spade hands with blued seconds, the movement with outer dust cover mounted between plain plates with Earnshaw escapement, Uhrig-type balance, blued steel helical balance spring with jewelled detent, contained within a brass gimballed-mounted bowl engraved with Kaisermarine crown and 'M' within three-tier box with tipsy key and inset drop handles (*top lid missing*), approximately — 7½in. (19cm.) cubed

£2000-3000

Intriguingly and somewhat confusingly, what is presumed to be another chronometer signed by Uhrig, but also numbered '451', came second in the Greenwich time trials of 1886 and was bought and used by the Royal Navy.

236.

**A TWO-DAY MARINE CHRONOMETER BY DOBBIE & SON LTD, GLASGOW, GREENOCK & SOUTH SHIELDS, CIRCA 1900**

the 4in. silvered dial signed as per title and further inscribed and numbered *London House, Dobbie Son & Hutton, 113 Fenchurch St. E.C. Makers to the Admiralty, 5512*, gold spade hands with blued secondaries, the movement mounted between spotted plates with Earnshaw escapement, cut standard balance, blued steel helical balance spring with jewelled detent, contained within a brass gimballed-mounted bowl within three-tier box with tipsy key, inset drop handles and ivory maker's plate to front (*top lid missing*), approximately — 7in. (18cm.) cubed

£1200-1800

237.

**A TWO-DAY MARINE CHRONOMETER BY A. JOHANNSEN & CO., LONDON, CIRCA 1920**

the 4in. silvered dial signed as per title, inscribed and numbered *Makers to the Admiralty, the Indian Govt. & Royal Navies of Italy, Spain & Portugal, 149 Minories, London, 9200*, gold spade hands with blued secondary hands, counter-stamped spotted plates and bowl, Earnshaw escapement with Kullberg-type balance, gimballed-mounted within 7in. two-tier wooden box (*lacks viewing lid*) with tipsy key, recessed handles and contained within plush-lined travel box with leather strap, approximately — 10in. (25.5cm.) cubed

£1500-2000



236



237





238

239

238.

**A TWO-DAY MARINE CHRONOMETER BY THOMAS ADAMS, CIRCA 1860**

the 4in. silvered dial signed, inscribed and numbered *Thomas Adams, Maker to H.R.H. PRINCE ALBERT, 36 Lombard St. London, 3132*, gold spade hands with blued secondary hands, the movement mounted between spotted plates with Earnshaw escapement, blued helical spring to cut standard balance with jewelled pivot, set within gimbal-mounted brass bowl within three-tier wooden box with numbered maker's plate to front and brass inset handles, approximately — 7in. (18cm.) cubed  
£2000-3000

239.

**A TWO-DAY MARINE CHRONOMETER BY GEBBIE & CO, GREENOCK, CIRCA 1850**

the 3½in. silvered dial signed as per title and inscribed and numbered *28 Cathcart St. Greenock / No. 2550*, gold spade hands with blued seconds, the movement mounted between spotted plates numbered '6196' with Earnshaw escapement, plain balance, steel helical balance spring with jewelled detents, contained within a brass gimbal-mounted bowl counter-stamped '6196' set within three-tier box with tipsy key and drop handles (*top lid replaced*), approximately — 7in. (18cm.) cubed  
£1000-1500

240.

**A TWO-DAY MARINE CHRONOMETER BY THOMAS MERCER, LONDON & ST. ALBANS, CIRCA 1918**

the 4in. silvered dial with Roman numerals signed as per title and numbered *10612*, blued steel hands, counter-numbered spotted plates and bowl, chain fusée movement with Earnshaw escapement and bi-metallic balance, gimbal-mounted within two tier glazed wooden box with tipsy key, numbered ivorine plate and brass side handles — approximately 7in. (18cm.) cubed  
£800-1200

241.

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

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

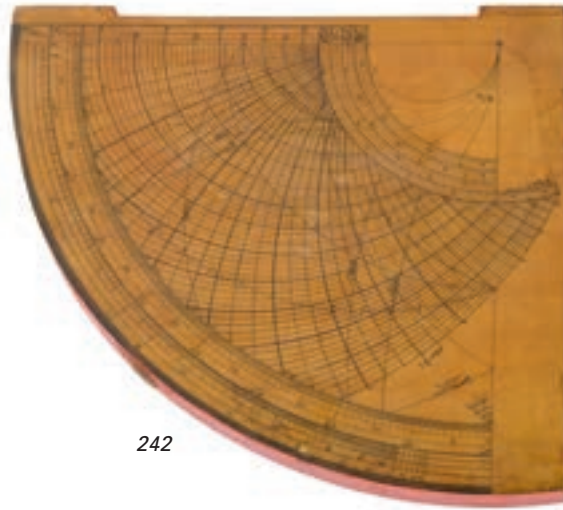
The S.S. *Kaipaki* was a 7660 ton general purpose cargo ship built in 1939, owned and run by the New Zealand Shipping Co. until sold in 1955 and renamed *Westmeath*, surviving until 1962 when broken in Antwerp.

£1500-2500



240

241



242

242.

**A LARGE OTTOMAN TURKISH ASTROLABIC QUADRANT BY AHMAD DIYA, 1911**

the projection marked in black, dated 1329 Hijra [=1911CE], signed *Ahmad Diya*, numbered 41, the reverse with sexagesimal trigonometric grid — 8in. (20cm.) wide  
£2000-3000



243

243.

**AN OTTOMAN TURKISH ASTROLABIC QUADRANT BY YUSUF BABA, MID-TO LATE 19TH CENTURY**

the projection marked in red and black with the ecliptic graduated, with gilt in places, signed *Yusuf Baba* but undated, gilt decoration to cartouche, the reverse with sexagesimal trigonometrical grid and gilt cartouche — 6in (15cm.) wide  
£1500-2500



244

244.

**A BOXWOOD NOCTURNAL**

*unsigned*, probably early 20th century, inscribed for both bears, arm and handle stamped with a fleur-de-lys — 8½in. (21.5cm.) high  
£250-350



245

245.

**A MID 18TH-CENTURY FRUITWOOD POCKET SUNDIAL**

*unsigned*, the inner surfaces both engraved and stamped with hour divisions and markers, the top with inset plummet, the base with glazed compass, string gnomon and securing hooks — 3in. (7.6cm.) high, open; **together with** a 19th century Chinese wooden compass — 4.5in. (11.5cm.) high  
(2)  
£200-300



246

246.

**A BRASS BUTTERFIELD TYPE DIAL BY DELURE, PARIS CIRCA 1720**

signed *Delure à Paris* with three hour scales for use at 40, 45 and 50 degrees latitude, the reverse engraved with 24 continental towns with their latitudes, folding bird gnomon, contained within associated plush-lined fishskin case, the dial — 2¾in. (7cm.) wide  
£400-600



247

247.

**A LATE 18TH-CENTURY PORTABLE COMPASS SUNDIAL**

*unsigned*, with engraved brass plate, fixed latitude folding gnomon, printed paper dial with hand-painted rose, steel needle blued at 'north', set in square ebony base and contained within period box with sliding lid — 3in. (7.5cm.) diameter  
£150-250



248

248.

**AN 18TH CENTURY VOGLER-TYPE DIAL**

constructed in decorated brass with blued compass needle with gilt pivot, folding latitude arm, and chapter ring with black wax filled numerals and swivelling gnomon, engraved with the latitudes for six European locations, contained within original plush-lined leather case (*lid detached*) — 2½in. (7cm.) wide case  
£300-500



249

249. Ø

**A CONTINENTAL IVORY POCKET COMPASS SUNDIAL, CIRCA 1850**

*unsigned*, with silvered chapter and degree rings, with folding bird gnomon, copper base plate with demi-blued steel needle, within turned ivory case — 2½in. (6cm.) diameter  
£200-300



250

250.

**AN 18TH CENTURY GERMAN SILVER AND GILT PERPETUAL CALENDAR**

engraved on one side with a profile of a church, with the days of the week under, the reverse engraved *Calendarium Perpetuum* and cut with six apertures with sunset time and other information — 1¾in. (4.5cm.) diameter  
£300-500







251

251.

**A POLYHEDRAL SLATE SUNDIAL BY RICHARD MELVIN, CIRCA 1850**

signed *Melvin, London* and inscribed on the chapter ring 51° 50' North, with dials in each corner for *Morning, Afternoon, Evening* and *Night*, each with brass gnomon, set with lead on the underside — 14in. (36cm.) square

£1000-1500



252

252.

**A RARE EARLY 18TH CENTURY BRASS DECLINATORY DIAL**

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

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

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

£600-800



253

253.

**A LARGE SLATE SUNDIAL, PROBABLY IRISH, CIRCA 1815**

the 10-sided plate carved with religious symbols and remnant inscriptions and other decorations to rim (*later gnomon, old wear*) — 19¼in. (49cm.) wide

£400-600



254

254.

**A 20TH CENTURY BRASS SUNDIAL BY TOPOCHAIX À PARIS**

signed to top as per title, for 45° 48' with chapter ring engraved for hours and minutes, sun by base of gnomon and the equation of time and inscription along the edge, brass gnomon — 11¼in. (30cm.) diameter

£250-350



255



256



257

255.

**AN ITALIAN CARD AND PAPER WORLD TIME INDICATOR, CIRCA 1880**

entitled 'Panorografo Ossia L'ora D'ogni Paese', with 24hr dial with rotating volve listing principal cities and explanations in four languages underneath — 23¼ x 16½in. (59 x 42cm.)

£80-120

256.

**A 19TH CENTURY DRY CARD COMPASS BY T. SQUIRE, LONDON**

the 5½in. card signed and inscribed *T. Squire, 173 High Street Shadwell, London*, and with sealing wax balancing, jewelled brass pivot, contained within a white painted gimball-mounted bowl in fitted box with sliding lid — 5 x 9 x 9in. (13 x 23 x 23cm.)

£300-500

257.

**A DRY CARD BOAT COMPASS BY DRING & FAGE, LONDON, CIRCA 1830**

the 4½in. printed card signed in manuscript *Dring & Fage, Tooley Street, London*, around the centre with sealing wax balancing and jewelled pivot, contained within white painted bowl with removable glass face plate, gimbal-mounted in wooden box (missing lid) — 6 x 8in. (15 x 21cm.)

£300-500



258

258.

**A GOOD ADMIRALTY PATTERN 20 BOAT'S COMPASS BY DENT, CIRCA 1898**

the 4in. light blue and white card set within liquid filled gimball mounted bowl signed and stamped for *E. Dent*, and inscribed *Boat Compass no. 43593*, within temple topped binnacle with counter punch numbered panelled door with instructions dated '4.1.98', locking arm and spare candle recess, the hood with candle lamp, flanking slide, removable cover with bevelled glass light with broad arrow and maker's mark and inscribed *Pat. 20* and turned carry handle, the reverse with branded board arrow numbered *2113* — 15in. (38cm.) high, including handle

£800-1200

This is the same pattern of boat compass as used by Shackleton in the *James Caird*.



259



260



261



262



263



264 (part)

259.

**A POCKET COMPASS BY G. BRADFORD, LONDON, CIRCA 1820**

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

£200-300

260.

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

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

£400-600

261. Ø

**A 19TH CENTURY IVORY POCKET COMPASS,**

*unsigned*, with 1¼in. compass card with brass gnomon mounted within glazed dome, turned ivory pocket case — 1¾in. (4.5cm.) diameter

£100-150

262.

**A WALKER'S HARPOON II DEPTH FINDER, CIRCA 1920**

in apparently unused condition, with enamel fathom dial, propeller and lanyard and maker's label tied to bottom, within original box of issue with instructions, box — 8 x 5½in. (20 x 14cm.)

£150-250

263.

**A DRUM SEXTANT BY ELIZA LENNIE, EDINBURGH, CIRCA 1855**

signed *E. Lennie, 46 Princes St, Edinburgh* of typical construction, with retractable sighting tube, threaded brass cover, contained within leather travelling case — 3in. (8cm.) diameter

£150-250

James Lennie is recorded as working between 1840-1854 and was succeeded by his widow, Eliza, who continued the business.

264.

**A DRUM SEXTANT BY TROUGHTON & SIMMS, LONDON, CIRCA 1850**

signed as per title, of typical form with single draw sighting tube and threaded brass cover — 3in. (7.5cm.) diameter; **together with a** 1¾in. pocket aneroid barometer by Gardner & Co., Glasgow

(2)

£150-250





265

265.

**AN 18TH CENTURY BRASS GRAPHOMETER BY PIERRE RENÉ CLERGET**

signed on the inner sight bar *Clerget à Paris au Butterfield*, with inset glazed compass and ball socket to wooden handle, the top with suspension ring — 10½in. (27cm.) wide

£300-500

266. Ø

**A 13½IN. RADIUS VERNIER OCTANT BY SPENCER, BROWNING & RUST, LONDON, CIRCA 1790**

the ebony T-frame with inset ivory maker's plate signed as per title, scale divided to 95° and stamped with *SBR* dividing letters at centre, brass index arm, pinhole sight, three shades, mirrors, note plate and pin feet (*lacking reverse sights and shades*), contained within wooden keystone box — 16in. (40cm.) diameter

£300-500

267. Ø

**A 8½IN. RADIUS VERNIER OCTANT BY D. MCGREGOR, GLASGOW, CIRCA 1840**

ebony  $\pi$ -frame with maker's plates signed as per title and inset scale divided to 105°, braced index arm, sighting tube, seven shades and mirrors and ebony handle and pin feet — 11in. (28cm.) high overall; **together with** a vernier sextant by Robert Young & Son, Glasgow, with polished frame, contained in fitted box — 10in. (27cm.) wide

(2)

£250-350

268. Ø

**A 15½IN. RADIUS VERNIER OCTANT, CIRCA 1796**

*unsigned*, the ebony 'T' frame inscribed on the cross bar *Christopher Johnson, 1796*, inset ivory scale divided to 95°, engraved brass index arm, pinhole sight, note plate and pin feet (*missing shades, reverse sights, pencil, mirrors replaced*) — 18in. (46cm.) high overall

£1000-1500



266

268

267 (part)

269. Ø

**A 7½IN. RADIUS VERNIER OCTANT BY FRODSHAM & KEEN, LIVERPOOL, CIRCA 1860**

the oxidised brass T-frame with arch signed as per title, the scale divided to 120°, vernier with magnifier, seven shades, two mirrors, ebony handle, contained within fitted keystone box with two sighting tubes and mirror pin — 11in. (28cm.) wide

£300-500

270.

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

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

£500-800

271.

**A 7¼IN. RADIUS VERNIER SEXTANT BY SEWILL, LIVERPOOL, GLASGOW AND LONDON, CIRCA 1890**

the oxidised ladder frame with polished brass arch signed as per title and numbered *K/718* and inscribed *Maker to the Royal Navy*, inset silvered scale divided to 150°, vernier with magnifier, seven shades, two mirrors and ebony handle, contained within box of issue with sighting tubes and accessories, box — 10¼in. (27cm.) wide

£300-500

272.

**A FINE 8IN. RADIUS VERNIER SEXTANT BY GEORGE LEE & SON, PORTSMOUTH**

the oxidised brass ladder frame with polished arch, signed as per title and numbered 'W784', vernier with diffuser and magnifier, quick release clamp for sighting tube assemblies, seven shades, two mirrors, wooden handle with inset ivory note-plate, and case arbour, contained in original fitted case complete with accessories, maker's label and test certificate for 1926 — approx. 5in. (12.5cm.) square

£300-500

269

270

273. Ø

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

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

£300-400



271



273 and 272







274 (detail)

274.

**AN EXCEPTIONAL MAHOGANY BREAK-FRONT MICROSCOPE CABINET COMPENDIUM, CIRCA 1880**

the central glazed instrument display cabinet flanked by slide trays and book shelves behind glass doors, set over a chest of drawers with brass drop handles, glazed top and wooden slide rests — 79½ x 86 x 25in. (202 x 218.5 x 63.5cm.); **together with** a large number of journals from the Royal Microscope Society from 1878 to the 1960s (*not complete*)

(A lot)

**Provenance:** Cadbury Family (Bonhams, circa 1984)

A 'top of the range' microscope cabinet, the slide trays have space for 9,144 slides with larger lower drawers in each block for spares and accessories.

**This lot will be available for viewing at Imperial Road**  
£8000-12000



275.  
**ADAMS, GEORGE, 'ESSAYS ON THE MICROSCOPE'**  
 containing a Practical Description of the most Improved Microscopes: a General History of Insects ... first edition, aquatint frontispiece and 32 folding engraved plates, some partly aquatint, half-title, (*frontispiece lightly foxed, imprint shaved*), contemporary sprinkled calf (*rebacked*), engraved armorial bookplate of Charles Pilgrim, Hampstead, 4to, London, for the Author Robert Hindmarch, 1787  
 £400-600
276.  
**BAKER, HENRY, 'EMPLOYMENT FOR THE MICROSCOPE'**  
 17 engraved plates (title slightly soiled), modern buckram, 8vo, London for R Dodsley and J. Cuff, 1753; and another edition of the same  
 (2)  
 £600-800
277.  
**RAY SOCIETY**  
 21 vol. (some odd), original half-calf cloth, and boards, folio and 8vo, 1846-1937: including **Burmeister, Herman**, The Organisation of Trilobites, 6 lithographed plates, London, 1846 and **Forbes, Edward**, A Monograph of the British Naked-Eyed Medusae, 13 chromolithographed plates, London, 1848  
 (21)  
 £600-800
278.  
**CARPENTER W.B. AND DALLINGER, W.H., 'THE MICROSCOPE AND ITS REVELATIONS'**  
 plates and illustrations, original cloth, 8vo, London, Churchill, 1901; **together with Carpenter, W.B. and W.H. Dallinger**, The Microscope, 2 vol., illustrated, contemporary half leather, 8vo, ib, 1901 and 9 others on the microscope  
 (13)  
 £100-150
279.  
**BAKER, HENRY, 'OF MICROSCOPES AND THE DISCOVERIES MADE THEREBY'**  
 2 vol., another edition, 32 engraved plates, mostly folding, contemporary calf, (*upper cover of vol. I detached, rather rubbed*), 8vo, London, for J. Dodsley, 1785  
 (2)  
 £120-180
280.  
**BAKER, HENRY, 'THE MICROSCOPE MADE EASY'**  
 second edition, 16 engraved plates, some folding, folding printed table, modern buckram, 8vo, for Dodsley and Cuff, 1743  
 £120-180
281.  
**KENT, W. SAVILLE, 'A MANUAL OF THE INFUSORIA'**  
 3 vol., (2 of text, one of plates), plates, original cloth, large 8vo, London, Bogue, 1881-82; **together with Cooke, M.C.**, British Fresh-Water Algae, 2 vol., 130 plates, mostly with some colouring, contemporary half calf, (covers of vol. I detached), 8vo, London, 1882-84; and 7 others similar  
 (12)  
 £120-180
282.  
**RALF JOHN, 'THE BRITISH DESMIDIEAE'**  
 numerous coloured plates, original cloth, London, Reeve, 1848; **together with Baird, W.**, The Natural History of the British Entomostraca, plates, some partly coloured, contemporary half hardgrain morocco, bookplate of Robert Groome, 8vo, London, 1850; and 4 others similar  
 (6)  
 £120-180
283.  
**ADAMS, GEORGE, 'ESSAYS ON THE MICROSCOPE'**  
 second edition, 32 engraved plates, mostly folding, contemporary calf (*rebacked, rubbed, corners a little worn*), book-label of Theophilus Jones of Brecon, 4to, London, Dillion and Keating, 1789  
 At the end are 8 pages of advertising for optical instruments (with prices) and the final advertisement leaf.  
 £200-300
284.  
**CHRISTIE'S SCIENTIFIC INSTRUMENT CATALOGUES**  
 approximately 118 comprising: South Kensington, 1977-1990 (73); King Street, 1963-1991 (37); New York, 1983-1988 (8); **together with Phillips Scientific Catalogues**, 1975-1984 (7); and eleven of mostly clock content from Christie's. Full list available by email upon request  
 (A lot)  
**This lot is available for viewing at Imperial Road**  
 £150-250
285.  
**SOTHEBY'S SCIENTIFIC CATALOGUES**  
 approximately 180 comprising: Bond Street, 1962-1992 (140); Belgravia, 1972-1982 (37); Torquay, 1978; 1980; and twenty three of mainly clock-related content from the London Rooms. Full list available by email upon request  
 (A lot)  
**This lot is available for viewing at Imperial Road**  
 £200-400



286 (part)

286.

**A RARE WENHAM & STEPHENSON PATTERN BINOCULAR MICROSCOPE BY ROSS, LONDON, CIRCA 1870**

heavily constructed in lacquered brass, signed on the foot plate as per title and numbered 3466, dual mirror, adjustable platforms and binocular tubes, the mirror plate signed *J. Swift & Son London*, contained within fitted wooden box with associated short mounted objectives — 20½ x 12.5in. (52 x 32cm.); **together with** a micrometer on telescopic tripod stand with eyepiece signed *Powell & Leyland* and numbered '10'

(2)

£2000-3000

287.

**A MICRO-TELESCOPE BY F. DAVIDSON & CO., LONDON, CIRCA 1920**

signed on the oxidised tripod base as per title and inscribed *The "Davon"*, contained within fitted oak box with four nose pieces, alternative eye pieces and and sighting tubes inscribed *The Davon Microtelescope* — 13½ x 8in. (34 x 20cm.); **together with** a monocular microscope by R. & J. Beck, London, black enamelled frame with lacquered brass fittings, contained in box with accessories

(2)

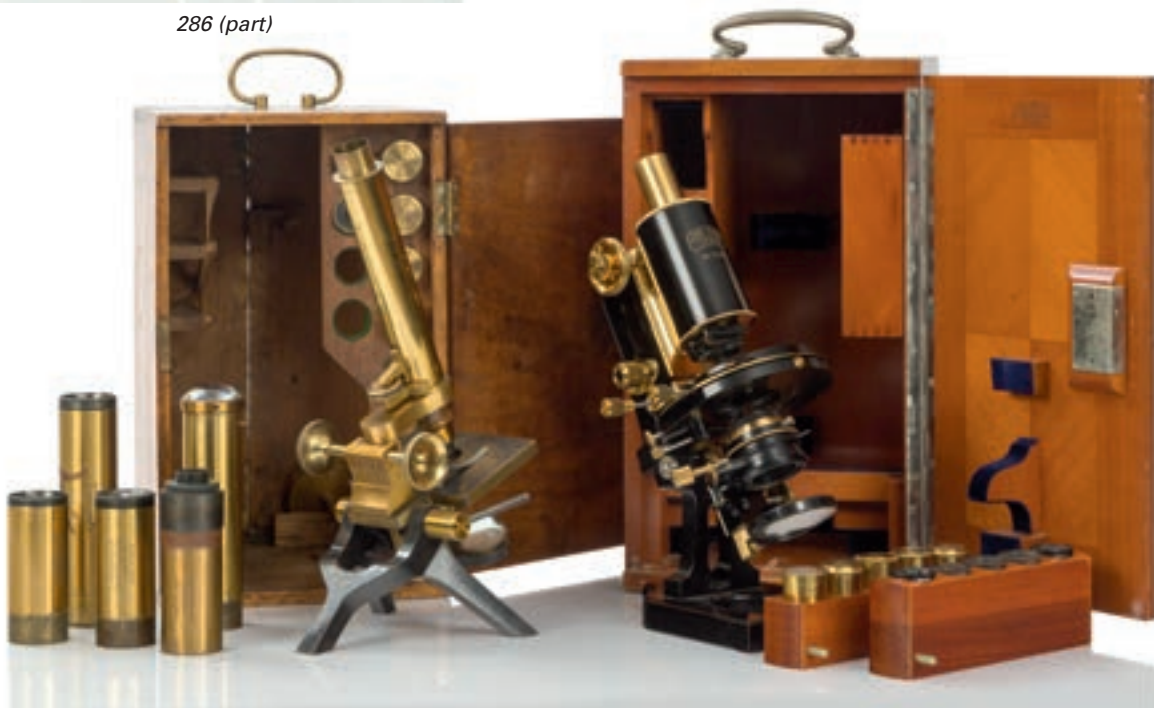
£300-500

288.

**A GOOD JUG-HANDLED MONOCULAR MICROSCOPE BY CARL ZEISS, JENA, CIRCA 1930**

the black enamelled body with lacquered brass fittings, contained within fitted box of issue with sliding trays of apparently complete accessories, securing bar, oak case with quarter veneer — 15 x 8¾in. (38 x 21cm.)

£400-600



287 (part) and 288



289

289.

**A MARTIN-TYPE DRUM MICROSCOPE CIRCA 1840**

unsigned, contained within original fitted box with spares drawer containing a 'Microscope Hint' booklet by John Davis, Optician, Cheltenham and accessories including six numbered nose pieces, live box and two four-cell bone slides with samples, box — 10¾in. (27cm.) wide

£150-250



290

290. Ø

**A RARE MICROSCOPE COMPENDIUM BY EDWARD BLUNT, CIRCA 1825**

the support signed E. Blunt London and secured by hinge within case with threaded monocular tube and accessories including fish plate, lieberkuhn reflectors, three four-cell slides with samples and double-ended slide box with rings and glasses etc, contained within original fitted box with securing hooks — 9¼in. (23.5cm.) wide

Edward Blunt succeeded his father, Thomas, in 1825 but died the following year.

£800-1200

292

296

295



291

294

297

295





291. Ø

**A COLLECTION OF APPROXIMATELY 500 POLARISING AND HISTOLOGICAL MICROSCOPE SLIDES, 19TH & 20TH CENTURY**

by various makers including Gerard & Co., Smith, Beck & Beck, Bryan, Flatters & Garnett Ltd, R.G. Mason, wide range of subjects including embryos and insects, human and animal body parts and a small quantity of oversized slides, contained within a slide cabinet with 29 drawers and ivory handles, with three 12-slide compartments each — 17½ x 14½in. (44.5 x 36.5cm.)

£1500-2500

291 (part)

292.

**A COLLECTION OF APPROXIMATELY 600 MICROSCOPE SLIDES, LARGELY ENTOMOLOGICAL**

mostly second half 19th century, with makers including, Richard Suter, Sinel, Hornell and Sinel & Hornell and a quantity of privately made slides, contained within a slide cabinet with 21 numbered drawers with three compartments for nine slides each and porcelain plaques — 14 x 11 x 11in. (35.5 x 28 x 28cm.)

£1000-1500



292 (part)



293.

**A COLLECTION OF APPROXIMATELY 550 MICROSCOPE SLIDES, CIRCA 1870**

comprising a quantity of natural history slides with makers including Newton & Co., Carpenter & Westerly, C.N. Peal, Stanley, mostly fully decorated paper covers, many annotated by hand and some dated, contained within a slide cabinet of 24 numbered drawers with three compartments of eight slides per compartment, with glass fronted door and inset brass handle — 16½ x 11¼in. (41.5 x 28.5cm.)

£1000-1500

293 (part)

294.

**A COLLECTION OF LARGELY PETROLOGICAL SLIDES, 19TH & 20TH CENTURY**

comprising approx. 300 privately made slides, contained within a slide cabinet with 21 drawers with porcelain plates — 15½ x 11in. (39.5 x 28cm.)

£600-800



294 (part)



295 (part)

295.

**A COLLECTION OF DIATOMACEAE MICROSCOPE SLIDES, 19TH & 20TH CENTURY**

some dated, makers including C.N. Peal, C.M. Loum, T.H. Powell, S.H. Meakin, J.A. Long, for a wide variety of subjects including puff adder fang, ammonite, soldier beetle, contained in slide cabinet with 25 numbered drawers with porcelain plaques, with glazed door — 13¾ x 12½in. (35 x 32cm.)

£1000-1500



296 (part)



297 (part)

297. Ø

**A COLLECTION OF APPROXIMATELY 400 MICROSCOPE SLIDES BY S.H. MEAKIN, SHEFFIELD**

many dated for late 1930s and '40s, largely entomological and contained within a slide cabinet with ivory handle and 17 drawers, each with three compartments for eight slides — 11½ x 10¼in. (29 x 26cm.)

£600-800

296. Ø

**A COLLECTION OF MICROSCOPE SLIDES BY J. BOURGOGNE, INCLUDING PRIZE SLIDES CIRCA 1855**

approximately 500 slides with approx. half by the Bourgogne family including approx. 72 prize slides, the other half by French makers including Lelong, J. Temparé & P. Petitt, J. Temparé & Peragaloe and J. Temparé, D. Dutertre, contained in slide cabinet with 21 numbered drawers with ivory handles, glass door and inset carry handle — 13 x 10½in. (33 x 27cm.)

£1200-1800



298 (part)



299



300

298.

**A 5IN. ASTRONOMICAL REFRACTING TELESCOPE BY T. COOKE & SONS LTD, LONDON & YORK**

the 52in. black enamelled main tube with star finder and eyepiece signed as per title with tripod mounting, contained within stained pine box of issue with accessories including adjusting rods and alternative eye tubes, and objective glare cuff, the box — 65½in. (166.5cm.) wide; **together with** a signed statement dated 1970 claiming optimum performance; substantial wooden tripod; and electric Fullerscope star tracker accessory — 84in. (213.5cm.) high

(3)

£2000-3000

299.

**A 2¾IN. SINGLE DRAW ASTRONOMICAL TELESCOPE BY J.K.M. HOLMES & CO. LTD, CIRCA 1955**

*unsigned*, the 39in. wooden tube with crackle finish contained within original cardboard dispatch tube with maker's label; **together with** a counter-weighted tripod stand, assembled height — 62in. (158cm.)

£200-400

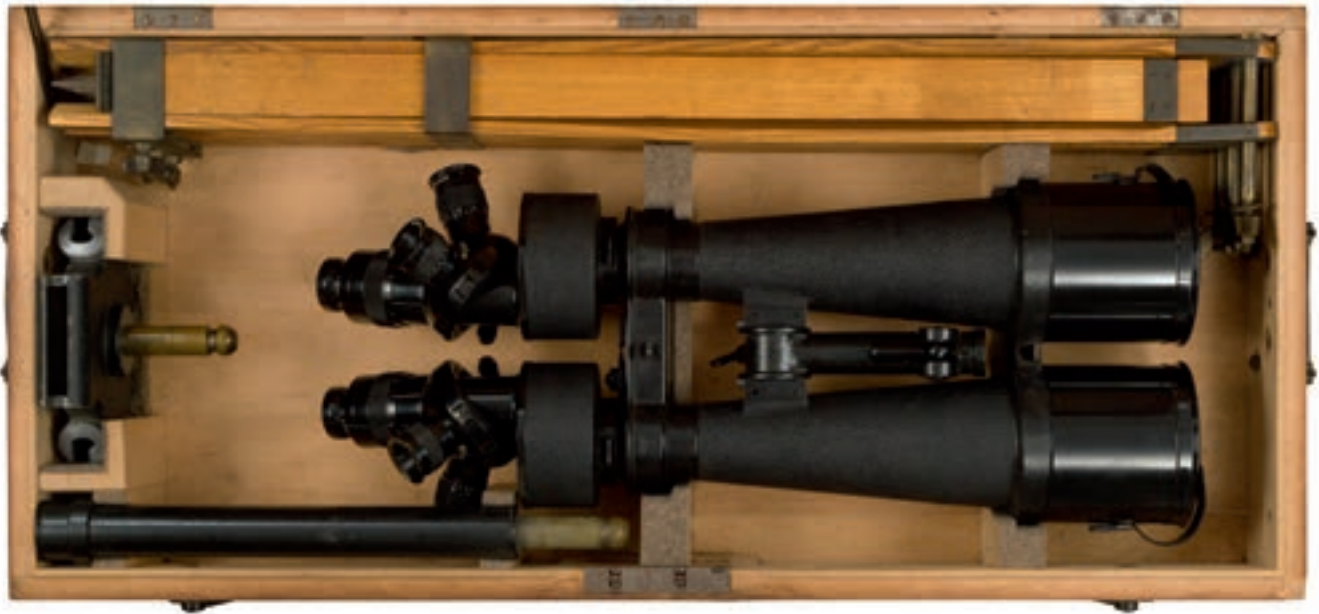
300.

**A 3½IN. ASTRONOMICAL TELESCOPE BY W. WATSON & SONS LTD, HIGH HOLBORN, LONDON, CIRCA 1900**

the 41in. tube constructed in lacquered brass and signed on the back plate as per title and inscribed 'Century', single drawer with rack-and-pinion focusing, star finder, trunnion mounting and 8in. detachable objective cuff — 64¼in. (163cm.) overall

£300-500





301

301.

**A FINE PAIR OF 40 X 80 ZEISS BINOCULARS, CIRCA 1960**

signed as per title on the backplate and 10926, with rotating triple magnifiers, eyepieces for 12x, 20x and 40x magnification, tapering tube to the crackle finish and folding stand mount, contained with fitted pine box with wood tripod stand, the binoculars — 22½in. (57cm.) high; the box 32in. (87.5cm.) wide  
£3000-5000

302.

**AN 18TH CENTURY SHAGREEN-COVERED CARD AND VELLUM THREE-DRAW TELESCOPE, PROBABLY BY PETER DOLLOND, CIRCA 1790**

*unsigned*, the card draws with inked focus lines and brass dividers, the lens and eyepiece with dust slides— 8in. (20.5cm.) long (closed)  
£300-500

303.

**A 1¼IN. SINGLE DRAW TELESCOPE MADE FOR THE BOARD OF ORDNANCE BY GEORGE ADAMS SENIOR, CIRCA 1770**

with gently tapering mahogany tube, signed on the draw *ADAMS LONDON / Inst. Maker to His Majesty's Ordnance*, eye-piece with dust slide — 37in. (95cm.) closed  
£300-500

304. Ø

**AN IVORY AND CARD ¾in. MONOCULAR, CIRCA 1780**

*unsigned*, the single vellum covered draw with focus line and fishskin outer covering, contained within a fruitwood treen pocket case with threaded lid — 3in. (7.5cm) high  
£150-250



304



302



305 (detail)



305 (detail)



305

305.

**A MATCHED PAIR OF 4IN. TERRESTRIAL AND CELESTIAL GLOBES BY THE BAUER FAMILY, CIRCA 1790**

**the terrestrial** inscribed and initialled in cartouche 'Die Erde Wie Sie Jetzt Berkant J.C.B.' and comprising 12 hand-tinted gores, over wooden pull-apart core divided along the equator of pull-apart; **the celestial** signed in cartouche for *Johann Bern Bauer* comprising 12 hand-painted gores over solid former, both contained within period paper covered card cartons — cartons 4¾ x 4¾in. (12 x 11cm.)

(2)

£4000-6000

306.

**A 5IN. TERRESTRIAL DESK GLOBE PUBLISHED BY J.S. COX, CIRCA 1839**

signed in cartouche as per title and dated July 1839, coloured gores over wooden former, with equation of time ecliptics and equator, mounted within calibrated steel bracket on turned wooden stand (*overall restoration*) — 9¾in. (25cm.) high

£200-300

307.

**A 5½IN. ITALIAN LUNAR GLOBE COMMEMORATING THE MOON LANDINGS 1969**

the 12 coloured culottes over metal former depicting various craters of the moon with names where known and depicting the lunar module and two astronauts by an American flag, mounted on a tapering aluminium base — 11½in. (25cm.) high

£100-150

308.

**A GERMAN MONEY BOX GLOBE, BY PAUL RAETH, LEIPZIG CIRCA 1922**

signed in cartouche and inscribed Prof. Dr. A. Krause New Globe for Pupils, constructed of 12 coloured gores over card former, divided along equator and money slot at Arctic culotte, mounted on tapered wooden stand — 8in. (20cm.) high

£100-150



308



309

309.

**A 7IN. STAR GLOBE BY H. HUGHES & SONS LTD, LONDON, FOR EPOCH 1920**

the white printed gores over wooden former with maker's label *The Husun Star Globe, H. Hughes & Son Ltd, 1920*, contained with wooden box of origin, with calibrated brass horizon and meridian rings, and instructions within lid, the top handle and securing hooks — 11in. (28cm.) cubed

£300-500

310.

**AN EARLY 19TH CENTURY MEDICINE CHEST**

with largely complete contents comprising 15 graduated drug bottles with glass stoppers and partial contents, and drawer with inset handle with poison bottles, measuring flask etc. (8½ x 8¾in.) (21.5 x 22cm.)

£300-500



310



311

311.

**A PRECISION BALANCE BY L. ORTLING, LONDON, CIRCA 1890**

signed in the beam as per title and inscribed *To Weight 100 Grammes*, the glazed case with sash-fitted front, the base on three adjustable feet with raising-and-lower screw and side wheel operating mechanical pan to right side — 20 x 18½ x 8½in. (51 x 47 x 21.5cm.); **together with** three sets of associated weights

(4)

£80-120

312.

**A DIP CIRCLE BY BATE, LONDON, CIRCA 1840**

signed on the calibrated base plate as per title, threaded levelling screw feet, swivelling scale magnifiers, internal bubble level, hinged access plate — 11 x 8in. (28 x 20cm.)

Probably by Robert Brettell Bate, who worked until 1847.

£300-400



312





314

313

313.

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

signed *N. Bion à Paris*, and with scales for Les Cords, Les Solides, Les Parties a Gap etc — 4½in. (7.5cm.) folded length

£350-450

314.

**A FRENCH BRASS SECTION, CIRCA 1720**

unsigned, engraved over both sides, scales for *les cord*, *les plan*, *les métles*, the edges inscribed *Pied Francais* and *Pied Anglais* — 7in. (17.5cm.) closed length

£200-300

315.

**AN ELECTRUM PLATED SQUARE PROTRACTOR/RULE BY GEORGE ADAMS, LONDON**

signed *Adams, Fleet Strt. London* — 6in. (15cm.) wide

£200-300



316 (detail)



313 (detail)

316.

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

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

(2)

£150-250

317. Ø

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

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

(3)

£100-150



315



318

318. Ø

**AN EARLY 19TH CENTURY LACQUERED BRASS PANTOGRAPH BY DOLLOND, LONDON**

signed as per title, the frame with removable ivory wheels and contained within fitted keystone box with lead box and accessories — 26in. (56cm.) long

£100-150

319. Ø

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

with ivory scales with mercury tube and maker's plate, alcohol thermometer to front, plain wooden shaft with brass weight gimbal suspension — 37in. (94cm.) high

£800-1200



319 (detail)



319

320.

**A LATE 19TH CENTURY ANEROID FISHERMAN'S BAROMETER BY NEGRETTI & ZAMBRA FOR THE R.N.L.I.**

the 5in. enamelled dial with red principal letterings and numbers, signed as per title and numbered 559 contained within oxidised brass bulkhead case — 6in. (15cm.) diam; **together with** a brass Negretti & Zambra weather forecaster on easel stand — 4in. (12cm.) high

(2)

£200-300

321.

**AN EDWARDIAN SILVER POCKET BAROMETER**

*unsigned*, mounted in substantial silver case with hallmarks for 1907 and lid with thumb-piece and inscribed to top *S.G.E. FROM F.C.F.-H. FEB 8TH 1908* — 2¼in. (5.5cm.) diam

£400-600



320 (part)



321



264 (part)



# Models



Lot 331  
(detail)





325

325.

**AN IMPRESSIVE 1:48 SCALE NAVY BOARD STYLE MODEL OF THE *PRINCE* [1670]**

modelled by Alan Walker after the Science Museum original, 1974, the planked and pinned hull with carved and gilt decoration including figurehead, cat head, anchors with bound wooden stocks, knights, wreathed gun ports, numerous stern carvings including royal arms, etc., planked decks with fittings including belfry, lead lights, capstan, guns in carriages with shot racks and buckets, gratings, cutaway bound masts, and other details, mounted in an ebonised glazed case with casters, overall — 30½ x 53 x 17¼in. (77.5 x 134.5 x 45cm.)

£2000-3000

**This model will be available for viewing at Imperial Road**

326.

**A DETAILED AND WELL-PRESENTED WATERLINE MODEL OF H.M. SCHOONER *ENTREPRENANTE* AS DEPICTED AT TRAFALGAR**

the 8in. planked hull with scored decks fitted with carronade and details including anchor winch, gratings, belaying rails and pins, bilge pumps, deck light, companion ways, compass box, tiller, fitted boat in stern davits, 12 carronades in sliders with shot racks and animated crew, mast with yard, standing and running rigging and full set of lined paper sails with reefing points, depicting sailing briskly in a green moulded sea in glazed wooded case with name plate — 12 x 16 x 8½in. (30.5 x 41 x 21.5cm.)

£300-500



325 (detail)



326



327

327.

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

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

£1500-2500

**This model will be available for viewing at Imperial Road**

328.

**A WELL PRESENTED ¼IN. : 1FT SCALE MODEL OF A 14FT ADMIRALTY-PATTERN PULLING AND SAILING DINGHY, OF CIRCA 1830**

modelled by G. Cheikhet with planked wooden carvel hull, brass lined keel and wales, rudder with yoke, brass swivelling crutches, cross board, thwarts, two bundles of four oars and furled sail and mast, mounted within glazed wooden case — 6 x 12in. (15 x 30.5cm.) overall

£400-600



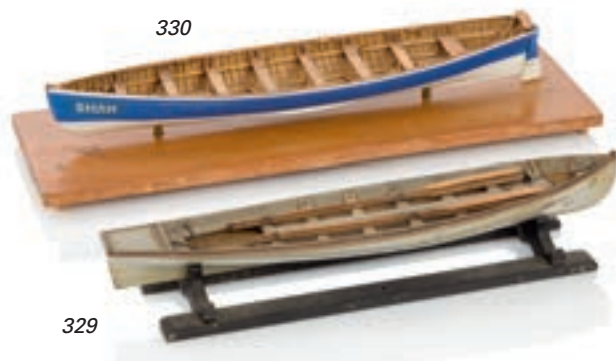
328

329.

**A FINELY CARVED MODEL OF A ROYAL NAVY SHIP'S GALLEY, PROBABLY FROM A NAVAL YARD MODEL SHOP, CIRCA 1890**

the hull carved from the solid and painted externally, the hollowed interior with painted seats and upper works, with six finely carved oars lashed within and fine suspension chains to either end — 7½in. (19cm.); Associated stand

£500-800



330

329

330.

**A SCALE MODEL OF THE PILOT GIG *SHAH* OF 1826**

modelled in fruit woods, fully framed with clinker-built planking, bottom boards, foot rests, thwarts and rowlocks for six oarsmen, finished in blue, white and varnish and mounted on a display base with pen presentation inscription to underside dated 1980 — 9in. (23cm.)

£150-250



331

331.

**A FINELY RIGGED AND CARVED BONE PRISONER-OF-WAR STYLE MODEL OF THE 74-GUN SHIP *BELLEROPHON***

the planked and pinned hull with decorative carved leaf-and-flower main wale, open gun ports with brass guns and Venetian red lids, chain plates with deadeyes, warrior figurehead with carved head rails, quarter lights, bone anchors with bound bone stocks; planked deck with fittings including belaying rails, capstan, gratings, belfry, well deck, water casks, deck lights etc.; bound masts with yards, s'tun'sl booms, standing and running rigging with two launches rigged port and starboard and other details, mounted on a fine ebony and bone marquetry base with compass devices at either end and geometric flower design to centre, the balustrade with opposing lions and sphinx motif, overall measurements — 19¼ x 26in. (49 x 66cm.)

£4000-6000

*Bellerophon*, built 1786 by Graves and Co, Frindsbury as a 74 and commissioned 19th July, 1790 fought at the Battle of the Glorious 1st June (1793); the Battle of the Nile (1798) and the Battle of Trafalgar (1805). On July 15th 1815 she accepted the surrender of Napoleon and conveyed him first to Torquay and then to Plymouth. She was broken up at Plymouth 1834 after being renamed *Captivity* in 1826 and serving as a prison hulk.





332

332.  
**TWO SIMILAR BUILDER'S STYLE MIRROR-BACKED HALF MODELS  
FOR THE STEAM TUGS *SUN IV* AND *H209***

carved from the solid with ebonised top sides, varnished superstructure and brass fittings, funnel and cutaway masts as appropriate, mounted within ebonised glazed cases with name plates, each — 12 x 32 x 5½in. (30.5 x 81.5 x 14cm.)

(2)

£500-800



336



333

333.  
**A BUILDER'S STYLE HALF MODEL FOR A FRASERBURGH  
TRAWLER**

the laminated carved hull with ebonised topside inscribed FR.73, lined propeller and rudder, carved superstructure with cutaway mast, etc., mounted on oak display board with frame, overall — 12 x 24in. (30.5 x 61cm.)

£200-300



334

334.  
**A BUILDER'S STYLE MIRROR BACKED HALF-MODEL FOR A  
FRIGATE**

carved from laminated wood with ebonised top side, gun ports, chain plates, Venetian red bulwarks, mounted on a mirror with wooden frame, overall — 13½ x 38in. (34 x 96.5cm.)

£200-300



335

335.

**A LIVE STEAM POWERED MODEL LAUNCH, CIRCA 1910**

the hull carved from the solid and painted pink below the waterline with black boottop and varnished upper works, fitted with mahogany-lagged boiler to single cylinder engine with flywheel, propeller shaft and brass propeller, simple deck fittings and friction rudder — 19 x 51in. (48 x 129.5cm.)

£800-1200

**This model will be available for viewing at Imperial Road**



337 (detail)

336.

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

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

£400-600

**This model will be available for viewing at Imperial Road**

337.

**A BERMUDAN RIGGED POND YACHT, CIRCA 1920**

the planked and pinned hull with weighted keel, rudder, sprung bow sprit, access hatch and adjustable mast step, with wooden mast, linen sails in batons, and rigging with adjusting blocks, now fitted with servos to rudder, complete with radio control unit, loosely mounted on carry cradle with canvas strapping, overall measurements — 83 x 66in. (211 x 167.5cm.)

£700-900

**This model will be available for viewing at Imperial Road**



338

338.

**A FINELY DETAILED 1:200 SCALE WATERLINE MODEL FOR THE HEAVY CRUISER H.M.S. *EXETER* AS IN FITTED IN 1942**

modelled by John R. Haynes with bespoke pre-formed hull with lined decks and minutely observed fittings as appropriate and including main and secondary armament, anti-aircraft guns, fully fitted bridge with binnacles, voice tubes, range finder, communications mast with radio aerials and lanyard, signal flag racks, fitted boats on launches, Supermarine Walrus seaplane, and much other fine detailing, set on a light green-blue base with plate, glazed wooden cover, overall measurements — 10½ x 39 x 8¾in. (26 x 99 x 22cm.)

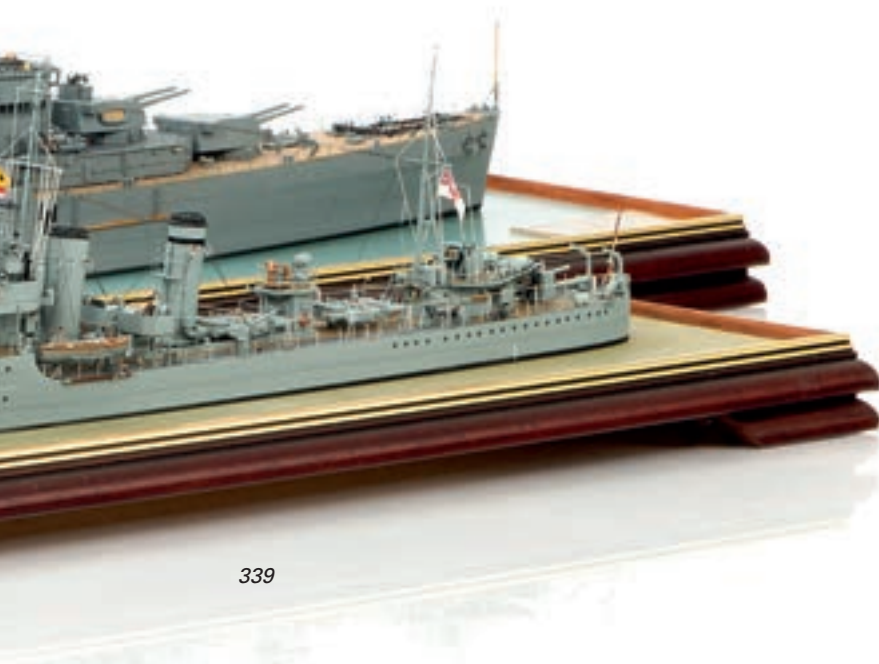
£4000-6000



338 (detail)

*Exeter* first came into prominence at the battle of the River Plate which ended in the destruction of the German pocket battleship *Admiral Graf Spee*, in December 1939. Having sustained the full weight of the enemy's heavy guns until her consorts, *Ajax* and *Achilles*, arrived, *Exeter* scraped through with four of her six 8in. guns out of action and her steering gear smashed. After a lengthy refit, early in 1942 she was in Far Eastern waters under Capt. O.L. Gordon, M.V.O., and, on February 27th she formed one of a force of cruisers and destroyers led by Rear-Admiral K. Doorman of the Royal Netherlands Navy engaged in repelling a Japanese landing in the Dutch East Indies. The Allied forces comprised, beside *Exeter*, the Dutch cruisers *De Ruyter*, (flagship) and *Java*, the Australian cruiser *Perth*, the U.S. heavy cruiser *Houston*, and the Dutch destroyer *Kortenaer* with the British destroyers *Electra*, *Encounter* and *Jupiter*. Not one ship of this unfortunate squadron escaped destruction. The Japanese force comprised the cruisers *Nati* and *Haguro*, two lighter cruisers and about a dozen destroyers. Action was joined at about 4 o'clock in the afternoon, *Exeter* receiving a hit from an 8in. shell which caused great damage in the boiler room, putting six of her eight boilers out of action and considerably reducing her speed. In these circumstances she had no alternative than to go about for Sourabaya as she could not keep up with her consorts. At Sourabaya she made contact with the U.S. destroyer *Pope* and was later joined by *Encounter*, the three ships leaving under cover of night for Australia. For this voyage *Exeter's* maximum speed was at first 15 knots, but her engine room staff worked heroically through the night and by morning three more boilers were in use and speed had increased to 26 knots. Her plight was still very grave, however, as she had expended four-fifths of her 8in. gun ammunition in the recent action and was in no condition to fight a prolonged engagement. At 9.35 on the morning of March 1st the ships ran into three Japanese cruisers and some four or five destroyers and *Exeter* sent out a wireless message that she was about to engage the enemy. Despite the odds the battered cruiser fought well for over two hours after which time, at just before noon, she was sunk by her crew. Her boilers had been wrecked and all her ammunition expended before she sank. The loss on board the *Exeter* in both actions amounted to 54 officers and men killed. The survivors were taken prisoner by the Japanese and no less than 152 of them died in captivity. Capt. Gordon, who was released at the conclusion of hostilities, had preserved his records of the action in a tube of shaving cream. The destroyer *Encounter* sank shortly after the cruiser, but *Pope*, which scored a hit on a cruiser, ran into a rain squall and was not located for more than a hour, at the end of which time she was attacked and sunk by Japanese bombers.





339



'Glowworm' making smoke in front of 'Hipper'

339.

**A FINELY DETAILED 1:192 SCALE WATERLINE MODEL FOR THE V.C. DESTROYER H.M.S. *GLOWWORM* AS FITTED IN 1938**

modelled by John R. Haynes with bespoke pre-formed hull with minutely observed fittings as appropriate and including main and secondary armaments, fully fitted bridge with signalling masts, stayed funnels, fitted boats and launches in davits, pompom guns, search lights, torpedo, ship's bell, name plate, etc., mounted on a light green base within a glazed case, overall measurements — 7¾ x 25¼ x 6½in. (19.5 x 64 x 16.5cm.)

£2000-3000

The destroyer *Glowworm* commanded by Lt Cdr Gerald Roope, was one of the vessels engaged upon the mining of Norwegian waters to prevent their use by the Germans, more especially to interrupt the iron ore traffic between the port of Narvik and Germany. The operation began on April 8th, 1940, and coincided with the German invasion of Norway. Early on the morning of the 8th when escorting the battle cruiser *Renown*, *Glowworm* lost touch owing to one of her crew having fallen overboard. The delay was occasioned in picking up the man, together with the heavy seas which reduced the destroyer's speed to 10 knots, allowing a German force consisting of the 10,000 ton cruiser *Hipper* and four destroyers to intercept her. Action was joined at daybreak and *Glowworm* engaged first one and then two enemy destroyers. These vessels failed to score any hits, though the British vessel managed to get in at least one before the enemy broke off the action. Shortly afterwards the *Hipper* came in sight and began to shell the *Glowworm*. Lt Cdr Roope decided to make smoke and attack with torpedoes. This attempt failed and the more desperate plan of ramming the cruiser was put into operation and, despite a deluge of shell fire, succeeded in striking the enemy on the starboard side, though with insufficient force to cause vital damage. By this time *Glowworm* was a wreck and at about 10am Lt Cdr Roope gave the orders to abandon ship and the destroyer turned on her side and sank. Unfortunately, the strain of the action proved too much for the gallant commander who took to the water in an exhausted condition. He managed to reach the *Hipper* but failed to catch a rope thrown to him and was never seen again. He was posthumously awarded the Victoria Cross. The Admiral Hipper's commander, Kapitän zur See Heye, wrote to the British authorities via the Red Cross, recommending award of the VC for his opponent's courage in engaging a vastly superior warship. A 35-year-old Royal Navy officer, his action was the earliest awarded a Victoria Cross in the Second World War (although the award was gazetted after hostilities ended) and is one of very few to have the award justified, in part, from a recommendation and supporting evidence provided by the enemy. Of the *Glowworm*'s complement of eight officers and 144 ratings, seven officers and 105 ratings were killed. Lieutenant Ramsey and 39 ratings were picked up by the Germans and of the number two men died while prisoners of war.



339 (detail)



340

340.

**A WELL PRESENTED AND MODELLED WATERLINE MODEL OF THE BATTLESHIP H.M.S. *IRON DUKE*, FLAG SHIP AT JUTLAND 1916**

the laminated and carved wooden hull with lined paper plating and decks, with details including winches, main and secondary armaments, deck rails, companionways, fitted boats in davits, tripod mast with director firing, and other details, display at anchor with boarding sponsors out, on a painted green sea within glazed wooden case, overall measurements — 12½ x 47 x 13½in. (32 x 119.5 x 34.5cm.)

£1000-1500

The formidable *Iron Duke*, the nameship of the class of four battleships, was laid down in January 1912, launched in October the same year and completed in March 1914. Built at Portsmouth, she displaced 25,000 tons, measured 580 feet in length with a 90 foot beam and carried a main armament of 10 x 13½in. guns. Additionally armed with 12 x 6in. guns, the first British big-gun warship to be so, she and her sisters could steam at 21 knots and were the last coal-burning battleships in the fleet. Flagship to the Home Fleet when first commissioned, she became flagship to the C.-in-C. (Admiral Jellicoe) upon the outbreak of War and, in this capacity, was present at the Battle of Jutland. Thereafter with the 2nd Battle Squadron until the end of War, she was in the Mediterranean from 1916-26 and then in the Atlantic until 1929 after which she was reduced to a training ship. Relegated to Scapa Flow as a depot ship in 1939, she survived the Second World War despite bomb damage and was sold for scrapping in 1946.



341

341.

**A WELL PRESENTED AND DETAILED 1:192 SCALE WATERLINE MODEL OF THE HUNT CLASS DESTROYER H.M.S. *BADSWORTH*, ORIGINALLY BUILT BY CAMMELL LAIRD, 1941**

modelled by E. Dyke with carved hull finished in dazzle camouflage, grey decks with fittings as appropriate including anchors with chains and winches, deck rails, bitts, ventilators, main and secondary anti-aircraft armament, wooden decked open bridge with controls, communication masts, stayed funnel, carlie floats, launch and boat in davits, mine racks to stern with mines, etc., set on a blue base within plexi-glass case, overall measurements — 7 x 21½ x 7in. x (18 x 52 x 18cm.)

£600-800

Commissioned in August 1941, *Badsworth* was prepared for close convoy escort duties, initially in the north west approaches, and then to Russia during which she fought off repeated attacks and saved many men from the water; in May 1942 she was allocated to Operation Harpoon, escorted essential supplies to Malta during which she was badly damaged when she hit a mine entering the Grand Harbour and docked until November for repairs. Deployed thereafter in the Atlantic, and then Western Mediterranean, she hit another mine and beached herself to avoid sinking. Refloated and repaired, she was loaned to the Norwegian Navy as HNoMS *Arendal* in 1944 and purchased by them after the War. She was broken up in 1965.



342

342.

**A WATERLINE MODEL OF H.M. SUBMARINE *CONQUEROR* [1969]**

constructed from carved laminated wood finished in black and depicted with forward steering vanes and conning tower with officers' and communication aerials passing through a calm moulded seascape with painted white foam wash, on raised wooden display base — 6 x 48 x 13in. (15 x 122 x 33cm.)

£300-500

The 4000 ton 'Valiant' Class nuclear attack submarine *Conqueror* was laid down by Cammell Lair on the 5th December 1967, launched eighteen months later and completed in November 1971. Perhaps her greatest moment has also remained her most controversial — the sinking of the *General Belgrano* on 2nd May 1982 during the Falklands campaign which has provoked impassioned debate ever since. She was sold for breaking in 1990.



343 (part)

343.

**A 1:96 SCALE STATIC DISPLAY MODEL FOR THE C.S. *MERCURY*, ORIGINALLY BUILT BY CAMMELL LAIRD, 1962**

modelled by K. Routledge with carved laminated wooden hull, lined boxwood decks with painted wood and metal fittings including split bow with cable drum, open cable hatch with equipment, winches, bollards, bitts, white superstructure with glazed bridge with awning stanchions over, communications mast, covered lifeboats in davits and one motor launch, twin buff coloured funnels, and divided stern for cable drum and other details, mounted on two turned brass pedestals on baize-lined base with maker's and specification plates, plexiglass cover — 19½ x 68½ x 13½in. (49.5 x 74 x 34cm.); **together with** a souvenir for the *Mercury* and a receipt from the modeller dated 1996

(3)

£1000-1500

**This model will be available for viewing at Imperial Road**



345



344

344.

**A 1:100 SCALE BOARDROOM MODEL FOR THE M.S. *VIRGINIA*, CONSTRUCTED BY VAN DIEPEN WATERHUIZEN, HOLLAND FOR HARRISON'S (CLYDE LTD), 1970**

the moulded hull with bilge keels, gilt propeller, ochre coloured decks with grey fittings as appropriate, white superstructure and other details, mounted on four plain aluminium posts within Perspex case with plate — 14¾ X 37¾ x 9½in. (37 x 95.5 x 24.5cm.)

£600-800

**This model will be available for viewing at Imperial Road**

345.

**A 1:100 SCALE BOARDROOM STYLE MODEL OF THE M.S. *STABILITY* BY NORMAN HILL, 2012, ORIGINALLY BUILT BY GOOLE SHIP BUILDING 1978**

the laminated wooden hull with gilt propeller, ochre coloured deck, wooden hatch covers, white superstructure with other fittings as appropriate including lifeboats in davits, livery funnels, contained within a brass bound glazed case — 15 x 35 x 10in. (38 x 89 x 25.5cm.)

£600-800

**This model will be available for viewing at Imperial Road**





346

346.

**A TRAVEL AGENT'S WATERLINE MODEL FOR THE R.M.S. WINDSOR CASTLE, 1959**

carved wooden hull, with metal top-sides finished in grey, green and brown as appropriate, liveried funnel, comms mast and other details, mounted to a plain blue cloth base within silver painted glazed case — overall 15 x 57 x 10in. (38 x 145 x 26cm.); **together with** framed prints of the *Windsor Castle* and the *Andes*

(3)

£2000-3000

**This model will be available for viewing at Imperial Road**



347

347.

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

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

£1500-2500

**This model will be available for viewing at Imperial Road**



348

348.

**A TRAVEL AGENT'S WATERLINE MODEL FOR THE S.S. CANBERRA, BUILT BY HARLAND & WOLFF LTD FOR P&O, CIRCA 1961**

the carved hull with metal top-sides, finished in white and green contrasting decking as appropriate, twinned yellow funnels and comms masts, set on a plain blue base with plates, within brass-bound glazed case — 17½ x 53 10½in. (44.5 x 134.5 x 26.5cm.)

£2000-3000

**This model will be available for viewing at Imperial Road**



349

349.

**A SMALL-SIZED TRAVEL AGENT'S WATERLINE MODEL FOR THE ROYAL ROTTERDAM LLOYD LINER M.V. WILLEM RUYSS , 1947**

modelled by C. Doubleman, Holland, the carved painted hull, lined paper decks with detailed fittings as appropriate including lifeboats in davits, mast with radio aerials over bridge with range finders etc., mounted on a plain blue plexiglass base with maker's label on ebonised base with glazed brass bound cover — 6½ x 24 x 6½in. (16.5 x 61 x 16.5cm.)

Ordered in 1939, the launch was delayed until 1946 by World War II. Registered at 21,119 tons and 642 ft in length, she was unlucky early in her career when she was involved in a serious collision with the *Oranje* in 1953. Sold in 1965 to Flotta Lauro (later Lauro Line) and extensively refitted, she is chiefly remembered for the extraordinary hijacking by members of the PLO in October 1985 who murdered disabled American Jew Leon Klinghoffer and then threw his body overboard. The ship continued in service and was reflagged in 1987 when the Lauro Line was taken over by the Mediterranean Shipping Company to become Star Lauro. On November 30, 1994, she caught fire off the coast of Somalia while *en route* to South Africa. The crew attempted to battle the fire for several hours but were unsuccessful. Abandoned, the vessel sank on December 2nd.

£800-1200



350

350.

**A DETAILED 32FT:1IN SCALE MODEL OF THE LEYLAND LINE PASSENGER/CARGO SHIP *CALIFORNIAN* [1902]**

modelled by R.A. Wilson with masts, derricks and rigging, anchors, winch, bollards, ventilators, deck rails, deck winches, hatches, superstructure with wheelhouse with open bridge over with awning stanchions, stayed funnel with safety valve extension pipes, engine room lights, aft deck house and six lifeboats with thwarts in davits, finished in red and black with white upperworks and natural wood decks and mounted on two turned brass columns, glazed case — 6¾ x 19¼in. (17.2 x 49cm.), carrying box

£400-600

*Californian* was thought to be the mystery ship that slept whilst *Titanic* sank about ten miles away on the horizon. Although this was never proven, **Captain Stanley Lord (1877-1962)** - known as 'Lord of the Californian' never recovered his reputation and was dismissed from Leyland Line in August 1912, spending the rest of his life trying to clear his name. Interestingly the deathbed confession in 1965 of a Norwegian seal smuggler called Hendrik Ness seems to confirm Lord's story. When their ship, the S.S. *Smansun*, lying 4-5 miles off *Titanic* with a hold full of contraband, saw the first distress rockets fired they extinguished all lights and effectively disappeared - they were not fitted with wireless and Captain and crew agreed a pact of silence when they learned the shocking news in Iceland. *Californian*, registered at 6,223 tons - about 40,000 less than *Titanic* - was torpedoed on 9th November 1915 by *U-34* 61 miles southwest of Cape Matapan in passage between Salonica and Marseilles in ballast.



351

351.

**AN ATTRACTIVE MIRROR-BACK HALF MODEL FOR THE R.M.S. *MAURETANIA*, CIRCA 1910**

the hull carved from the solid with red below the waterline and black with blue and gilt portholes, lined deck with detailed fittings including winches, capstan, ventilators, etc., covered lifeboats in davits, stayed funnels with safety valves and pipes, masts with rigging and radio aerial and Cunard flag, mounted on mirror with two faux supports within fully glazed case with taped sides — 9 x 29½ x 3in. (23 x 75 x 7.5cm.)

£700-900

During work to correct a cracked side panel, the backing board was found to have a newspaper liner between the backing board and mirror reporting the trial of Dr Crippen in 1910 (this has now been pasted to the reverse); it has been suggested that this unusually detailed yet small model may have been one of the more expensive items available from the *Mauretania*'s barber's shop where souvenirs could be purchased.



352

352.

**A ¾IN. :1FT SCALE HALF-BLOCK BUILDER'S MODEL OF A CRASH RESCUE TENDER BY VOSPER LTD, PORTSMOUTH FOR THE AIR MINISTRY**

carved in contrasting woods and mounted on a mahogany backboard with builder's plate. Overall measurements — 9¾ x 41¼in. (24.8 x 104.8cm.)

£600-800



353

353.

**A ½IN. : 1FT SCALE BUILDER'S HALF-BLOCK MODEL FOR A HIGH SPEED PASSENGER LAUNCH, BUILT BY VOSPER LTD, PORTSMOUTH FOR SHELL LTD**

carved from contrasting laminated woods and mounted on an ebonised backboard with builder's plate. Overall measurements — 10 x 44in. (25.4 x 111.8cm.)

£600-800



354.

**A 1:5 SCALE ROYAL NAVY  
CADET TRAINING MODEL FOR  
A SAILING AND PULLING  
CUTTER GIG, CIRCA 1890**

constructed and fitted as in authentic practice in pine and oak with pinned clinker hull, foot-rests with rope foot holders, gratings, cast brass knees and rowlocks, bottom boards, keel hoist, windlass, slatted stern seat with removable transom board, rudder with tiller, collapsible mast with stitched lug and foresails with reefing points and woven standing and running rigging with sheathed blocks and tackle, mounted on lead ball joint to quatrefoil stand with casters — 90 x 84 x 20½in. (229 x 213.5 x 52cm.)

£4000-6000

A similar model is held in the National Collection at Greenwich (SLR1318) and which it is stated was made by Dockyard Apprentices in Plymouth; The ball joint allows the model to be set at any angle for instruction.

**This model will be available for viewing at Imperial Road**



354 (detail)



355

355.

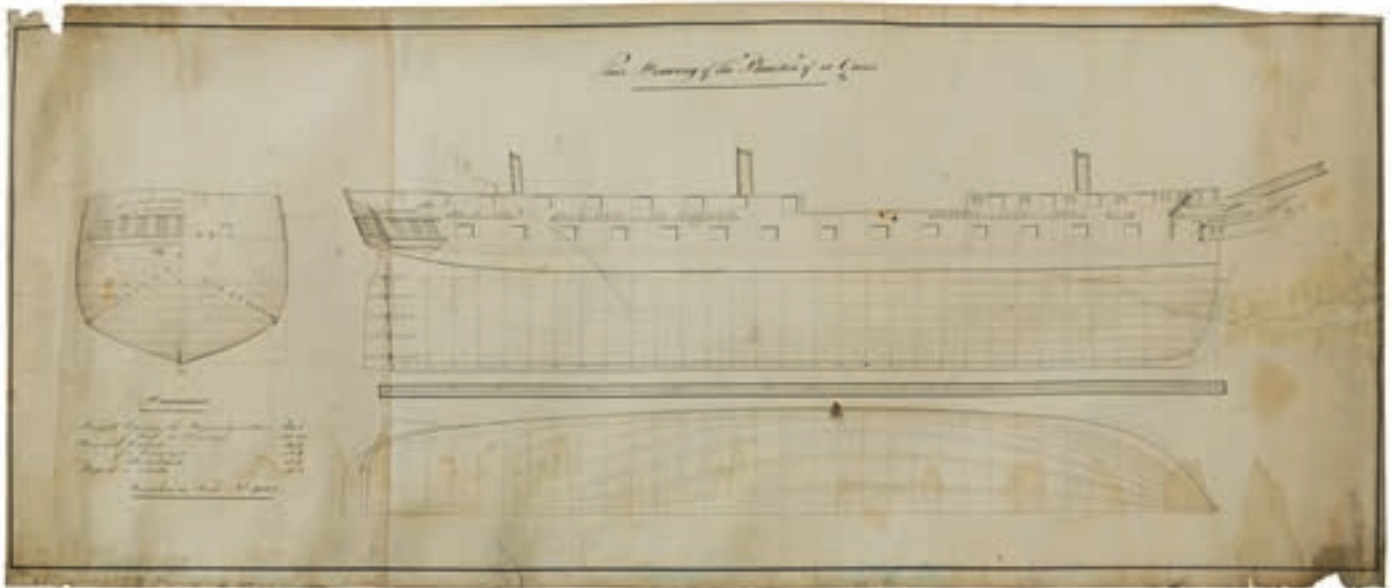
**A 1IN.:1FT SCALE DOCK YARD MODEL FOR AN ADMIRALTY-PATTERN WHALER, JOSEPH WHITE, COWES, CIRCA 1870**

framed with pinned clinker hull with air cased bulwarks, cross boards, thwarts, gratings, detachable rudder with yoke and furled sail — 3 x 26in. (7.5 x 66cm.); later display stand

**Provenance:** R. & J. White, Cowes, and thence by descent.

**Literature:** May, W.E. *The Boats of Men of War*, NMM, 1999, p. 73.

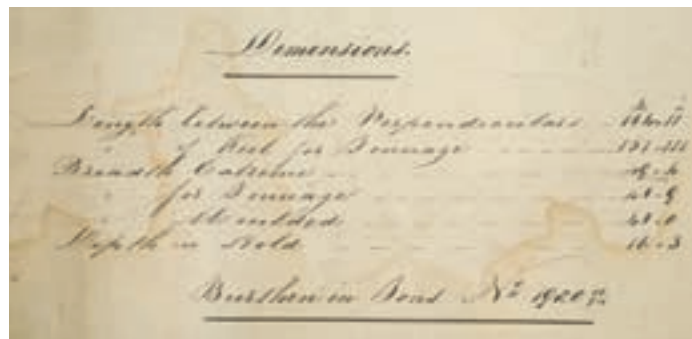
£800-1200



356 (part)



356 (part)



356 (detail)

356.

**A DOCKYARD HALF MODEL FOR THE MODIFIED 'CONSTANCE' CLASS 50-GUN FRIGATE *PHAETON*, BY JOSEPH WHITE, COWES, CIRCA 1845**

planked and pinned in boxwood with contrasting ebonised and white topsides pierced with gun ports, gilt decoration to quarter lights and cat head, chain plates with deadeyes and partially framed interior — 54½ x 11in. (138.5 x 28cm.) overall; **together with** the dockyard ink and paper profile plan and specification for *Phaeton* (repaired tear, old wear) — 17 x 39in. (43 x 99cm.); and three steam conversion proposal drawings comprising a profile, stern view and hull form delineated in ink on linen with principal dimensions listed lower left (titles and inscription to top faded) — 21 x 71in. (53.5 x 180.5cm.); and tinted ink and watercolour profiles of the principal armament and engine arrangements on conjoined paper sheets — 13 x 56½in. (33 x 143.5cm.)

(4)

£1500-2500

**Provenance:** R. & J. White, Cowes, and thence by descent.

Although designed by White, this ship was actually built at the Deptford Dockyard; as the model and profile remained with the White family, it suggests it was made as part of the early design process and not after completion. *Phaeton* was a 184ft frigate of 1,942 tons burthen, manned by 500 men and armed with 40 x 23pdr plus 10 x 8in. guns. Launched in November, 1848 she was converted to steam in 1859 at Sheerness DY by James Watt & Co. and broken up in 1875. Whites steam conversion plans differ from what Watt & Co produced so these are presumably rejected proposal plans.



357

357.

**A HALF BLOCK BUILDER'S MODEL FOR A PASSENGER PADDLE STEAMER, CIRCA 1880**

the laminated carved hull with ebonised topsides, plain deck with cut-away mast and funnel, mounted on a display board with contrasting woods at waterline — 9 x 44in. (23 x 112cm.)

£800-1200



358

358.

**A BUILDER'S HALF BLOCK MODEL FOR THE IRON FRAMED SHIP JOHN C. MUNRO, BUILT BY SIR JAMES LAING & SONS. LTD., SUNDERLAND (DEPTFORD YARD) FOR MUNRO & CO., 1862**

the laminated and carved yellow pine hull with stained topsides and enhanced grain, plain decks and cut-away masts, mounted on a painted display board with cut-away corners and mss note to reverse reading *Half model of my Great Grandfather's sailing ship the "John Munro"* — 12½ x 52¼in. (32 x 133cm.)

£800-1200

This 612 ton ship was built for use on the London-Australia run and disappears from Lloyds Register by 1889.



359

359.

**A BUILDER'S HALF-BLOCK MODEL PROBABLY FOR A CLIPPER, CIRCA 1860**

the laminated and carved hull painted pink below the waterline, black to topsides with metal portholes above boxwood stringing, mounted in wooden display board (*old wear and restoration*) 12 x 49in. (30.5 x 124.5cm.)

£600-800





360



360.  
A HALF BLOCK BUILDER'S  
MODEL FOR THE STEAM  
TUG *FLYING EAGLE* BUILT  
BY BOW, MCLACHLAN & CO.  
FOR THE CLYDE SHIPPING  
CO. LTD, 1928

the laminated carved hull  
varnished below the water  
line with lined propeller and

rudder, ebonised topsides with lined brown superstructure  
cutaway funnel and mast, mounted on a wooden display base with  
ivory builder's plate, overall 12 x 32 (30.5 x 81.5cm.)

£800-1200

This 260 tons 105ft tug reverted to an older style when completed and  
her beam was about three foot wider than her near contemporaries and  
capable of an impressive 950 i.h.p. Designed with coastal towing in mind,  
she had a large coal capacity which was loaded through a hatch located  
between the wheelhouse and funnel. She remained with Clyde Shipping  
for thirty years during which time she towed many of the world's most



*'Flying Eagle' towing R.M.S. 'Queen Elizabeth', 1938*

iconic liners and was sold to J.H. Lamey of Liverpool who added a flying  
bridge and re-name her *James Lamey*; in 1966 she was sold to Chas.  
Brand Ltd. and worked in Belfast as the *Lilias* until 1969 when she was  
sold for breaking.



361 (detail)

361.

A BUILDER'S MODEL FOR THE M.T.  
*RECRUIT* BY RICHARD DUNSTON  
LTD, THORNE, YORKS FOR WILLIAM  
CORY & SON LTD, 1952

modelled by Sinclair Model  
Engineering Ltd, with laminated and  
carved hull with red decks, black  
superstructure with silver fittings,  
fitted bridge, winches, life buoys,  
lined paper wood deck section and  
hatches, netted fenders to stern and  
bow button, mounted on two  
supports to display base with  
maker's plates within glazed wooden  
case — 16¼ x 28 x 11¼in. (41 x 71 x  
28cm.)

£1200-1800

One of a pair of 91grt tugs (her sister is  
the *Swiftstone*) built for Corys  
(Thames) Lighterage Ltd, the *Recruit*  
has remained with the firm and its  
various incarnations ever since and,  
apart from being re-engined in 1996, is  
still in service a full sixty-six years later.  
The *Swiftstone* was handed over to a  
heritage trust in 1999.

**This model will be available for  
viewing at Imperial Road**



361



362

362.

**THE BUILDER'S MODEL FOR THE TWIN-SCREW MOTOR YACHT AND 'LITTLE SHIP' WILNA R.T.Y.C., LATTERLY H.M.S. AISHA, BUILT BY COCHRANE & SONS LTD, SELBY, 1934**

modelled by C. Crawford & Sons, Sunderland with laminated wooden hull, lacquered lined decks, gilt fittings, painted superstructure, and details including carved lifeboats in davits, gratings, deck lights, awning stanchions, raked buff funnel, searchlights, life buoy etc., mounted on four gilt pedestals on display base with ivorine plate and light oak glazed case. Overall measurements - 16 x 32 x 10½in. (40.5 x 81.5 x 26.5cm.); **together with** a copy of her construction contract; a set of builder's plans of her general arrangement; a period photograph and some correspondence with Cochrane's from 1992

(4)

£3000-4000

Designed by Norman Hart and built of steel, the 100ft long *Wilna* registered just over 117 tons and cost her owner, one Mr. W.H. Collins, £14,400. By 1939 Mr Collins had ordered a larger eponymous replacement from Camper Nicholson and the first *Wilna* represented by this model was sold to the Royal Navy in February 1940. Renamed H.M.S. *Aisha* she was deployed on harbour patrol, but was ideally placed when the Admiralty transmitted its requisition to owners of private craft to surrender (and if possible man) them in the frantic efforts to evacuate the British Expeditionary Force from the Dunkirk beaches 26th May - 4th June 1940. Shattered and demoralized, the British were trounced by the German 'Blitzkrieg' as it ripped through France in the late Spring of 1940 and found itself surrounded and under air attack. With the Royal Navy suffering heavy losses from its precious reserves, larger ships presented an easy target for the Luftwaffe and were sunk at the pier heads blocking other vessels from loading troops. The answer was to use smaller craft capable of reaching the beach to ferry the army to the larger ships waiting in deeper water, or to simply ferry as many men back to Britain as best as possible. Over seven hundred private craft measuring between 30 and 100 feet in length responded - known to eternity as the Dunkirk 'Little Ships' — and saved over 338,000 men in what instantly became known as the 'Miracle of Dunkirk'. With the professional army saved from destruction, it was now possible for Churchill and his War Cabinet to regroup and prepare for the defence of the United Kingdom. Sadly *Aisha's* war was a short one as she was sunk by a mine in the Thames estuary in October 1940 where her perfectly-preserved wreck was discovered in 2008; The second *Wilna* registering 460 tons built by Camper & Nicholson was delivered to Mr Turner in early 1939 and hired that August as an anti-submarine yacht. She was sunk off Portsmouth by aircraft on 24th March 1941.

**This model will be available for viewing at Imperial Road**



362 (detail)



362 (detail)





363



363 (detail)



363 (detail)

363.

**A FINE BUILDER'S MIRROR-BACK HALF MODEL FOR THE STEAM SHIPS *DALCROSS*; *DALCROY*; *DALFRAM* AND *DALRYAN* BUILT BY SCOTTS' SHIPBUILDING CO., GREENOCK FOR THE UNITED STEAM NAVIGATION CO. LTD., 1930**

the laminated and carved hull with bilge keels and gold plated propeller and lowered boarding way, with lined boxwood lacquered decks and hatches, with silvered fittings, anchor with anchor winches, bitts, ventilators, rigged derricks with winches, lined bridge with navigation lights, covered boats in davits, stayed funnel with company insignia, water tanks, engine room lights, spare propeller, and other details, mounted on a back-silvered mirror with presentation plate from Campbell's (Newcastle) Ltd, with glazed display case with angled bow and stern mirrors and ivory builder's plate, overall measurements — 19½ x 64½in. (49.5 x 164cm.)

£2500-3500

*Dalcross*: wrecked off Elephant Point, Somalia 1964

*Dalcroy*: torpedoed by U-402, 2nd November 1942

*Dalfram*: torpedoed by U-181, 4th August 1943

*Dalryan*: mined 1st December 1939.





364



364 (detail)

364.

**A MIRROR-BACK BUILDER'S MODEL OF THE CARGO VESSEL S.S. KNOTTINGLEY BUILT BY JOHN CROWN AND SONS LTD, 1907**

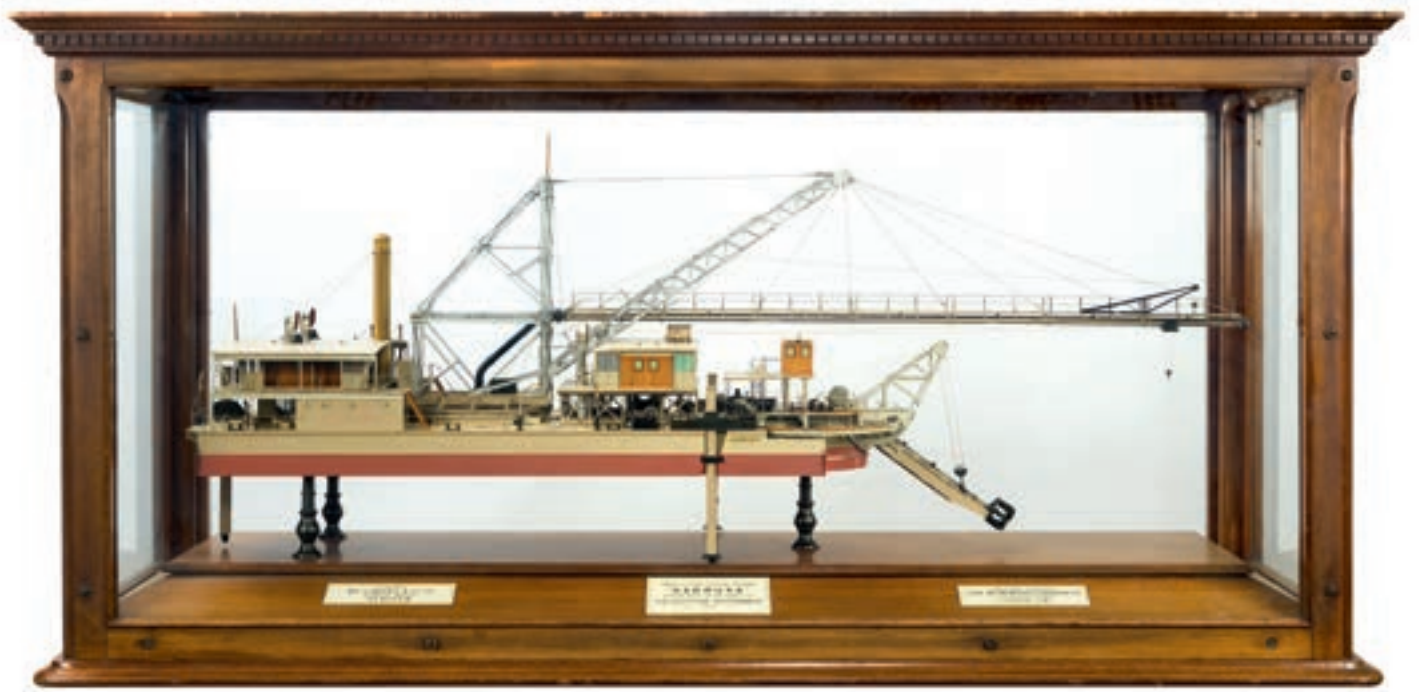
the carved hull with gilt-plated fittings and superstructure as appropriate, finished in pink, grey and lacquer, with bilge keel, portholes, propeller and rudder, mounted on original front-silvered mirror (crack lower right) with side mirrors, within mahogany bound glass fronted display case with ivory plate to centre — 20½ x 70in. (53 x 178cm.)

£2500-3500

The steel screw cargo steamer *Knottingley* was built by John Crown & Sons Ltd at Sunderland and completed in June 1907. Ordered for the Wetherall Steamship Company, she was surveyed and registered at Goole at 824 tons gross (417 net) and measured 195 feet in length with a 32½ft beam. Powered by a triple-expansion 3-cylinder engine made by the North Eastern Marine Engineering Co., also of Sunderland, she gave her first owners nine years' reliable service before being sold to the Cambo Shipping Co. of Cardiff in 1916. Resold to Davidson's of Aberdeen in 1922, she was sold yet again the following year to the Antwerp Shipping & Bunkering Co. who renamed her *Brabo*. In 1926, her Belgian owners sold her to the Brabo Steamship Co. of Goole - perhaps an associated company - and she was renamed *Lulonga*. The next year (1927), her owners changed their name to the Hook Steamship Co. and whilst still sailing under their colours, she was torpedoed and sunk by a German E-boat 15 miles south of Shoreham on 26th July, 1940 whilst on passage from Goole to Shoreham in ballast; fortunately only one crew member lost his life.



364 (detail)



365



365 (detail)

365. †

**A BUILDER'S MODEL FOR THE SUEZ CANAL RADIAL CUTTER SUCTION DREDGER *KADRUKA* BUILT BY WILLIAM SIMONS & CO. LTD, RENFREW, FOR THE EGYPTIAN GOVERNMENT, 1930**

the laminated and carved hull with light grey lined hull and decks with silver-plated fittings as appropriate including crane, gantries, cutting gear, retractable pontoons, the stern with stayed funnel, ventilators and crew accommodation, mounted on three ebonised baluster stands within original glazed mahogany display case with ivory plates for builders, owners and consulting engineers, and stand. Measurements including stand - 65 x 65 x 22in. (165 x 165 x 56cm.)

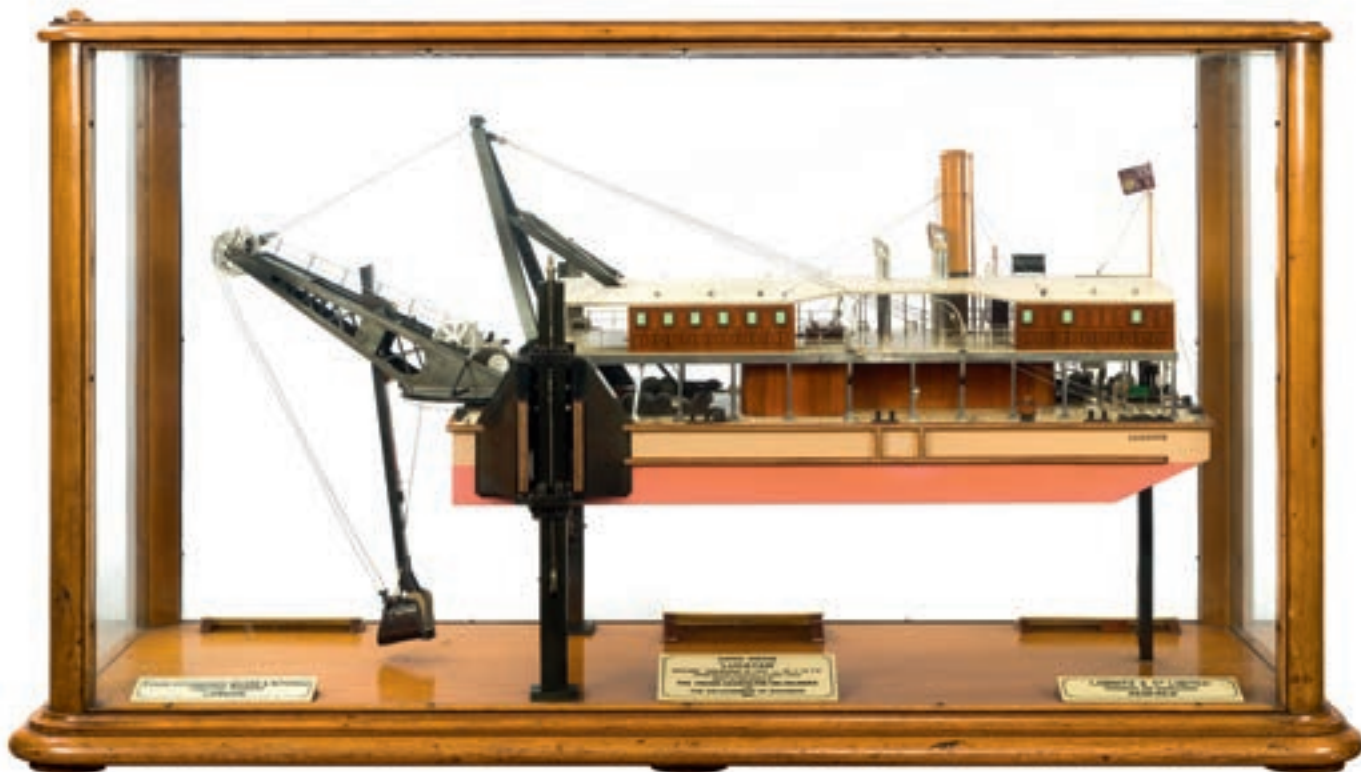
£4000-6000

**This model will be available for viewing at Imperial Road**

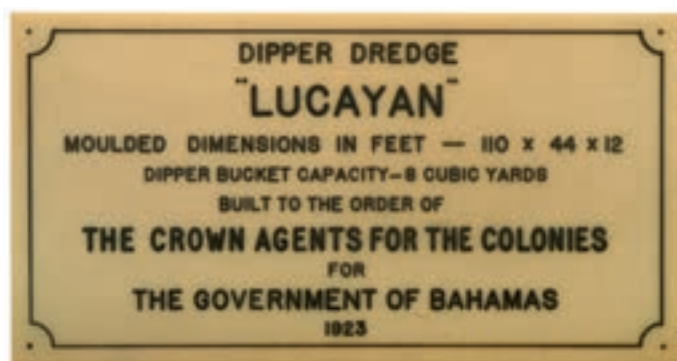


365 (detail)





366



366 (detail)

366. †

**A BUILDER'S MODEL FOR THE DIPPER DREDGE *LUCAYAN*, BUILT BY ORDER OF THE CROWN AGENTS FOR THE COLONIES FOR THE GOVERNMENT OF THE BAHAMAS BY LOBNITZ & CO., RENFREW, 1923**

the laminated and carved hull with lined white decks, silvered and oxidised fittings as appropriate, covered upper deck with stayed funnel and ventilators, lined superstructure and other details, mounted on its three retractable feet within original glazed display case with ivorine plates for builder, owner and consulting engineers — 27 x 47 x 17in. (68.5 x 119.5 x 43cm.)

£2500-3500

*Lucayan* seems to have remained in the Bahamas until 1952 when she went to the Netherlands and worked until 1957, then returned to England where her final owner, the Westminster Dredger Co. Ltd, used her until 1978.

**This model will be available for viewing at Imperial Road**



366 (detail)





367



367 (detail)



367 (detail)

367.

**A FINE BUILDER'S MIRROR-BACK HALF MODEL FOR THE STEAM YACHT *MINGARY*, DESIGNED BY G.L. WATSON AND BUILT BY THE AILSA SHIP BUILDING CO., TROON, 1899**

the carved laminated hull with varnished and white decks and gold- and silver-plated deck fittings with details including carved female figurehead, fairleads and bollards, ventilators, steam anchor winch, anchor davits, deck rails, companionways, superstructure with wood-capped deck rails, wheelhouse and open bridge over, with binnacle and engine room telegraphs and wheel, engine room lights, shelter and promenade deck over cabin accommodation with port holes, window and doors, aft steering position and capstan, three ship's boats in davits with bottom boards, thwarts and gratings, mounted within original glazed case with front-silvered mirror and ivoryine builder's plate (*case lacking finials*) — 16½ x 64½in. (42 x 164cm.)

£10000-15000

Built for Charles D. Rudd, *Mingary* measured 187½ x 27ft with a near 15ft draught. An attractive vessel as one might expect from Watson's, she was launched in May 1899 and delivered that August. Fitted with twin raked masts, her triple expansion engine was supplied by Dunsmuir & Jackson of Glasgow which developed 123nhp giving a respectable 13 knots from a single screw. Hired by the Royal Navy in 1915, she was armed with single 13-pdr and 6-pdr guns and served in the auxiliary patrol service, being used after the Battle of Jutland to sweep for survivors. It was during this service she was badly holed and limped to Rosyth harbour where she sank at her moorings. Raised in March 1919 she was sold to the Egypt & Levant S.S. Co. who converted her for commercial service. Sold again in 1924 to Turkish owners who renamed her *Sevintch*, she was sunk on the 26th December 1927 in a collision with the S.S. *Marmara* off Boz Burnu.



368



368 (detail)

368.

**A BUILDER'S MODEL FOR THE DRIFTERS S.S. CORTEEN & CAMLOUGH FOR JOHN KELLY LTD, BELFAST BY W. SIMONS & CO. LTD, RENFREW, 1920**

the laminated and carved hull with wooded wales, white decks with lining, silvered fittings including anchor bitts, deck rails, ventilators, winches, etc., covered hatches, superstructure with open bridge complete with helm, binnacle telegraph and lamps, stayed funnel, three fitted lifeboats in davits and other details, mounted on a raised display plinth with ivory plate within ebonised and gilt glazed display case, overall — 32½ x 60 x 23in. (82.5 x 152.5 x 58.5cm.)

£3000-5000

This pair of coasters registered 530 tons, were 167ft long with a 26½ft beam. Their single-screw triple expansion engines delivered 9kts and, for many years, they were the typical of the sort of small working ships that made short excursions with mixed cargoes around Ireland. *Corteen* was renamed *Ballyclare* in 1951 and was broken by Wards in 1959; The *Camlough* was less fortunate and was wrecked in 1932 off Luce Bay, Monreith whilst under tow with general cargo between Belfast and Birkenhead — her wreck is still visible when the tide is out.

**This model will be available for viewing at Imperial Road**



368 (detail)





369



369 (detail)

369.

**A FINE BUILDER'S MODEL FOR THE S.S. *CLAN MALCOLM*, BUILT BY CRAIG, TAYLOR & Co., STOCKTON, FOR CLAN LINE, 1917**

the laminated carved hull with bilge keels, gilt propeller, grey decks with lined white hatch covers and superstructure with detailed silvered metal fittings including winches, ventilators, anchors, davits, water tanks etc., masts rigged with derricks, liveried funnel and other details, mounted on four silvered supports within glazed wooden case with dual ivory plates, attached to display stand, measurements including stand — 60 x 88 x 19in. (152.5 x 223.5 x 48cm.)

£6000-8000

A large cargo ship registered at just under 6000 tons, the *Clan Malcolm* was completed in April 1917 and managed to survive the unrestricted submarine warfare by then in force by Germany for the last eighteen months or so of the Great War. She was wrecked, however, on passage from London to the Clyde on 25th September 1935 when she struck the Tregwin Rocks, Cornwall, in thick fog with about 3,500 tons of maize and maize products aboard - the companionway to her wheel house was salvaged and is used for a local building.

**This model will be available for viewing at Imperial Road**

**END OF SALE**

**NEXT SALE 6th November 2018,  
entries currently being invited,  
closing 7th September**

**FREE valuation days:**

**Skegness - Monday, 18th June  
King's Lynn - Tuesday, 19th June  
Norwich - Thursday, 21st June**



369 (detail)



## Ship Name Index

Ship	Lot	Ship	Lot	Ship	Lot
Aisha, H.M.S.	362	Glowworm, H.M.S.	339	Raison	63
Akaroa, M.V.	347			Recruit, M.T.	361
Alasterufer, S.V.	22	H209, S.T.	322	Reina Regente	101
Alberta, R.Y.	106	Hibernia, S.T.	209	Rickmer Rickers, S.V.	24
Alexandra, R.Y.	105	Hurst, H.M.S.	121	Rodney, H.M.S.	133, 134
Alfred, S.V.	32	Hussar [1784], H.M.S.	63, 100	Royal George, The	202
Alligator, H.M.S.	97	Hussar [1894], H.M.S.	100	Royal Sovereign	61
Augusto, S.V.	29				
		Iphegenia	230	Shah	330
Badsworth, H.M.S.	341	Iron Duke, H.M.S.	340	Sidonia, S.V.	8
Bavarian, S.S.	194			Stability, M.S.	345
Bellerophon [1786], H.M.S.	331	J. Schoentjes, S.V.	35	Sun IV, S.T.	332
Bellerophon [1865], H.M.S.	102	Jacob Ruppert, S.S.	48		
Blue Jacket, S.V.	20	Jane Avery, S.V.	9	Temeraire, H.M.S.	93
Bothnia, R.M.S.	191	John C. Munroe, S.V.	358	Tern, C.I.L.	211
Britannia, H.M.S.	119			Thetis, H.M.S.	63
Britannia, R.C.Y.	50	Kadruka, S.D.	365	Titanic, R.M.S.	187, 189
		Kaipaki, S.S.	241	Trident, H.M.Sm.	137
Californian, S.S.	350	King George V [1911], H.M.S.	120	Tunisian, S.S.	194
Camlough, S.S.	368	Knottingley, S.S.	364		
Canberra, S.S.	348			U-250	141
Caroline, S.V.	33	La Coquille	66	Uhlenhorst, S.V.	21
Clan Malcolm, S.S.	369	Lacyan, S.D.	366		
Concordia von Kiel, S.V.	15	Leonora, S.V.	11	Venerable, H.M.S.	123
Conqueror, H.M.Sm.	342	Leonhardt of Flensburg, S.V.	31	Victoria & Albert III, R.Y.	105, 108
Corteen, S.S.	368			Victory, H.M.S.	86, 96, 119
Cyclops, H.M.S.	129	Mars [1896], H.M.S.	111	Virginia, M.S.	344
		Matfen of Blyth, S.V.	7		
Dalcross, S.S.	363	Mauretania, R.M.S.	190, 351	Waterwitch, S.V.	230
Dalcroy, S.S.	363	Mavis	336	Westmeath, S.S.	241
Dalfram, S.S.	363	Mercury, C.S.	343	White Star, S.V.	23
Dalryan, S.S.	363	Mingary, S.Y.	367	Willem Ruys, M.V.	349
de Young Conrad, S.V.	16	Minotaur, H.M.S.	99, 104	William Penn, S.V.	150
de Young Gustav, S.V.	16	Mosquito	327	Wilna, R.T.Y.C.	362
de Young Gustav, S.V.	146	Muiron	64	Windsor Castle, R.M.S.	346
Duke of Edinburgh, H.M.S.	119			Worms, S.S.	42
		Neptune, H.C.S.	85		
Eagle, H.M.S.	84	Nordlandsfarer, S.V.	25	Xamura 40, S.Y.	52
Emma, S.S.	41	North of Scotland, S.V.	149		
Emma, S.V.	34			Young America, S.V.	18
Entreprenante, H.M.S.	326	Oder, S.V.	55		
Exeter, H.M.S.	338	Olga, S.S.	40		
Flora, S.V.	147	Passat, S.V.	14		
Flying Eagle, S.T.	360	Pelargonium, H.M.S.	124		
Forfarship, S.V.	13	Phaeton, H.M.S.	356		
		Pil, S.V.	37		
		Powerful, H.M.S.	136		
		Prévoyante	63		
		Prince	325		

## Artists Index

Artist	Lot	Artist	Lot
Abbott, L.	91	L'Hostis, G.	52
Adam, M-E	42	Luzzo, G.	9
Anderson, W.	6	Martino, E.	92
Backhuysen II, L.	5	Melbye, A.	25, 27
Benttley, C.R.O.	131	Melbye, V	12, 26
Bille, C.L.	72	Mevius, H.	2, 30, 39
Brett, J.	38	Mohrmann, J.H.	35, 41
Briscoe, A.	50	Monamy, P.	61
Bull, J.	68	Monl��on y Torres	101
Burchall, M.W.	17, 18, 19, 43, 44, 45, 46, 47, 110, 111, 112, 113, 114, 115	Peterson, J.	15
Burgess, A.	48, 49	Pocock, N.	63
Burrows, J.	65	Reed, J.L.	53
Cars, A.	69, 70	Roux, A.	66
Chaperlet, R.	16, 21, 22, 23, 24, 55, 146, 147	Roux, J.-A. A.	64
Clarkson Stanfield, C.	10	School, Continental	51
Coch, J.A.	145	School, Dutch	33, 58
Cooke, E.W.	71	School, English	34, 37, 40
Cundell, C.E.	129	School, Neopoletain	11
Dixon, C.E.	14	Shelfhout, A.	4
Dutton, T.G.	13	Smith, F.V.	187
Gardiner, F.J.H.	20	Smith, J.R.	67
Garneray, H.	62	Spin, J.	7, 8
Gergersen, J.	31	Van de Velde, W.	59
Gudin, T.	60	Webb, J.	36
Harvey, C.	54	Wood, F.W.	107
Holm, P.C.	29, 32	Wyllie, H.	3
Jacobsen, A.	191	Wyllie, W.L.	1, 116

## Instrument Makers' Index

Maker	Lot	Maker	Lot
A. Johannsen & Co.	237	J.K.M. Holmes Co. Ltd	299
A. L��g�� & Co.	127, 204	Jones, Thomas	270
Adams, George	275, 283, 303, 315	Kelvin & James White	211
Adams, Thomas	238	Laird, D.W.	149
Ahmad Diya	242	Lennie, Eliza	263
Baker	276	McGregor, D.	267
Baker, Henry	279, 280	Melvin, Richard	251
Bate	312	Mercer, Thomas	240
Bauer	305	Negretti & Zambra	320
Bion, Nicolas	313	Ortling	311
Blunt, Edward	290	Pierre Rene Clerget	265
Bottomley	273	Raeth, Paul	308
Bradford, G.	259	Ralph, John	282
Brockbank, Atkins & Moore	241	Robert North & Sons	139
Carpenter, W.B.	278	Ross	138
Cox, J.S.	306	Ross, W.B.	319
Delure	246	Saville, W., Kent	281
Dent, E.	258	Sewill	271
Dobbie & Son Ltd	236	Spencer, Browning & Rust	266
Dollond	98, 302, 318	Squire, T.	256
Dring & Fage	257	T. Cooke & Sons Ltd	298
Dycas	317	Topochaix	254
Ehrlich, W.G.	235	Troughton & Simms	264
F. Davidson Co.	287	Vogler	248
Frodsham & Keen	269	W. Watson & Sons Ltd	300
Gebbie & Co.	239	Walker	262
George Lee & Son	272	Wenham & Stephenson	286
Gilbert & Wright	260	Yusef Baba	243
H. Hughes & Sons Ltd	309	Zeiss, Carl.	288, 301
Holtzapffel & Co.	316		

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DA1 1DG	BIC.: HBUKGB4128K
	Swift Code: MIDLGB22

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

## Storage

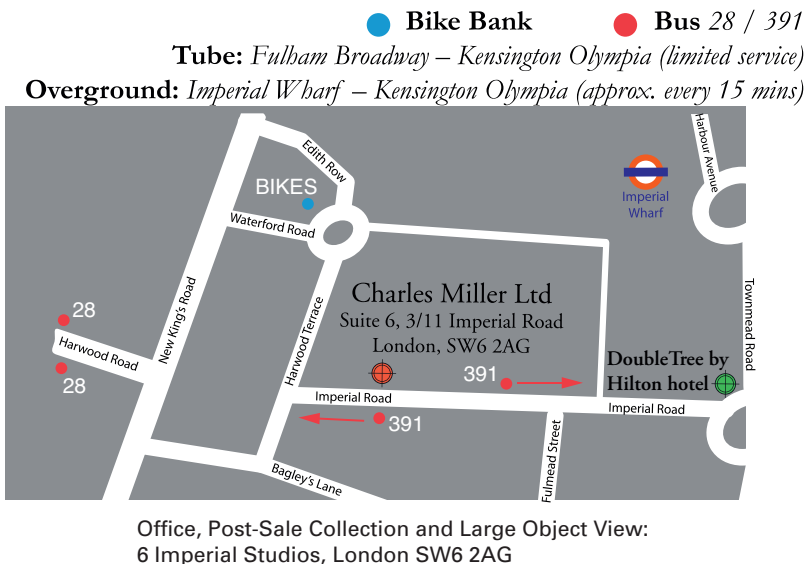
On receipt of cleared funds, lots can be collected from Charles Miller Ltd.'s premises at 6 Imperial Studios, 3/11 Imperial Road, London SW6 2AG. Please note that collection is **BY APPOINTMENT** on +44 (0) 207 806 5530. **All lots should be cleared within a month of the auction date**, after which they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

## Post Sale Collection

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

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

- ‡ For items over 100 years old: import VAT of 5% payable on whole hammer price, less premium (a further 20% is payable on the premium.)
- Ω For items under 100 years old: import VAT of 20% payable on whole hammer price, less premium (a further 20% is payable on the premium.)
- † For lots sold from within the EU, if the client is VAT registered and not using the Auctioneers' Special Scheme, full VAT at 20% is levied on the hammer price and premium.



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

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

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

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

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

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





Charles Miller Ltd

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

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